

APPENDIX A

Interchange Modification Report

Interstate 26 Exit 85 – SC 202

Interchange Modification Report
Interstate 26 Exit 85 – SC 202
Newberry County, SC

Prepared For:
South Carolina Department of Transportation



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EXECUTIVE SUMMARY

The South Carolina Department of Transportation (SCDOT) proposes multiple improvements to the I-26 corridor from mile marker 85 – SC 202 to mile marker 101 – Broad River Road (US 176) designed to increase capacity, upgrade interchanges to meet design requirements, and expand vertical clearance at overpass bridges. Specifically, SCDOT proposes widening I-26 from four to six lanes from Exit 85 – SC 202 to Exit 97 - Broad River Road (US 176) and from four to eight lanes from Exit 97 - Broad River Road (US 176) to Exit 101 - Broad River Road (US 176). Along the project area, interchanges at Exit 85 – SC 202, Exit 91 – Columbia Avenue (S-48), and Exit 97 - Broad River Road (US 176) will be improved to bring them to compliance with design requirements.

Throughout nearly all of the study area, I-26 currently provides two lanes in each direction. From Exit 82 southeastward, the two lane section is maintained, until it is widened from two to three lanes approaching Exit 101.

The proposed project has two primary purposes: increase roadway capacity to address the projected traffic volumes and improve geometric deficiencies along the mainline and at several interchanges and overpasses in this section of I-26 by bringing them to compliance with current state and federal design standards. The secondary purpose is to improve safety which will be enhanced by improving the geometric design of the facility.

This interchange modification report (IMR) presents information for the proposed interchange modifications at Exit 85 – SC 202 located in Newberry County, SC. Today, this interchange is a partial cloverleaf interchange. Both the eastbound and westbound off- and on-ramps are located on the north side of the interchange. There is also a closely spaced frontage road (Meadow Brook Road) near the intersection of SC 202 and the westbound ramps.

Information discussed in the report is derived from the following reports: *Interstate 26 Widening Traffic Analysis Report: I-26 Widening Project MM 85-MM 101*, *Accident Analysis Report: I-26 Widening Project MM 85-MM 101*, and *Interstate 26 Widening and Improvements Mile Marker 85-101 Environmental Assessment*.

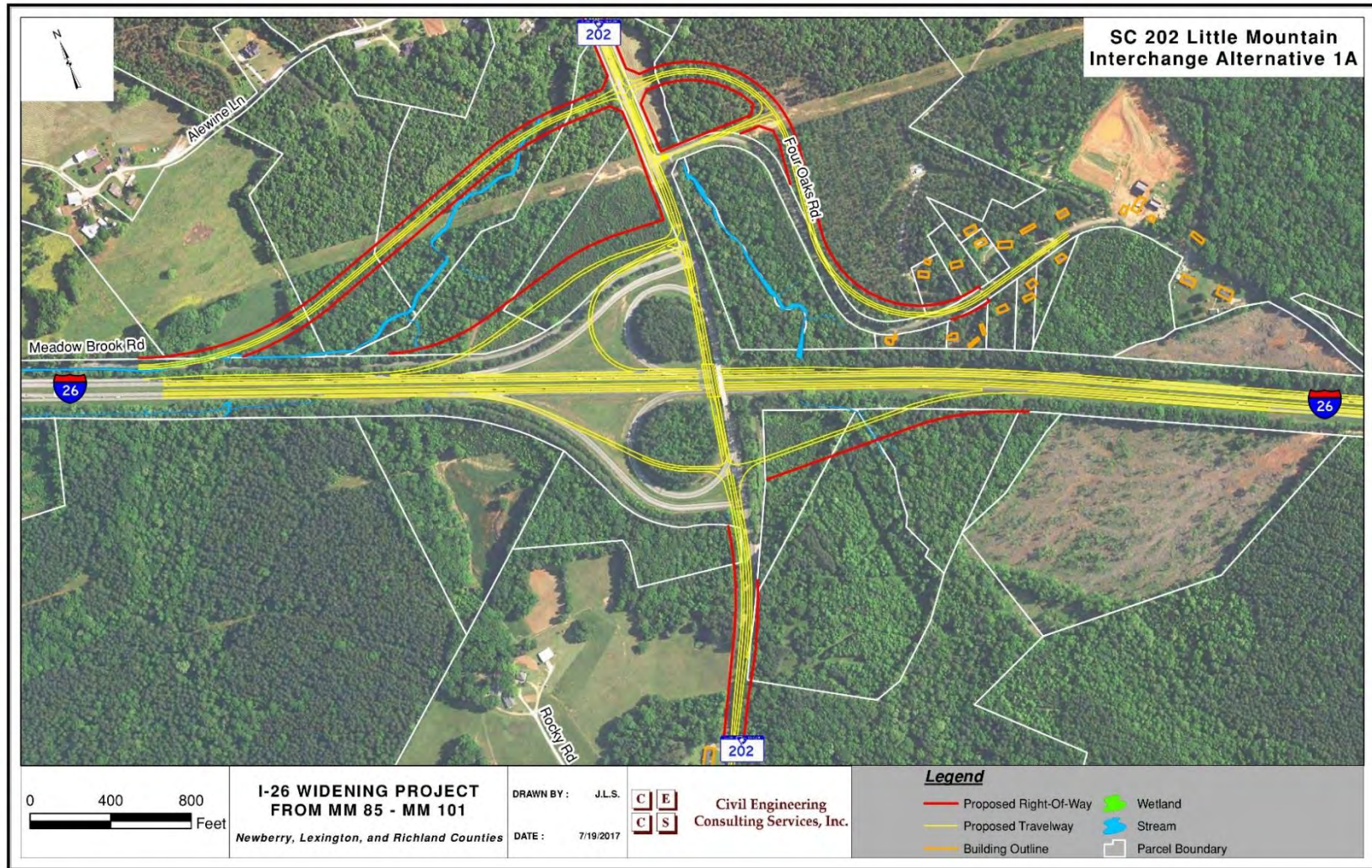
Five alternatives were developed for Exit 85. The five build alternatives at Exit 85 consist of:

- Alternative 1: Diamond Interchange – this concept would replace the existing interchange configuration with a diamond interchange. The eastbound and westbound off-ramp approaches to the ramp termini intersections would be controlled by STOP signs.
- Alternative 1A: Diamond Loop Interchange – this concept is similar to Alternative 1 but replaces the diamond ramp in the northeast quadrant with a loop ramp in the northwest quadrant.

- Alternative 2: Partial Cloverleaf (ParClo) Interchange – this concept would add a westbound off-ramp for traffic traveling to the north on SC 202, and eastbound on-ramp for traffic traveling from the south on SC 202 to the existing interchange configuration, along with adjustments to acceleration and deceleration lane lengths for the existing ramps. The eastbound and westbound off-ramp approaches to the ramp termini intersections would be controlled by STOP signs.
- Alternative 2A: ParClo Modified – this concept would be similar to Alternative 2 but would remove the ramp in the northeast quadrant and shift that movement to the loop ramp in the northwest quadrant.
- Alternative 3: Dual Roundabout (Bowtie) Interchange – this concept would eliminate the westbound loop off-ramp and eastbound loop on-ramp and provide for a diamond interchange with roundabouts instead of STOP sign controlled intersections at the ramp termini.

The Preferred Alternative that was selected for Exit 85 was Alternative 1A. Other elements of Alternative 1A include the relocation of Meadow Brook Road and 4 Oaks Road to provide further separation from the interchange ramps. Alternative 1a was selected as the Preferred Alternative because it meets the purpose and need, has the lowest overall construction cost, does not require any residential or commercial relocations, requires the lowest acreage of new right-of-way, and results in the lowest impact to streams making it the least environmentally damaging practicable alternative. Therefore, this alternative was selected as the Preferred Alternative. Alternative 1A is shown in Figure E-1.

Based on the traffic analysis of the Preferred Alternative 1A, no additional improvements are necessary.



Source: Figure 82, *Interstate 26 Widening Traffic Analysis Report*
Figure E-1. Preferred Alternative 1A

I. Introduction

I-26 is an east-west interstate highway that begins at the junction of U.S. Route 11W and U.S. Route 23 in Kingsport, Tennessee. From this origin, I-26 runs generally southeastward through Tennessee, North Carolina, and South Carolina, where it ends at U.S. Route 17 in Charleston, South Carolina.

Along its nearly 306 mile length, I-26 provides access to Johnson City, Tennessee; Asheville, North Carolina; and Spartanburg, Columbia and Charleston, South Carolina.

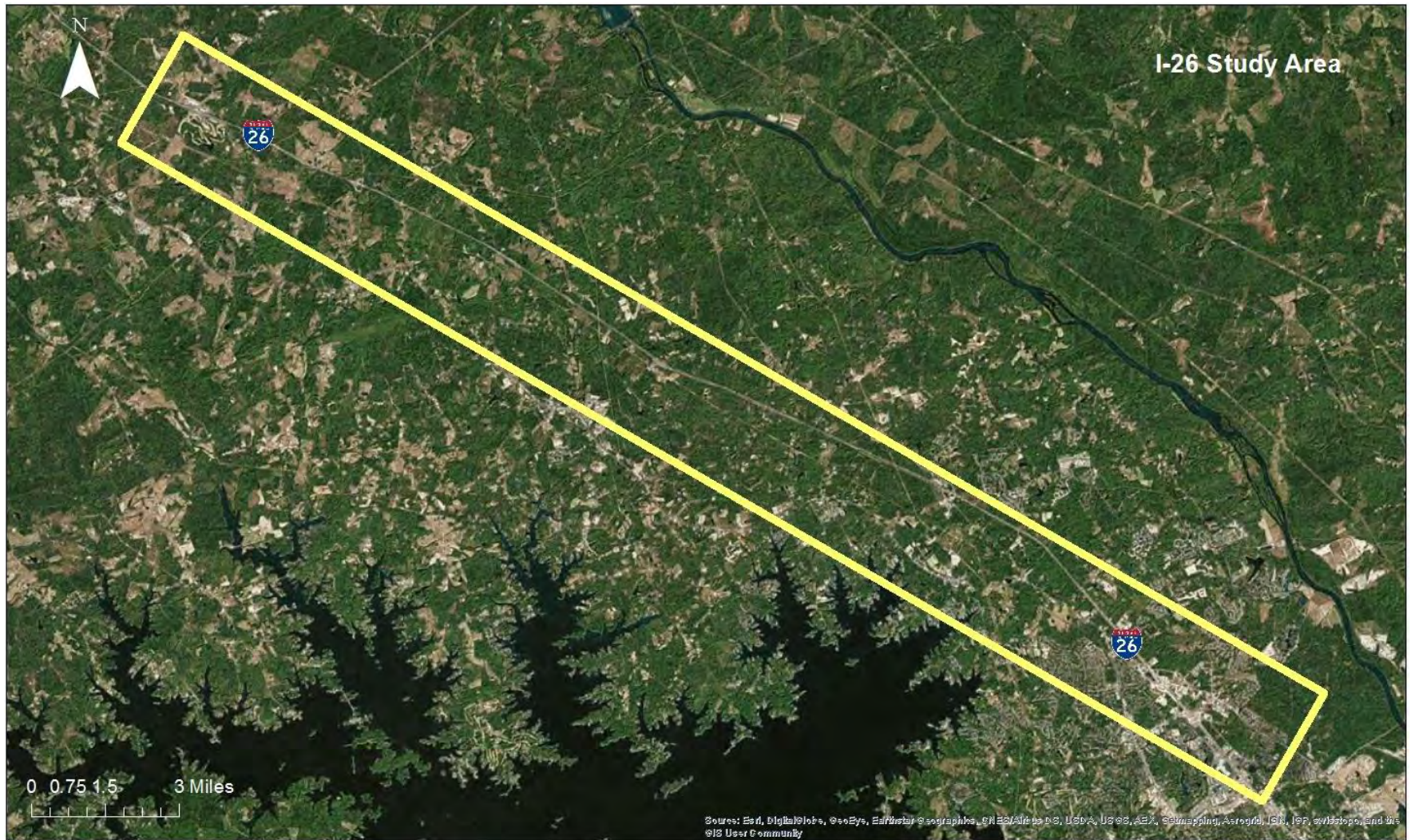
In South Carolina, I-26 covers about 221 miles, and provides connections to I-95 south of Providence, to I-77 south of Cayce, to I-20 west of Columbia, and to I-85 north-west of Spartanburg. The portion of I-26 under study in the *Interstate 26 Widening Traffic Analysis Report: I-26 Widening Project MM 85-MM 101* is located west of Columbia, generally between Exit 82 and Exit 102. Exit 85 is located on the west end of the study area.

In the vicinity of Exit 85, I-26 currently provides two lanes in each direction. The posted speed limit on I-26 in the vicinity of Exit 85 is 70 miles per hour.

In general, interstate routes can be characterized as having either level, rolling, or mountainous terrain. Consistent with the Mainline Study, the portion of I-26 adjacent to Exit 85 is characterized as having a rolling terrain.

Information discussed in the report is derived from the following projects reports: *Interstate 26 Widening Traffic Analysis Report: I-26 Widening Project MM 85-MM 101* (Mainline Study), *Accident Analysis Report: I-26 Widening Project MM 85-MM 101* (Accident Analysis), and *Interstate 26 Widening and Improvements Mile Marker 85-101 Environmental Assessment*.

The I-26 Mainline Study evaluated multiple improvements to the I-26 corridor designed to increase capacity, upgrade interchanges to meet design requirements, and expand vertical clearance at overpass bridges and/or replace them. The study considered widening I-26 from two to three lanes from approximately 1.6 miles west of Exit 85 to about 2,200 feet west of Exit 101 and examined modifications to interchanges at Exit 85 (SC 202), Exit 91 (S-32-48/Columbia Avenue) and Exit 97 (US 176/Broad River Road). To provide sufficient coverage to prepare interchange modification reports, the I-26 Mainline Study included the existing interchanges at Exits 82, 101 and 102. **Figure 1** depicts the study area for the overall I-26 Widening project.



Source: Figure 1, *Interstate 26 Widening Traffic Analysis Report*
Figure 1. Interstate 26 Widening Study Area

II. Exit 85 – SC 202

Exit 85 is a partial cloverleaf interchange with a loop on-ramp in the southwest quadrant and a loop off-ramp in the northwest quadrant. The existing configuration of the Exit 85 interchange is shown in **Figure 2**.

Existing Conditions

The westbound loop off-ramp is approximately 860 feet long with a 415 feet long parallel deceleration lane (with a parallel length of approximately 190 feet). The off-ramp has a 30 mph posted advisory speed limit, and widens from a single lane to provide a separate left turn lane and a separate right turn lane that are separated from each other by a grass island. The left turn lane provides approximately 40 feet of storage upstream of the stop line and is controlled by a STOP sign. The right turn lane provides approximately 110 feet of storage upstream of the stop line and is controlled by a yield sign.

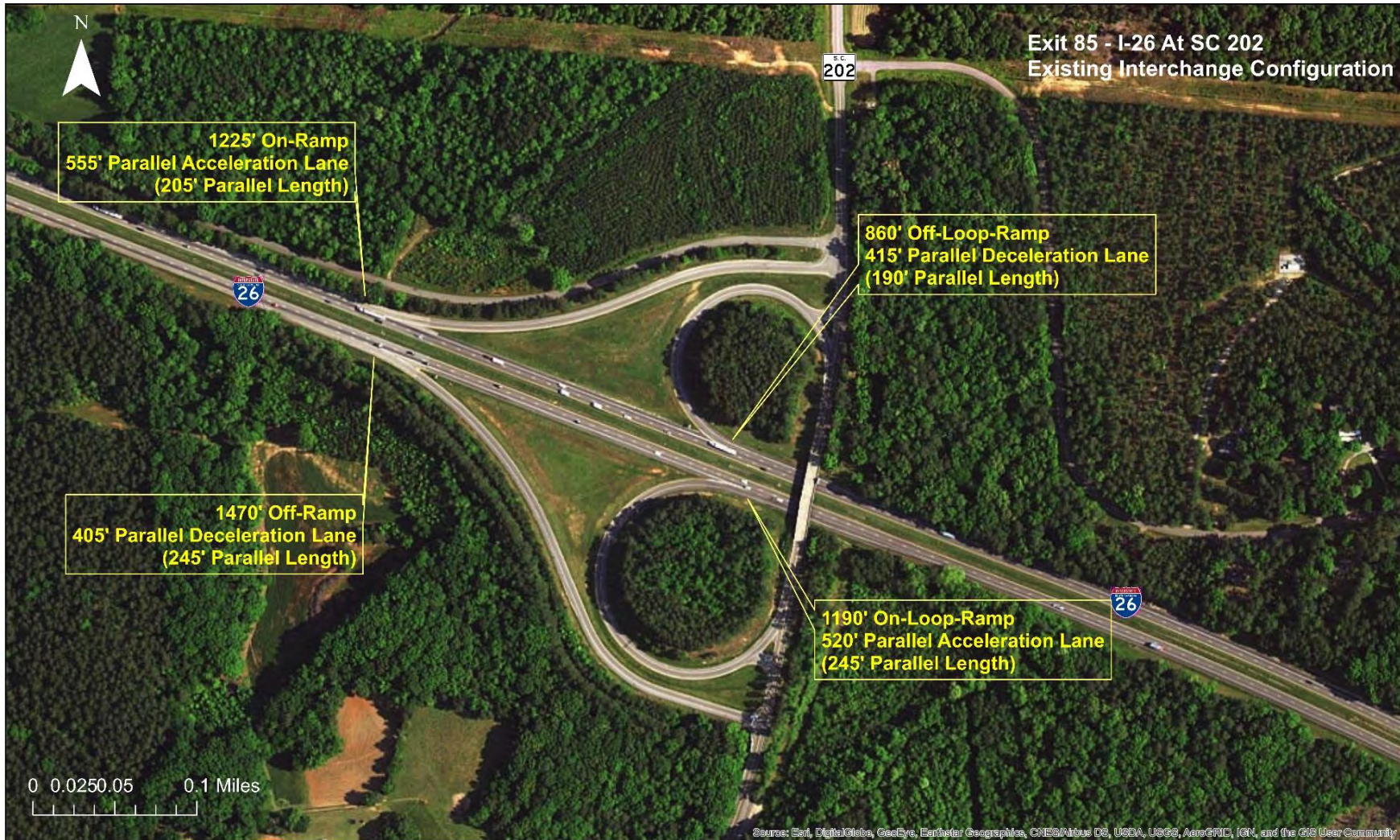
The westbound on-ramp is a single lane ramp approximately 1,225 feet long that merges into I-26 with a 555 feet long parallel acceleration lane (with a parallel length of approximately 205 feet). The ramp accepts the southbound right turn and the northbound left turn traffic from SC 202. No control is provided to either of these movements. The westbound on-ramp is adjacent to Meadow Brook Road, which is located to the north of the on-ramp and separated by approximately 45 feet.

The westbound loop off-ramp and on-ramp are separated by approximately 980 feet.

The eastbound off-ramp is approximately 1,470 feet long with a 405 feet long parallel deceleration lane (with a parallel length of approximately 245 feet). The off-ramp has a 40 mph posted advisory speed limit. The off-ramp remains a single lane until it intersects with SC 202. At the intersection traffic can make left or right turn. Both movements are controlled by the STOP signs.

The eastbound on-ramp is a single lane loop ramp approximately 1,190 feet long that merges into I-26 with a 520 feet long parallel acceleration lane (with a parallel length of approximately 245 feet). The ramp accepts the southbound right turn and the northbound left turn traffic from SC 202. Northbound left turning traffic and southbound right turning traffic are separated by a grass median; the northbound left turn traffic entering the on-ramp has to yield to the southbound right turn traffic.

The eastbound off-ramp and loop on-ramp are separated by approximately 1,050 feet.



Source: Figure 12, *Interstate 26 Widening Traffic Analysis Report*

Figure 2. Existing Interchange

The exit is signed “SC 202” using the state route shields, along with the text “Pomaria” and “Little Mtn” in the westbound direction. In the eastbound direction, the SC 202 state route shield is shown along with the text “Little Mtn”.

The section of I-26 in the vicinity of Exit 85 currently consists of a four-lane interstate with a grassed median for most of its length. The existing right-of-way is approximately 50 feet to either side of the center line (100 feet total).

SC 202 is a two lane roadway with a posted 45 mph speed limit in the vicinity of the interchange. The SC 202 bridge crossing I-26 is two lanes wide. No dedicated turn lanes are provided for northbound left turn traffic from SC 202 merging into the eastbound loop on-ramp. However, there is a small island at the point of its merging with southbound right turn traffic from SC 202. Left turn traffic onto the eastbound loop on-ramp has to yield to southbound right turn traffic.

At the westbound on-ramp intersection, no vehicle storage turn lanes are provided for northbound left turn traffic or the southbound right turn traffic from SC 202. However, there is a wider section of pavement between the westbound on-ramp and Meadow Brook Road that could be used as a southbound right turn lane onto the ramp. The eastbound ramp intersection is shown in **Figure 3**. The westbound ramp intersection is shown in **Figure 4**.



Source: Figure 13, *Interstate 26 Widening Traffic Analysis Report*
Figure 3. Exit 85: SC 202 at Eastbound Ramps



Source: Figure 14, *Interstate 26 Widening Traffic Analysis Report*
Figure 4. Exit 85: SC 202 at Westbound Ramps

Two intersections are located in the vicinity of the interchange. The intersection of SC 202 with Meadow Brook Road (S-36-811) is located about 60 feet north of the westbound on-ramp. The intersection of 4 Oaks Road (S-36-370) is located approximately 520 feet north of the westbound on-ramp.

Meadow Brook Road is a local undivided road without a posted speed limit. Meadow Brook Road is located approximately 60 feet north of the westbound on-ramp intersection, and runs westward and dead-ends in about 1.64 miles. At its intersection with SC 202, the eastbound approach of Meadow Brook Road is controlled by a STOP sign. The existing configuration of the SC 202 intersection with Meadow Brook Road is shown in **Figure 4**.

4 Oaks Road is a local undivided road without a posted speed limit (although at the curves on the roadway, there are posted advisory speed limit signs of 25 and 30 mph). 4 Oaks Road is located approximately 520 feet north of the westbound on-ramp intersection, and runs eastward and dead-ends in 1.51 miles. At its intersection with SC 202, the westbound approach of 4 Oaks Road is controlled by a STOP sign. The existing configuration of SC 202 intersection with 4 Oaks Road is shown in **Figure 5**.



Source: Figure 15, *Interstate 26 Widening Traffic Analysis Report*
Figure 5. Exit 85: SC 202 at 4 Oaks Road

Purpose and Need

The proposed project has two primary purposes: increase roadway capacity to address the projected increased traffic volumes and improve 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. The secondary purpose is to improve safety, which will be enhanced by improving the geometric design of the facility.

The needs for this project were identified through a comprehensive review of previous studies along with the analysis of current data compiled for this study. This includes information in the I-26 Widening Traffic Analysis Report and the I-26 Accident Analysis Report, as well as information collected through meetings with SCDOT; federal, state and local agencies; project stakeholders, and the public.

Conceptual Design

The SC 202 interchange is expected to be modified as part of the I-26 Widening project. Analyses evaluating 2040 Build conditions for the intersections within the Exit 85 interchange area were initially performed for three alternatives. After the initial analysis, two additional alternatives were developed.

Three alternatives were initially developed for Exit 85.

- Alternative 1 replaces the existing Exit 85 interchange with a full diamond interchange. All intersections would remain STOP-controlled under the 2040 Build conditions. The conceptual design of Alternative 1 is shown in **Figure 6**.
- Alternative 2 replaces the existing Exit 85 interchange with a partial cloverleaf interchange. This alternative would shift two left turn movements to right turn movements, potentially increasing the safety of the ramp termini. The conceptual design of Alternative 2 is shown in **Figure 7**.
- Alternative 3 replaces the existing Exit 85 interchange with a diamond interchange with roundabouts at the ramp termini intersections. The conceptual design of Alternative 3 is shown in **Figure 8**.

As part of the refinement of the original alternatives, Alternative 1A and Alternative 2A were developed.

- In Alternative 1A, the westbound off-ramp in Alternative 1 has been replaced with a westbound loop off-ramp in order to minimize impacts to natural features. The conceptual design of Alternative 1A is shown in **Figure 9**.
- In Alternative 2A, the westbound off-ramp for traffic traveling to the north on SC 202 in Alternative 2 is eliminated. Instead of a westbound directional loop off-ramp for traffic traveling to the south on SC 202, a loop off-ramp that combines both movements to SC 202 is provided. The conceptual design for Alternative 2A is shown in **Figure 10**.

Each Alternative included relocating Meadow Brook Road to increase its distance from the westbound ramp intersection, and most of the alternatives included relocating 4 Oaks Road.

Alternative 1a was selected as the Preferred Alternative because it meets the purpose and need, has the lowest overall construction cost, does not require any residential or commercial relocations, requires the lowest acreage of new right-of-way, and results in the lowest impact to streams making it the least environmentally damaging practicable alternative.

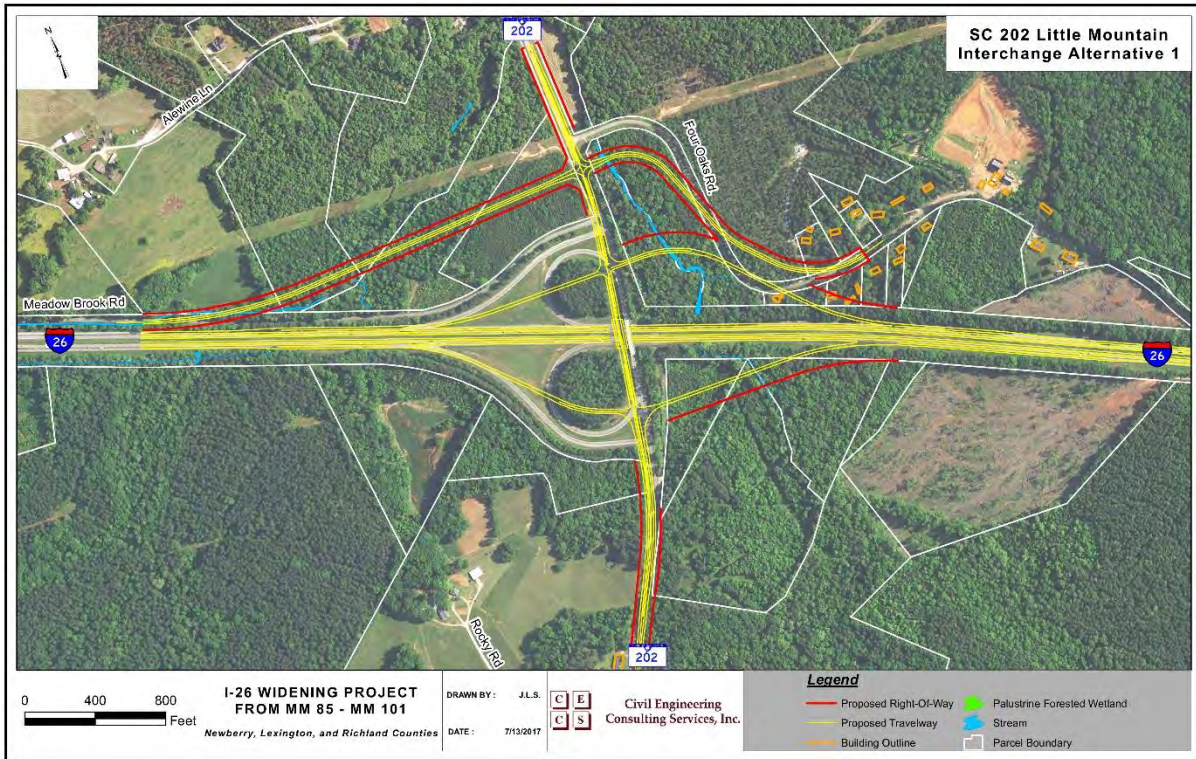


Figure 6. Improvement Alternative 1 Diamond

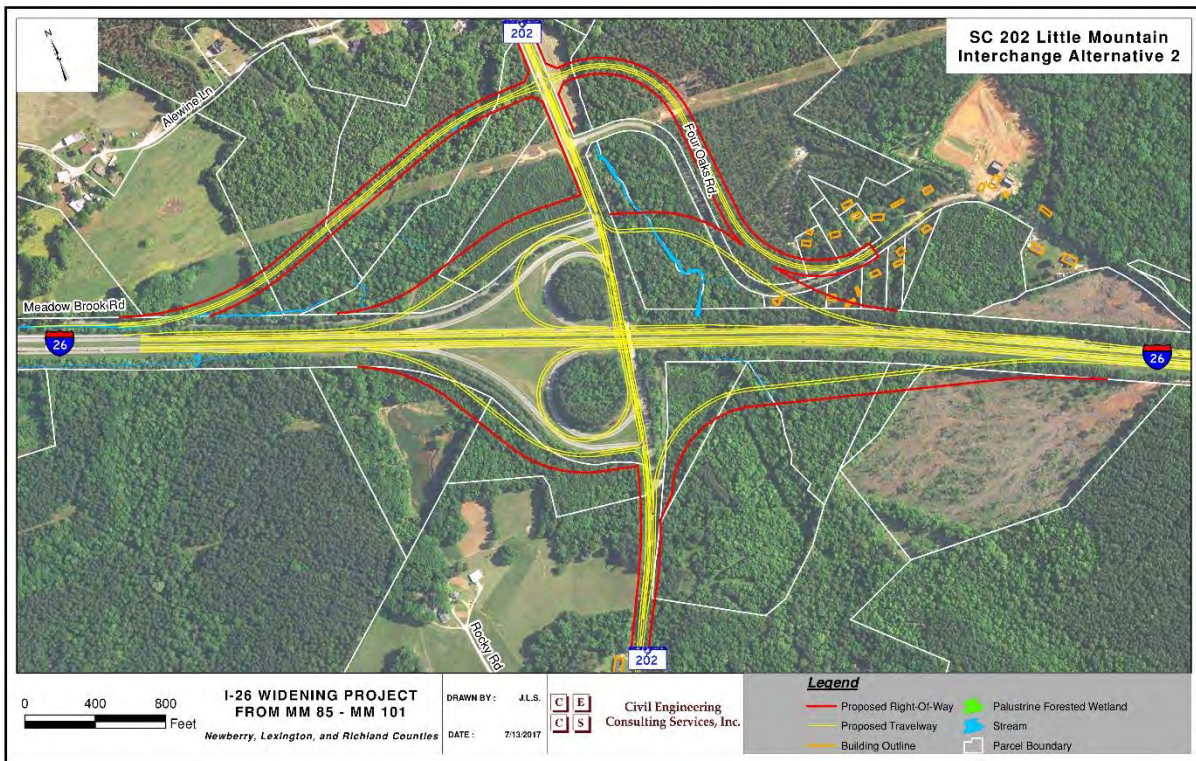


Figure 7. Improvement Alternative 2 Partial Cloverleaf

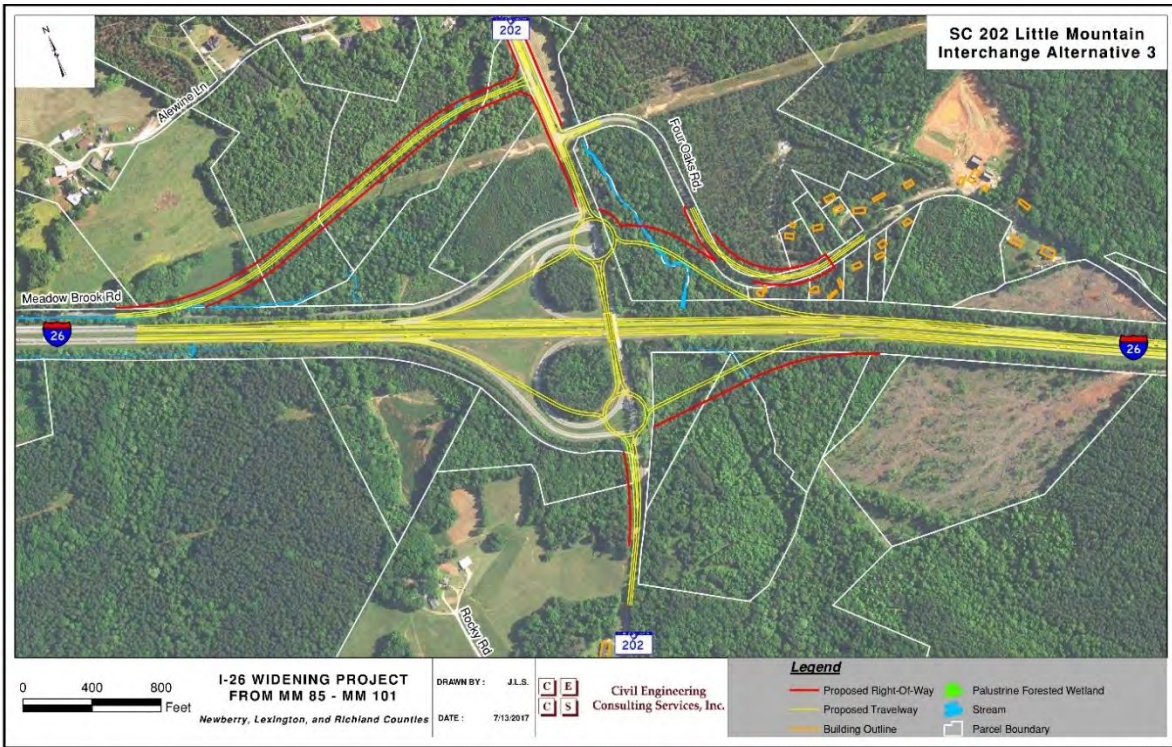


Figure 8. Improvement Alternative 3 Bowtie

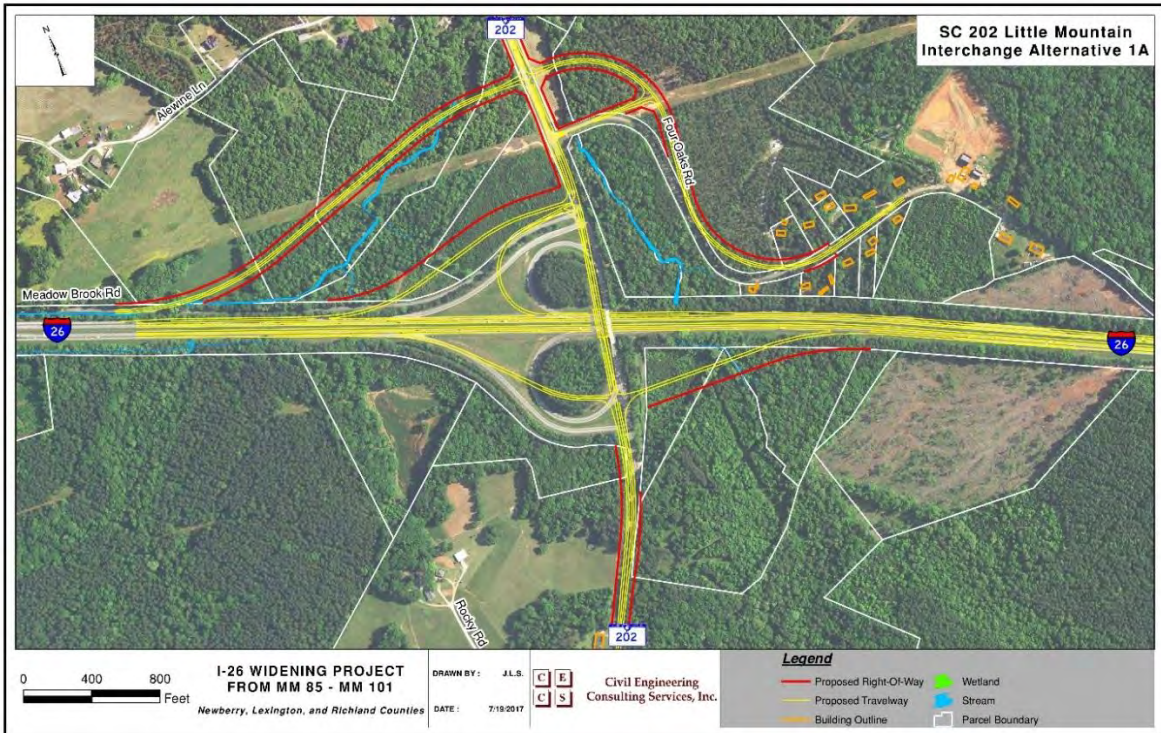


Figure 9. Improvement Alternative 1A Diamond Loop

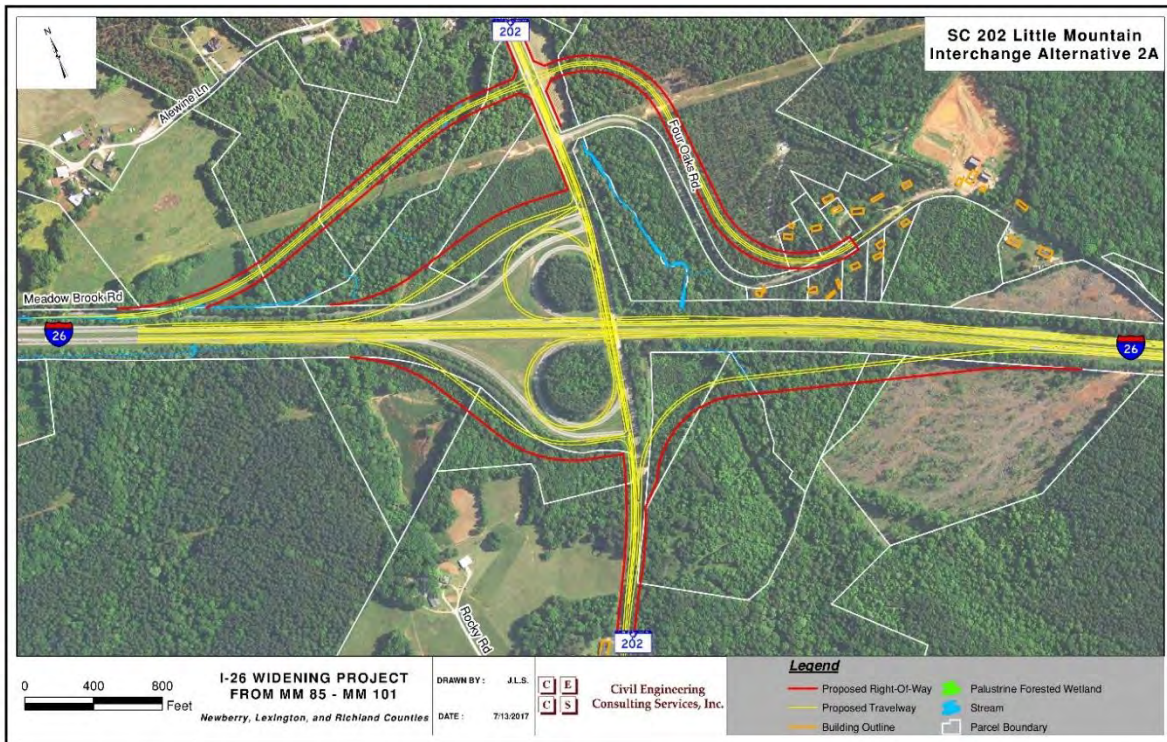


Figure 10. Improvement Alternative 2A Partial Cloverleaf Modified

Intersection Modification Report Applicant

The interchange policy is administered by the Federal Highway Administration (FHWA). Therefore, FHWA is required to approve all new access or changes in access points pursuant to this policy.

As the owner and operator of the Interstate System, SCDOT is responsible for submitting a formal request to the FHWA in the form of an IMR that documents the analysis, the rationale for the proposed change in access, and the recommended action.

SCDOT is the sponsoring agency for the I-26 Widening project. The contact information for the I-26 Exit 85 IMR study is provided below:

Michael L. Hood, P.E., DBIA
Assistant Program Manager, Design-Build Group
SC Department of Transportation
955 Park St., Columbia, SC 29201

III. Study Area

In South Carolina, I-26 covers about 221 miles, and provides connections to I-95 south of Providence, to I-77 south of Cayce, to I-20 west of Columbia, and to I-85 north-west of Spartanburg. Within the study area shown on **Figure 1**, I-26 crosses portions of Newberry, Lexington and Richland Counties.

Demographics

According to the 2010 Census, Newberry County has approximately 37,500 residents, Lexington County has approximately 262,500 residents and Richland County has approximately 384,500. The counties have seen a steady increase in population since the 1950's. Between 2000 and 2010, Newberry county saw a 3.7% increase in population, Lexington County saw a 17.7% increase in population and Richland County saw a 16.6% increase in population.

According to the South Carolina Revenue and Fiscal Affairs Office, Newberry County is expected to continue to see gradual population growth between 2010 and 2030,¹ while Lexington County is expected to see more significant population growth by 2030. The same source estimates Richland County's population will continue to grow but possibly at a slower rate than from 2000 to 2010. **Table 1** presents population growth and projections for the three counties.

Table 1: Population Growth in the I-26 PSA

County	2000 Population	2010 Population	2030 Population	2000 – 2010 % Growth	2010 – 2030 % Growth
Newberry	36,108	37,508	39,800	3.7%	5.6%
Lexington	216,014	262,391	333,200	17.7%	21.3%
Richland	320,677	384,504	456,000	16.6%	15.7%

Source: http://www.sccommunityprofiles.org/census/proj_c2010.html

¹ S.C. Revenue and Fiscal Affairs Office, *County Population Projections 2000-2030*, http://www.sccommunityprofiles.org/census/proj_c2010.html

Land Use

The I-26 Widening project corridor is located primarily within unincorporated areas of Newberry, Lexington, and Richland counties, but includes small portions of the towns of Irmo and Chapin. Existing land uses are primarily forested land and commercial businesses with areas of rural residential and light industrial operations. The closest incorporated municipalities are the City of Columbia to the southeast; the town of Irmo to the southwest; the Town of Chapin to the southwest; the Town of Little Mountain to the south and the Town of Newberry to the northwest.

Along the mainline of I-26, land uses consist mainly of forested land but become increasingly mixed with commercial and residential properties moving from west to east towards Columbia. An industrial park (Chapin Business and Technology Park) and a planned residential/ commercial neighborhood is located southwest of Exit 91. The industrial park has infrastructure and zoning in place but no buildings as of yet. The adjacent residential/ commercial area is in the planning stages.

Property in the study area surrounding Exit 85 – SC 202 is largely undeveloped. Land use appears to be forested and cleared land with no commercial businesses and low density residential parcels further from the interchange. There is potential for increased development at the interchange due to the presence of developable land at each interchange. The interchange improvements would provide interstate access consistent with current design standards that could be attractive for future development.

With anticipated population growth and the corridor's proximity to Columbia, residential, commercial and industrial development are expected to continue within the project study area, for the No-Build and the Preferred Alternative.

Along the mainline of I-26 in the project study area, the land use consists mainly of forested land with areas of commercial, residential, and light industrial uses. The proposed widening of the mainline is not expected to change land uses along the mainline of the interstate.

Transportation System

The Project study area roadway transportation system is part of the I-26 Widening study depicted in **Figure 1**. This region of Lexington, Newberry and Richland counties is accessed via I-26, which is an east-west freeway connecting Columbia with its suburbs in northwest direction.

For this IMR, a focused roadway system was evaluated. It consisted of I-26 mainline with its merge and diverge areas and the Exit 85 - SC 202 interchange. Specifically, I-26 westbound and eastbound mainline segments at Exit 85 – SC 202 were evaluated for traffic conditions during

different hours of the day. This study area is a subset of the broader study area that was analyzed during the Interstate 26 Widening Traffic Analysis Report.

IV. Methodology

Scenarios Analyzed

In March 2017 STV Incorporated prepared the I-26 Widening Traffic Analysis Report that included the following scenarios:

- Existing Conditions
- 2040 No-Build Conditions
- 2040 Build Conditions

Analyses were performed for existing conditions (existing traffic, intersection traffic control and geometry), 2040 No-Build conditions (2040 traffic, and existing intersection traffic control and geometry) and 2040 Build conditions (2040 traffic and modified intersection traffic control and geometry reflecting the reasonable interchange improvement alternative). The Exit 85 alternatives were compared against one another to determine which best met the purpose and need with the least impacts.

The 2040 No-Build Alternative for the Exit 85 interchange represents the existing interchange configuration, intersection traffic control and geometric conditions with no changes to those conditions. Many of the impacts associated with the construction of the interchanges would not occur, but the interchanges would continue to be out of conformance with current state and federal design standards. This would not satisfy the purpose and need for the project.

There were three initial Reasonable Alternatives developed for Exit 85. These alternatives share many common features. They all would meet the purpose and need for the project by bringing the interchange into compliance with current state and federal design requirements. As part of a refinement of the design alternatives, two additional Reasonable Alternatives were developed. These alternatives were revisions to Alternatives 1 and 2 which removed the impacts in the northeast quadrant of the interchange. The safety at the interchange will be improved by providing on and off ramps that separate the interstate traffic from local traffic, and which will be long enough to allow traffic to merge onto the interstate and to store traffic that is exiting the interstate during peak hours. Alternative 1A was recommended as the Preferred Alternative for Exit 85. Alternative 1A combined features of Alternative 1 and Alternative 2. Therefore, the other alternatives were not carried forward in this document and Alternative 1A was analyzed for the 2040 Build Conditions for Exit 85.

The interchanges adjacent to Exit 85 are Exit 82 and Exit 91. Exit 82 – SC 773 is located approximately 3.15 miles northwest of Exit 85. Exit 91 – Columbia Avenue is to the southeast of Exit 85 and is located approximately 5.85 miles away. The interaction of the modifications proposed at Exit 85 with the adjacent interchanges at Exits 82 and 91 were initially analyzed as part of the I-26 Widening Traffic Analysis Report.

By replacing the substandard ramps and modifying the existing interchange to meet current design standards, the proposed modified interchange with SC 202 is anticipated to contribute to an improvement in traffic safety and provide space for the construction of an additional travel lane in each direction along I-26. The proposed improvements should mitigate the existing factors identified in the Accident Analysis as contributing to a high occurrence of rear-end collisions in the area, including short ramps and merge/diverge areas as well as a narrow clear zone at and adjacent to the overpass for SC 202.

The Preferred Alternative of the interchange design also provides space for the construction of an additional travel lane in each direction along I-26. Altogether, these design provisions would enhance the operational efficiency and safety of the corridor, thereby increasing capacity and improving levels of service in the long term.

Traffic Forecasts

A proposed average annual growth rate was estimated based on a comparison of the historic AADT growth rates (for 1996 and 2015) and the South Carolina Statewide Model (SCSWM) average annual growth rates for each of the segments. These proposed growth rates were applied to all mainline, ramp and arterial turning movement volumes within the study area to generate the design year peak hour volumes for use in the alternatives analysis. In setting the growth rate, an annual percentage that is comparable to, but higher than the observed growth rates, is often desirable, so a conservative analysis of future traffic conditions may be attained.

Many of the segments in the study area had estimated growth rates exceeding 1.00 percent per year based on the statewide model. Historic data of all segments exceeded 2.00 percent per year. Given the long term historic growth in the corridor, the growth rate falls in a range from 1.5 percent (based on the model assignments) to 2.5 percent per year (based on the long term growth rate from 1996 – 2015). Based on discussions with SCDOT it was determined that a growth rate of 2.0 percent would be used from US 176 (Broad River Road) to the east of SC 202, and a growth rate of 2.5 percent would be used from SC 202 to the west.

Traffic Analysis

A series of capacity analyses were performed based on the methodologies and guidelines contained in the Transportation Research Board's publication *HCM 2010 Highway Capacity*

Manual (HCM). Various analysis and simulation software packages based on the HCM were used in performing the analyses. These included:

- McTrans' *HCS 2010* (Version 6.3)
 - Freeway Segments
 - Ramp Merge/Diverge Areas
 - Weaving Segments
- Trafficware's *Synchro* (Version 9.1.910.24)
 - Unsignalized Intersections
 - Signalized Intersections
- Caliper's *TransModeler* (Version 4.0 Build 6020)
 - Network Simulation
 - Freeway Segments
 - Ramp Merge/Diverge Areas

The analysis methodologies contained in the HCM for the various facility types and users describe the operational conditions in terms of a Level of Service (LOS). The HCM defines LOS as

"...a quality measure describing operations conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions. Safety is not included in the measures that establish service levels."

The following discussions and tables describe the HCM LOS criteria for freeway segments, ramp merge/diverge segments, weaving segments, and unsignalized intersections.

Freeway Segments

The HCM characterizes the capacity of a basic freeway segment *"...by three performance measures: density in passenger cars per mile per lane (pc/mi/ln), space mean speed in miles per hour (mi/h), and the ratio of demand flow rate to capacity (v/c). Each of these measures is an indication of how well traffic is being accommodated by the basic freeway segment."*

Table 2 shows the HCM LOS criteria for basic freeway segments. LOS F occurs when either the segment density exceeds 45 pc/mi/ln or when the segment v/c ratio exceeds 1.0 (regardless of the segment density).

Table 2. Freeway Segment LOS Criteria

Basic Freeway Segments	
LOS	Density (pc/mi/ln)
A	< 11
B	> 11-18
C	> 18-26
D	> 26-35
E	> 35-45
F	> 45 v/c > 1.0

Source: Table 12 – Interstate 26 Widening Traffic Analysis Report

Weaving Segments

Weaving segments occur where two or more streams of traffic traveling in the same direction are able to cross each other without traffic control devices. This typically occurs where a merge segment is followed by a diverge segment within a relative short distance (usually less than 2,800 feet). The LOS of a weaving segment is also related to the density of the segment. Regardless of the density, the weaving segment is considered to operate at LOS F when the v/c exceeds 1.0. **Table 3** shows the HCM LOS criteria for Freeway Weaving Segments.

Table 3. Weaving Segment LOS Criteria

Freeway Weaving Segments	
LOS	Density (pc/mi/ln)
A	< 10
B	> 10-20
C	> 20-28
D	> 28-35
E	> 35
F	v/c > 1.0

Source: Table 13 – Interstate 26 Widening Traffic Analysis Report

Ramp Merge and Diverge Areas

Ramp-freeway junctions occur when merging maneuvers occur (on-ramps) or when diverging maneuvers occur (off-ramps). The operation of these merge and diverge areas are affected by a number of factors, including the operation of the adjacent freeway segment and the proximity and flow on adjacent ramps. Typically, the influence area of the ramps is 1,500 feet upstream of a diverge point and downstream from a merge point. As with freeway segments and weaving segments, the LOS of a merge or diverge area is related to the density of the segment. Regardless of the density, the merge or diverge areas are considered to operate at LOS F when the freeway demand exceeds the capacity of the upstream freeway segment (at diverge areas) or the

downstream freeway segment (at merge areas), as well as when the ramp demand exceeds the ramp capacity. **Table 4** shows the HCM LOS criteria for Ramp Merge and Diverge areas.

Table 4. Merge/Diverge LOS Criteria

Ramp Merge and Diverge Areas	
LOS	Density (pc/mi/ln)
A	< 10
B	> 10-20
C	> 20-28
D	> 28-35
E	> 35
F	$v/c > 1.0$

Source: Table 14 – *Interstate 26 Widening Traffic Analysis Report*

Unsignalized Intersections

The LOS for unsignalized intersections is based on the average control delay per vehicle. Since major street traffic is seldom controlled by STOP signs (except at intersections with ALL-WAY STOP control or in special circumstances), major street traffic generally will experience virtually no delay. Most of the delay will be encountered by traffic on approaches controlled by STOP signs. Under certain conditions, delay will also be encountered by left turning traffic on the major street waiting for appropriate sized gaps in the opposing traffic flow to complete their turn. Therefore, the delay experienced by STOP controlled movements and major street left turns, rather than the entire average intersection delay, are used to identify the critical LOS at these intersections. **Table 5** shows the HCM LOS criteria for unsignalized intersections.

Table 5. Unsignalized Intersection LOS Criteria

Unsignalized Intersections	
LOS	Control Delay (sec/vehicle)
A	< 10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

Source: Table 15 – *Interstate 26 Widening Traffic Analysis Report*

V. Traffic Volumes

The traffic volumes used in the analysis for Exit 85 consisted of Existing (2016) conditions, and Future (2040) No-Build and Build conditions.

Existing 2016 Traffic Volumes

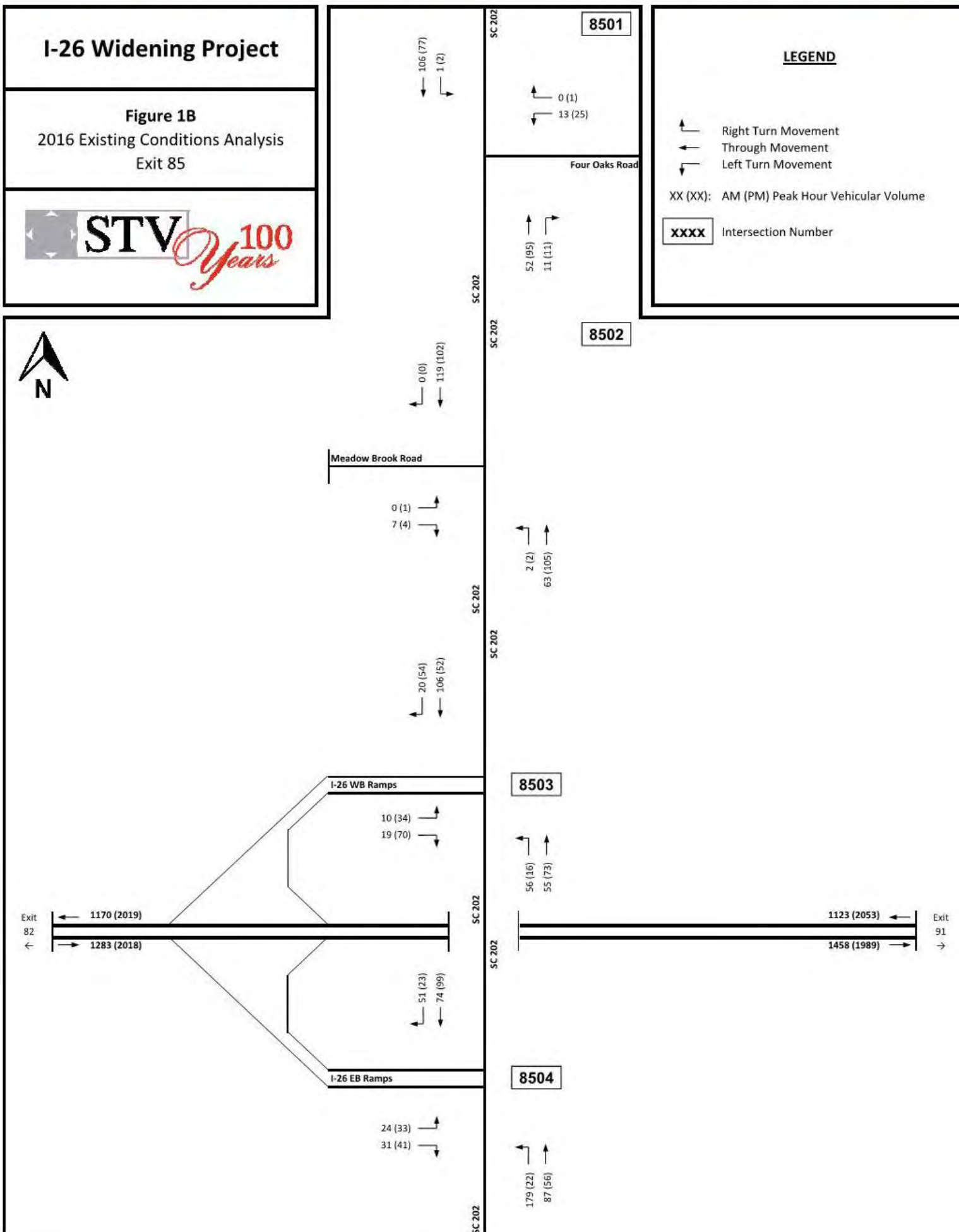
Turning movement traffic count data were obtained for a number of ramp termini and other adjacent intersections within the Exit 85 interchange area from 7:00 to 9:00 AM and from 4:00 to 6:00 PM on Tuesday, August 23, 2016. The turning movement count data, which are provided in **Appendix A**, included:

- SC 202 & S-36-811 (Meadow Brook Road)
- SC 202 & S-36-370 (Four Oaks Road)

Turning movement counts conducted for 12 hours between 7:00 AM and 7:00 PM on Tuesday, August 23, 2016 at the following locations:

- SC 202 & I-26 westbound ramps
- SC 202 & I-26 eastbound ramps

The turning movement traffic count data were evaluated and reviewed. The morning and afternoon peak hour volumes at each of the ramp termini and the adjacent intersections at each interchange were identified and were balanced between intersections. The balanced morning and afternoon peak hour volumes for the interchange are shown in **Figure 11**.



Source: Figure 58, Interstate 26 Widening Traffic Analysis Report
Figure 11. Existing Peak Hour Turning Movement Volumes

2040 Traffic Volumes

Turning movement volumes for the 2040 design year at Exit 85 were derived by applying the 2.5 percent annual growth rate to the existing turning movement volumes at the various intersections. The 2040 estimated peak hour turning movement volumes shown on the existing (No-Build) network are presented in **Figure 12** and on the Preferred Alternative 1A in **Figure 13**.

VI. Traffic Operations

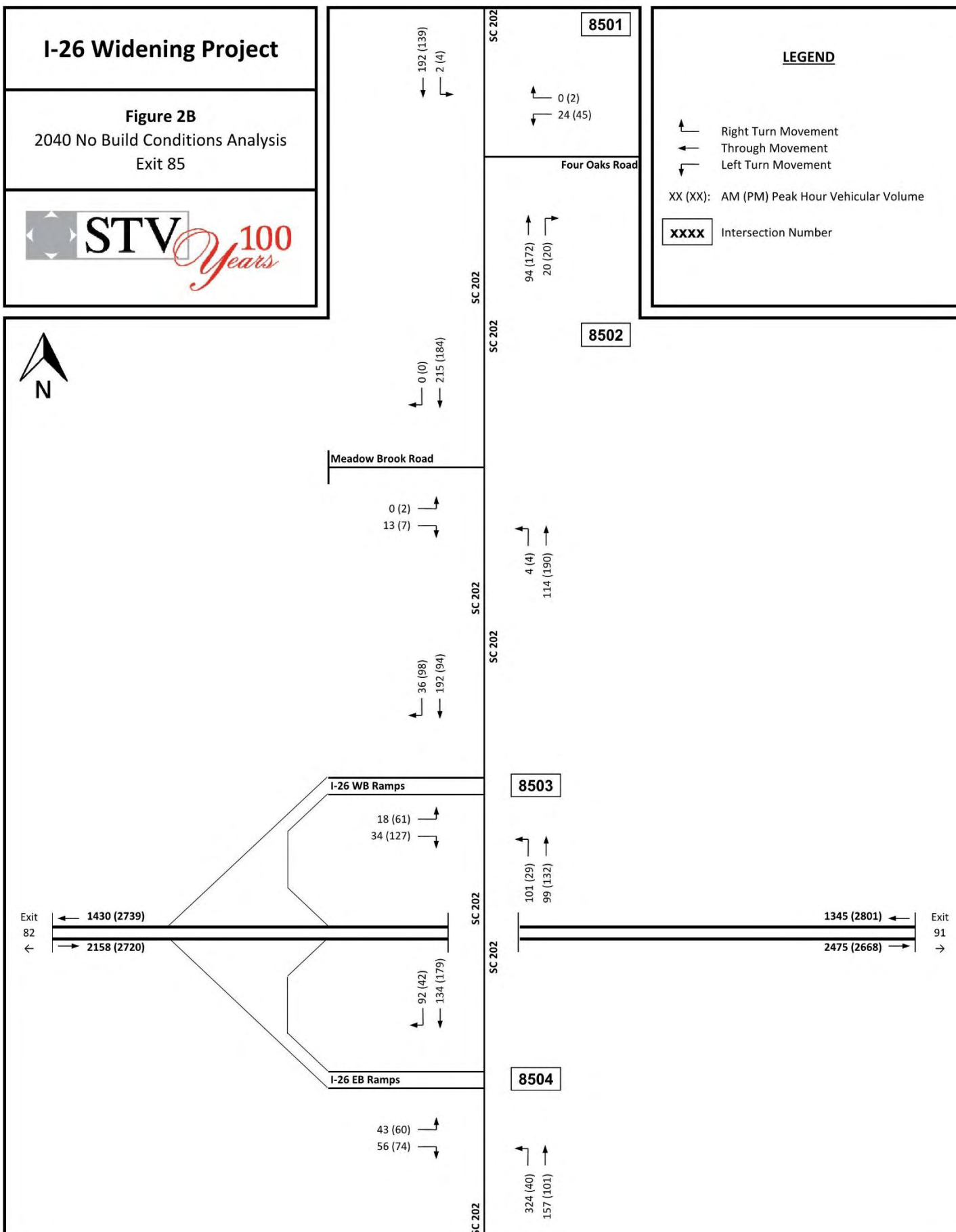
Freeway and Ramp Merge/Diverge Segment Analysis

The analysis of basic freeway segments within the study area were performed for existing conditions, future (2040) No-Build conditions and future (2040) Build conditions. The following criteria were identified through discussions with SCDOT and used for various inputs within the freeway segment analysis:

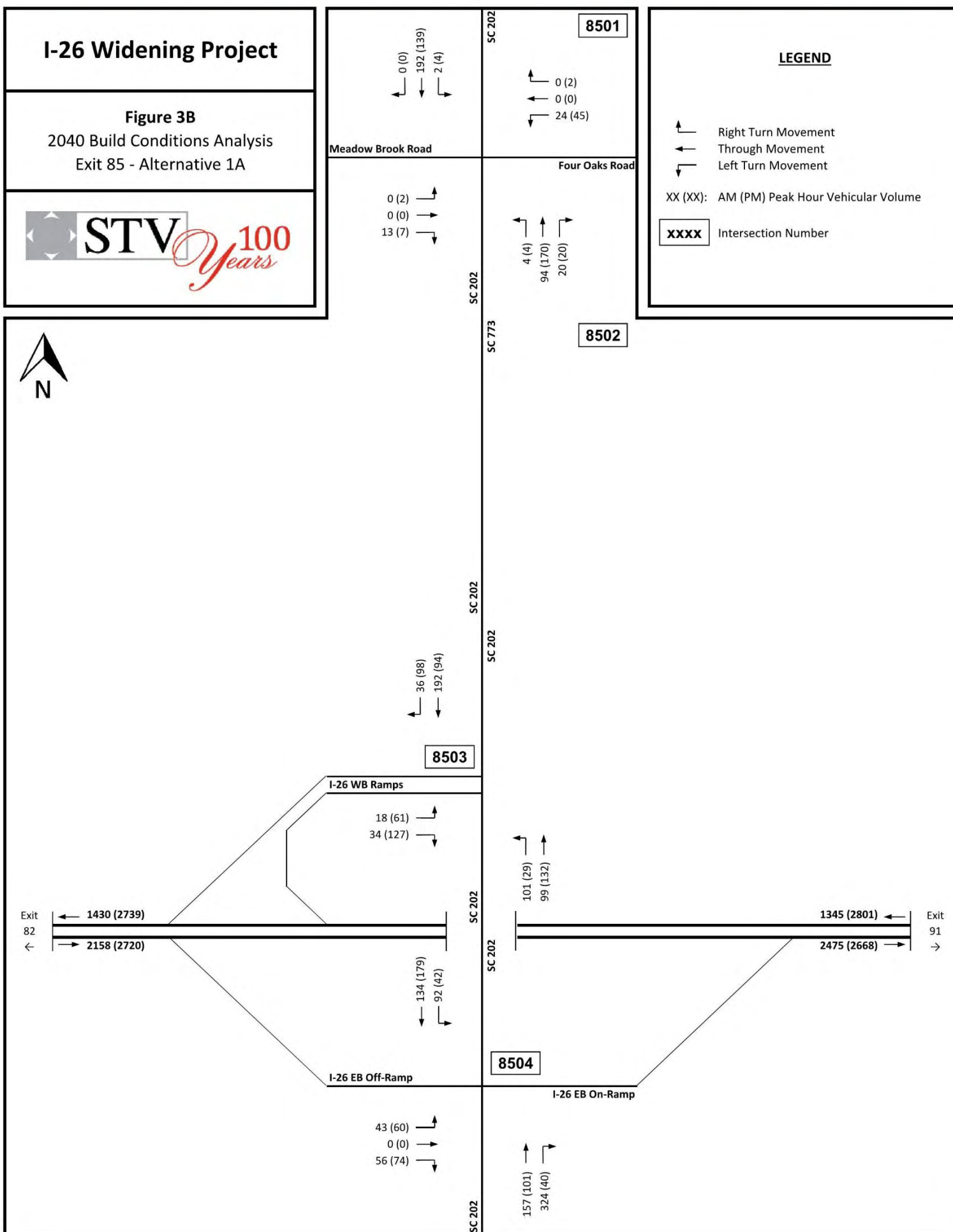
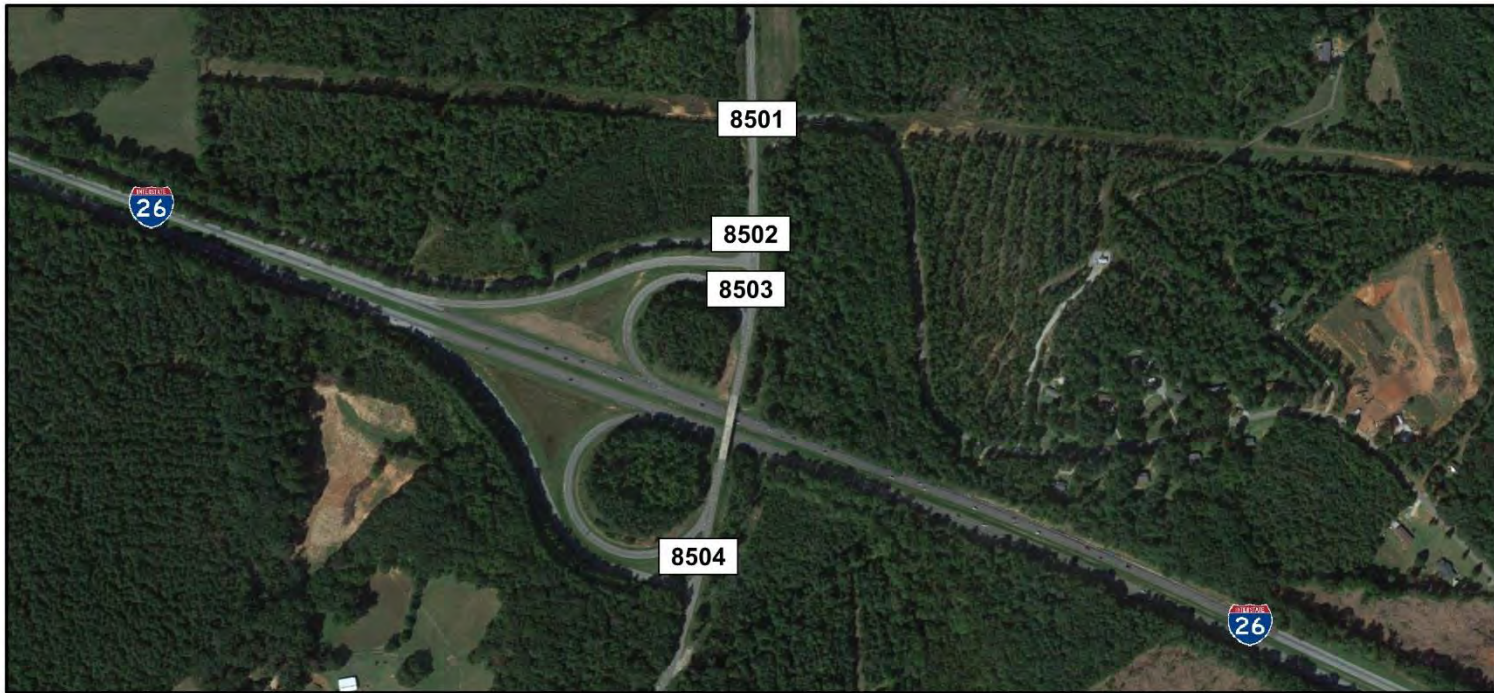
- The 10th highest hour volumes based on the P-0112 ATR count station data for the eastbound AM design hour, and the P-0015 ATR count station data for the eastbound PM and westbound AM and PM design hours, balanced through the system, were used for the freeway segment mainline volumes.
- To develop future (2040) traffic volumes, a growth rate of 2.0 percent was applied to existing volumes from US 176 (Broad River Road) to the east of SC 202, and a growth rate of 2.5 percent was applied to existing volumes from SC 202 to the west.
- A peak hour factor of 0.90 was used for freeway segments and ramp areas.
- Mainline vehicle classification counts were completed in both directions east of Exit 101 and west of Exit 85. The highest observed peak hour truck percentages at the vehicle classification counts for all of the segments in each direction/peak hour were used. The highest observed truck percentages all ended up being the truck percentages observed west of Exit 85. The proportion of trucks and buses traveling on the freeway segments and ramp movements, based on SCDOT data, is:
 - Eastbound AM – 16%
 - Eastbound PM – 14%
 - Westbound AM – 23%
 - Westbound PM – 13%
- Based on the grades through the study area, the terrain was selected as “Rolling” instead of “Level” or “Mountainous”.
- Free-flow speed was set at the posted speed limit along the segment.

The existing conditions and 2040 No-Build conditions analyses were performed using the existing number of freeway lanes present on the segments within the study area. The 2040 Build

conditions analyses were performed assuming I-26 would provide three lanes in each direction. The Basic Freeway Segment Analysis outputs are provided in **Appendix B** and a summary of results is shown in **Table 6**. The results of the ramp merge and diverge analyses for Exit 85 are shown in **Table 7** and **Table 8**, respectively.



Source: Figure 64, Interstate 26 Widening Traffic Analysis Report
Figure 12. 2040 Estimated Peak Hour Turning Movement Volumes



Source: Figure 89, Interstate 26 Widening Traffic Analysis Report
Figure 13. 2040 Estimated Peak Hour Turning Movement Volumes Preferred Alternative 1A

Table 6 - Freeway Segment Capacity Analysis Results

Basic Freeway Segment Analysis Results															
Direction	Segment	Existing # of lanes	Future # of lanes	AM Peak Hour						PM Peak Hour					
				2016 Existing		2040 No-Build		2040 Build		2016 Existing		2040 No-Build		2040 Build	
				LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
WB	Exit 91-85	2	3	B	12.0	B	14.4	A	9.6	C	19.1	D	27.7	B	17.3
WB	Exit 85-82	2	2	B	12.5	B	15.3	B ¹	15.3	C	18.8	D	26.9	D ¹	26.9
EB	Exit 82-85	2	2	B	12.9	C	22.1	C ¹	22.1	C	19.2	D	27.5	D ¹	27.5
EB	Exit 85-91	2	3	B	14.7	D	26.2	B	16.6	C	18.9	D	26.8	B	16.9

¹ - 2040 No-Build results used as no widening in the future

Table 7 - Ramp Merge Capacity Analysis Results

Freeway Merge Analysis Results													
Direction	Merge Location	AM Peak Hour						PM Peak Hour					
		2016 Existing		2040 No-Build		2040 Build		2016 Existing		2040 No-Build		2040 Build	
		LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
WB	Exit 85	B	15.6	B	18.7	B	12.5	C	22.5	D	29.8	B	19.1
EB	Exit 85 Loop	B	17.9	D	28.8	B	19.5	C	23.0	D	30.1	B	19.1

Table 8 - Ramp Diverge Capacity Analysis Results

Freeway Diverge Analysis Results													
Direction	Diverge Location	AM Peak Hour						PM Peak Hour					
		2016 Existing		2040 No-Build		2040 Build		2016 Existing		2040 No-Build		2040 Build	
		LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
WB	Exit 85	B	14.9	B	17.8	B	13.0	C	23.5	D	31.8	C	21.8
EB	Exit 85	B	16.2	C	26.8	C	20.5	B	23.7	D	31.7	C	23.5

The analysis results for the freeway segments in the westbound and in the eastbound direction between Exit 82 and Exit 91 for the 2016 Existing Conditions that are summarized in **Table 6**, indicate the following:

- During the morning peak hour, the freeway segments operate at LOS B;
- During the afternoon peak hour, the freeway segments operate at LOS C.

With traffic volumes projected to increase in the vicinity of Exit 85 at an annual rate of between 2.0 and 2.5 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and reductions of freeway segment LOS.

- During the 2040 No-Build morning peak hour, the eastbound segment between Exit 85 and 91 is expected to operate at LOS D. The remaining segments will operate at LOS C or better;
- During the 2040 No-Build afternoon peak hour, all of the freeway segments are expected to operate at LOS D.

The additional capacity provided by the construction of an additional, third lane on I-26 through the Exit 85 area will result in generally comparable LOS in the morning and afternoon peak hours compared to the Existing Conditions, and improved LOS over the 2040 No-Build condition. The 2040 Build analysis results indicate that:

- During the morning peak hour, all freeway segments operate at LOS C or better;
- During the afternoon peak hour, the two lane freeway segments west of Exit 85 operate at LOS D. The three lane freeway segments east of Exit 85 operate at LOS B.

The Ramp Merge Analyses outputs are provided in **Appendix C** and the summary results are shown in **Table 7**. The analysis results for the ramp merge areas, indicate the following:

Using the design hour volumes for the morning and afternoon peak hours, the analysis results for the 2016 Existing Conditions indicate that:

- During the morning peak hour, the Exit 85 merge areas operate at LOS B;
- During the afternoon peak hour, the Exit 85 merge areas operate at LOS C.

With traffic volumes projected to increase on the merge areas at Exit 85 at an annual rate of between 2.0 and 2.5 percent per year and if I-26 is not widened, the increased traffic volumes traveling on the existing merge ramps capacity will result in increased density and will reduce the LOS of the merge areas.

- During the morning peak hour, the Exit 85 merge areas operate at LOS D or better;
- During the afternoon peak hour, the Exit 85 merge areas operate at LOS D.

The additional capacity provided by the construction of a third lane in each direction along I-26 in the westbound and eastbound directions from Exit 82 to Exit 91 will lower densities in the ramp diverge areas, thus, it will result in comparable LOS in the morning and afternoon peak hours compared to the Existing Conditions and improved LOS over the 2040 No-Build condition, especially during the afternoon peak hour. The 2040 Build analysis results indicate that:

- During the morning peak hour, the Exit 85 merge areas operate at LOS B;
- During the afternoon peak hour, the Exit 85 merge areas operate at LOS B.

The Ramp Diverge Analyses are also provided in **Appendix C** and the summary results are shown in **Table 8**.

The analysis results for the ramp diverge areas, indicate the following:

Using the design hour volumes for the morning and afternoon peak hours, the analysis results for 2016 Existing Conditions indicate that:

- During the morning peak hour, the Exit 85 diverge areas operate at LOS B;
- During the afternoon peak hour, the Exit 85 diverge areas operate at LOS C or better.

With traffic volumes projected to increase adjacent to Exit 85 at an annual rate of between 2.0 and 2.5 percent per year and if I-26 is not widened, the increased traffic volumes traveling on the existing diverge ramps capacity will result in increased density and will reduce the diverge area LOS at the off-ramps.

- During the morning peak hour, the Exit 85 diverge areas operate at LOS C or better;
- During the afternoon peak hour, the Exit 85 diverge areas operate at LOS D.

The additional capacity provided by the construction of a third lane in each direction along I-26 will lower densities in the ramp diverge areas, resulting in substantial improvement in LOS compared to the 2040 No-Build condition, with LOS comparable to those experienced under 2016 Existing conditions. The 2040 Build analysis results indicate that:

- During the morning peak hour, the Exit 85 diverge areas operate at LOS C or better;
- During the afternoon peak hour, the Exit 85 diverge areas operate at LOS C.

Existing and 2040 No Build Intersection Analysis

Capacity analyses for the unsignalized intersections at the interchanges within the study area were performed. Analyses were performed for existing conditions (existing traffic, intersection traffic control and geometry), 2040 No-Build conditions (2040 traffic, and existing intersection traffic control and geometry), and 2040 Build conditions (2040 traffic and modified intersection traffic control and geometry).

For unsignalized intersections, the intersection operation is represented by the worst approach delay and LOS of all the STOP sign controlled approaches to the intersection.

The results of the unsignalized intersection capacity analyses for existing conditions and the 2040 No-Build conditions are shown in **Table 9** and **Figure 14**. The HCM intersection capacity outputs for each intersection are provided in **Appendix D**.

Under existing conditions, the STOP sign controlled approaches at the unsignalized intersections along SC 202 at Exit 85 operate at LOS A or B for the morning and afternoon peak hours. *No improvements are necessary to provide acceptable LOS under existing conditions.*

In general, with the forecast increases in traffic and without improvements to the intersections, delay in the 2040 No-Build analyses can be expected to be higher than delay during the Existing Conditions analyses. However, the approaches are expected to continue to operate at LOS B or better during the morning and afternoon peak hours.

No improvements should be necessary to provide acceptable LOS during the 2040 No-Build operating conditions at these intersections.

Table 9- Intersection Capacity Analysis Results

Intersection #	Intersection Name	2016 Existing Conditions				2040 No Build Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Exit 85									
8501	SC 202 at Four Oaks Road ¹	A	9.8	A	9.8	B	11.2	B	11.4
8502	SC 202 at Meadow Brook Road ¹	A	9.1	A	9.7	A	9.8	B	11.0
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WBR Slip Ramp ¹	B	10.5	A	9.6	B	12.6	B	10.8
8513	SC 202 at I-26 WB On-Ramp ¹	A	3.9	A	1.6	A	4.4	A	1.8
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp / I-26 WB Loop Ramp ¹	A	9.1	A	9.0	A	9.8	A	9.7
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 NBR Slip Ramp ¹	A	5.5	A	1.8	A	6.6	A	2.0
8514	SC 202 at I-26 WB Off-Ramp ¹	B	10.7	A	9.8	B	14.7	B	11.8
8524	SC 202 at I-26 WB On-Ramp SBR Slip Ramp / I-26 EB Loop Ramp ¹	A	0.0	A	0.0	A	0.0	A	0.0
¹ Intersection unsignalized under all scenarios; worst approach LOS and delay reported. ² Queue unable to be processed per HCM 2000 methodology; error reported. ³ Values from <i>Interchange Modification Report: I-26 at S-48 (Columbia Avenue) Interchange Improvements</i> .									

Source: Table 21 – Interstate 26 Widening Traffic Analysis Report

2040 Build Intersection Analysis – Preferred Alternative 1A

The SC 202 interchange is expected to be modified as part of the I-26 Widening project. In the Interstate 26 Widening Report, Alternative 1A, which replaces the existing interchange with a Diamond interchange with a loop ramp in the northeast quadrant, was chosen as the Preferred Alternative.

Other elements of the alternative concept include:

- Relocating the intersection of Meadow Brook Road and SC 202 to provide greater separation from the westbound ramps.
- Realigning Meadow Brook Road.
- Upgraded acceleration/deceleration lanes on I-26
 - Eastbound on-ramp: 1300' (1600' including the taper)
 - Eastbound off-ramp: 220' taper
 - Westbound on-ramp: 780' (1080' including the taper)
 - Westbound off-ramp: 895' (1195' including the taper)

Capacity analysis for the unsignalized intersections of the Preferred Alternative were performed for the 2040 Final Build conditions which included the 2040 traffic volumes and the Preferred Alternative geometry at the Exit 85 interchange.

For the Preferred Alternative, all intersections operate at LOS A or LOS B. The Preferred Alternative did not require any traffic control improvements to provide an acceptable LOS.

The results of the unsignalized intersection capacity analyses for the 2040 Build Preferred Alternative 1A are shown in **Table 10** and **Figure 15**. Queuing results for the 2040 No-Build and Build conditions are shown in **Table 11**.



Source: Figure 74, *Interstate 26 Widening Traffic Analysis Report*
Figure 14. Exit 85 – SC 202 Interchange Intersection LOS Summary

Table 10- Intersection Capacity Analysis Results - 2040 Base vs 2040 Build Exit 85

Intersection #	Intersection Name	2040 No Build Conditions				2040 Build Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Alternative 1A: Diamond Loop									
8501	SC 202 at Four Oaks Road ¹	B	11.2	B	11.4	B	11.4	B	11.8
8502	SC 202 at Meadow Brook Road ¹	A	9.8	B	11.0	intersection removed; shifted to 8501			
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WBR Slip Ramp ^{1,2}	B	12.6	B	10.8	B	10.4	A	9.8
8513	SC 202 at I-26 WB On-Ramp ¹	A	4.4	A	1.8	A	3.7	A	1.0
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp / I-26 WB Loop Ramp ^{1,2}	A	9.8	A	9.7	intersection removed; shifted to 8503			
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 NBR Slip Ramp ^{1,2}	A	6.6	A	2.0	B	12.2	B	11.1
8514	SC 202 at I-26 WB Off-Ramp ¹	B	14.7	B	11.8	intersections removed; shifted to 8504			
8524	SC 202 at I-26 WB On-Ramp SBR Slip Ramp / I-26 EB Loop Ramp ^{1,2}	A	0.0	A	0.0				
¹ Intersection unsignalized under all scenarios; worst approach LOS and delay reported. ² Intersection name updated under 2040 Build Conditions. ³ HCM 2010 delay and LOS reported for proposed roundabout intersections.									

Source: Table 22 – Interstate 26 Widening Traffic Analysis Report

Table 11. 2040 Build Intersection Queue Lengths Exit 85

Intersection #	Intersection Name	Movement		95th Percentile Queue Length (ft)				Available Storage Length (ft)	
		2040 No Build Conditions	2040 Build Conditions	2040 No Build Conditions		2040 Build Conditions		2040 No Build	2040 Build
				AM Peak	PM Peak	AM Peak	PM Peak		
Alternative 1A: Diamond Loop									
8501	SC 202 at Four Oaks Road	NBTR	NBL	0	0	0	0	0	200
			NBTR	0	0	0	0		
		SBLT	SBL	0	0	0	0	0	200
			SBTR	0	0	0	0		
		-	EBLTR	-	-	0	0		
WBLR	WBLTR	0	0	0	0				
8502	SC 202 at Meadow Brook Road	NBLT	-	0	0	intersection removed; shifted to 8501		0	intersection removed; shifted to 8501
		SBTR	-	0	0			0	
		EBLR	-	0	0			0	
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WB Ramps ¹	EBL	EBL	0	0	0	0		
			EBR	0	0	0	25	0	325
8513	SC 202 at I-26 WB On-Ramp	NBLT	NBL	0	0	0	0	0	200
			NBT	0	0	0	0		
		SBTR	SBT	0	0	0	0		
			SBR	0	0	0	0	0	200
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp	EBR	-	0	25	shifted to 8503		0	shifted to 8503
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 EB Ramps ¹	NBLT	NBT	25	0	0	0		
			NBR	0	0	0	0	0	230
		SBT	SBL	0	0	0	0	0	200
			SBT	0	0	0	0		
		-	EBLT	-	-	0	0		
EBR	0	0	0	0	0	400			
8514	SC 202 at I-26 WB Off-Ramp	EBL	-	25	25	shifted to 8504			

Source: Table 24, *Interstate 26 Widening Traffic Analysis Report*

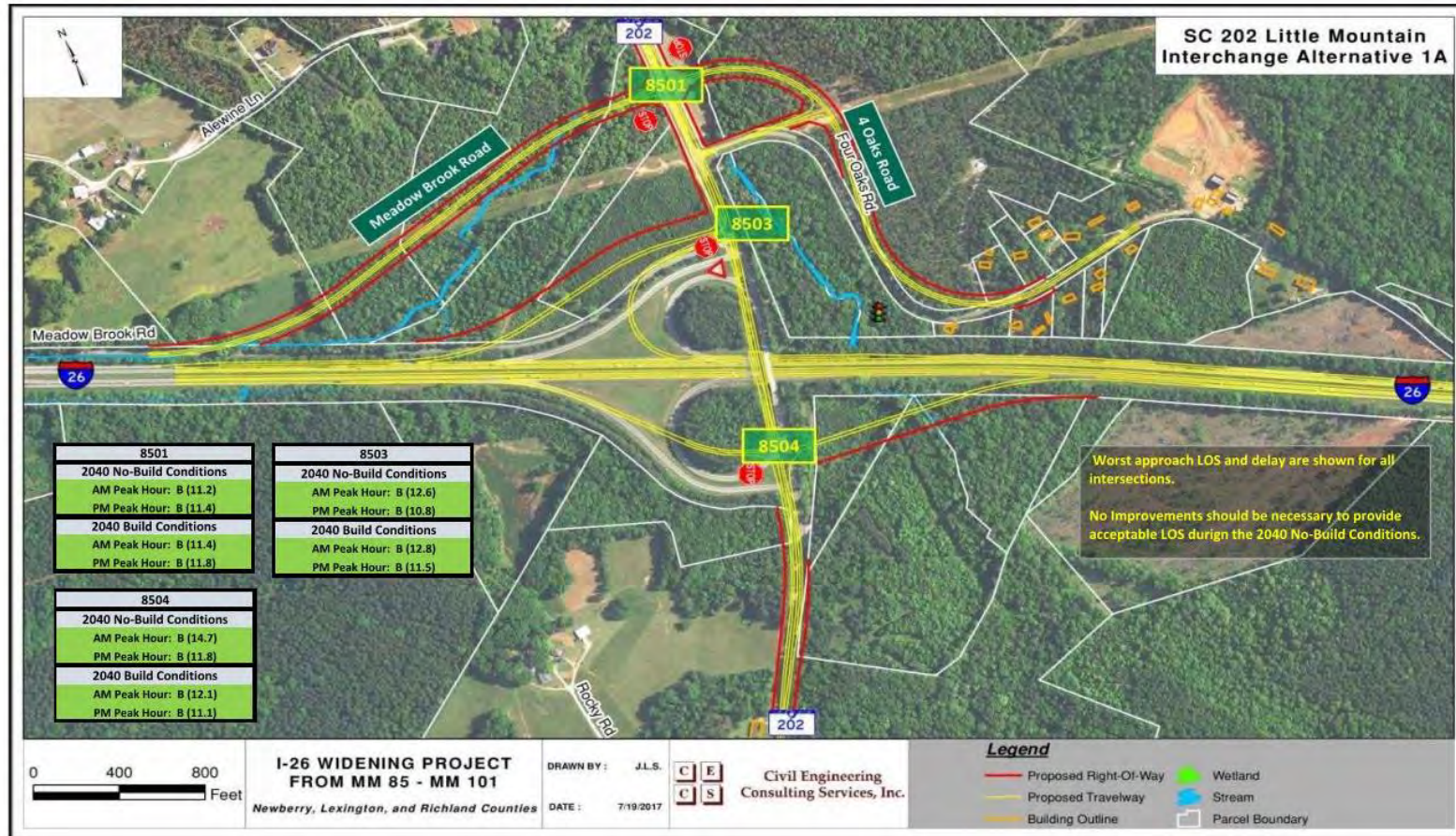


Figure 15. Exit 85 – SC 202 Interchange Intersection LOS Summary Preferred Alternative 1A

TransModeler Network Analysis

TransModeler, a microsimulation software, was used to analyze the Existing, No-Build, and Build alternative freeway networks. A TransModeler microsimulation model consists of a large amount of component database and executable files that are run through the TransModeler software. The model then is initiated within TransModeler through a single project file. The main components of the model are network files, traffic control and signal timing plans, vehicle detector layout and configuration, trip tables for both autos and trucks, traffic counts, and parameter files. This section illustrates how to develop these main components for creating a base year model of existing conditions. The microsimulation model was developed for the 20-mile interstate section of the project and was based on a calibrated base model for the area.

There are several limitations of using HCS, which is a macroscopic, deterministic model that uses HCM methodologies. The HCS analysis may show differing conditions than existing operations and conditions in the field because it does not consider upstream and downstream traffic impacts and is unable to model interactions between the two. The HCS model is a spot check at a certain location; therefore upstream and downstream operations are not taken into consideration and have no effect on the analyses. This is not the case for actual conditions, as upstream or downstream congestion may have direct impacts at a specific segment causing a ripple effect. TransModeler evaluates each segment and lane by taking into consideration vehicle interaction and driver behaviors, as well as the operational impacts for both the upstream and downstream traffic conditions.

The existing conditions and 2040 No-Build conditions TransModeler analysis was performed using the existing number of freeway lanes present on the segments within the study area, similar to the HCS analysis. Therefore, the same TransModeler simulation network was used for existing and No-Build conditions. The only difference between the existing and No-Build conditions is the input trip table volumes and a proposed widening project along Broad River Road. The 2040 No-Build conditions volumes were developed using the growth rates determined based on discussions with SCDOT. It was determined that a growth rate of 1.5 percent would be used from the east end of the study area to east of US 176 (Broad River Road), 2.0 percent would be used from US 176 (Broad River Road) to the east of SC 202, and a growth rate of 2.5 percent would be used from SC 202 to the west. The existing truck percentages for the model were developed utilizing classification counts along the mainline along with intersection counts along the arterials. These inputs were combined to develop an Origin-Destination (OD) matrix for both medium and heavy trucks. These truck volumes were then scaled up to 2040 volumes by the same proportions as the overall volume growth.

The 2040 Build AM and PM TransModeler models for the 20-mile study area of I-26 were developed by modifying the 2040 No-Build models to incorporate the widening of I-26 in each direction as well as the Preferred Alternatives for each interchange. Synchro was used to input the recommended traffic signal timing information into the network for the arterial intersections.

Each simulation was run for one hour with 30 minutes of seeding time to load the network. 10 repetitions were used for both the AM and PM peak periods.

The Basic Freeway Segment Analysis outputs for the existing conditions, 2040 No-Build conditions, and the Preferred Alternative 1A Build conditions are provided in **Appendix E** and a summary of results is shown in **Table 12**.

The widening of I-26 extends to Exit 85 to accommodate the projected increase in traffic volume within the corridor. This widening will result in segment densities adjacent to Exit 85 in the 2040 Build condition being comparable to those in existing conditions.

The analysis results for the freeway segment analysis for the Existing Conditions, summarized in **Table 12**, indicate the following:

- During the morning peak hour, all freeway segments operate at LOS B or better.
- During the afternoon peak hour, all freeway segments operate at LOS C or better.

With traffic volumes projected to increase within the corridor at an annual rate of 2.0 to 2.5 percent per year and if I-26 is not widened, the increased volumes traveling on the existing interstate during the 2040 No-Build conditions will result in increased density and reductions of freeway segment LOS. However, due to unprocessed volume from upstream queuing, the No-Build conditions may appear better than the Existing conditions in some locations.

- During the 2040 No-Build morning peak hour, the eastbound segment from Exit 85 to 91 is expected to operate at LOS F. All other segments are expected to operate at LOS C or better.
- During the 2040 No-Build afternoon peak hour, the eastbound segment from Exit 85 to 91 is expected to operate at LOS F. All other segments are expected to operate at LOS C or better.

The additional capacity provided by the construction of a third lane in each direction along I-26 will result in substantial improvement in LOS compared to the 2040 No-Build condition, with LOS comparable to those experienced under existing conditions. The 2040 Build analysis results indicate that:

- During the morning peak hour, all freeway segments operate at LOS C or better.
- During the afternoon peak hour, all freeway segments operate at LOS C or better.

Table 12: Basic Freeway Segment Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions				2040 Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound												
Exit 82 to Exit 85	B	13.9	C	20.0	C	20.4	C	25.6	C	20.1	C	25.9
Exit 85 to Exit 91	B	16.7	C	20.5	F	104.9	F	99.6	B	15.9	B	16.9
I-26 Westbound												
Exit 91 to Exit 85	B	15.3	C	24.5	B	13.2	B	15.1	A	9.9	B	16.7
Exit 85 to Exit 82	B	15.2	C	23.4	A	10.9	B	13.6	B	14.7	C	24.6

¹ Per Highway Capacity Manual 2010 criteria.
² Density expressed as passenger cars/per mile/per lane.

Table 13: Freeway Merge Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions				2040 Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound												
Exit 85 Loop On	B	17.0	B	17.5	D	30.9	D	26.5	B	13.0	B	13.0
I-26 Westbound												
Exit 85 On ramp	B	11.5	C	18.7	A	9.3	B	11.1	A	9.8	B	14.3

¹ Per Highway Capacity Manual 2010 criteria.
² Density expressed as passenger cars/per mile/per lane.

Table 14: Freeway Diverge Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions				2040 Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound												
Exit 85	B	11.8	B	16.1	B	17.9	C	22.1	C	23.1	D	28.2
I-26 Westbound												
Exit 85 Loop Off	B	13.8	C	21.8	B	13.0	B	15.2	A	8.9	B	16.2

¹ Per Highway Capacity Manual 2010 criteria.
² Density expressed as passenger cars/per mile/per lane.

The summary of the Ramp Merge Analyses results for the Build condition, compared to the Existing and No-Build conditions, is shown in **Table 13**. The outputs for the Build conditions analyses are provided in **Appendix F**.

The widening of I-26 to three lanes to the west side of Exit 85 will result in the Exit 85 merge areas in the 2040 Build condition having densities comparable to those in existing conditions.

The analysis results for the ramp merge areas, summarized in **Table 13**, indicate the following:

Using the design hour volumes for the morning and afternoon peak hours, the analysis results for the Existing conditions indicate that:

- During the morning peak hour, the Exit 85 eastbound and westbound ramp merge areas operate at LOS B
- During the afternoon peak hour, the Exit 85 eastbound and westbound ramp merge areas operate at LOS C or better

With traffic volumes projected to increase within the corridor for 2040 No-Build conditions and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and could reduce the merge area LOS. However, due to unprocessed volume from upstream queuing, the No-Build conditions may appear better than the Existing conditions in some locations.

- During the 2040 No-Build morning peak hour, the eastbound ramp merge at Exit 85 is expected to operate at LOS D. The westbound ramp merge at Exit 85 is expected to operate at LOS A.
- During the 2040 No-Build afternoon peak hour, the eastbound ramp merge at Exit 85 is expected to operate at LOS D. The westbound ramp merge at Exit 85 is expected to operate at LOS B.

The additional capacity provided by the construction of a third lane in each direction along I-26 will result in improvement in LOS compared to the 2040 No-Build condition, with LOS comparable to those experienced under existing conditions. The 2040 Build analysis results indicate that:

- During the morning peak hour, the Exit 85 eastbound and westbound ramp merge areas operate at LOS B or better.
- During the afternoon peak hour, the Exit 85 eastbound and westbound ramp merge areas operate at LOS B.

The summary of the Ramp Diverge Analyses results for the Build conditions, compared to the Existing and No-Build conditions, are shown in **Table 14**. The outputs for the Build conditions analyses are also provided in **Appendix F**.

The widening of I-26 to three lanes to the west side of Exit 85 will result in the Exit 85 diverge areas in the 2040 Build condition having densities comparable to those in existing conditions.

The analysis results for the ramp diverge areas, summarized in **Table 14**, indicate the following:

Using the design hour volumes for the morning and afternoon peak hours, the analysis results for the Existing conditions indicate that:

- During the morning peak hour, the Exit 85 eastbound and westbound ramp diverge areas operate at LOS B.
- During the afternoon peak hour, the Exit 85 eastbound and westbound ramp diverge areas operate at LOS C or better.

With traffic volumes projected to increase within the corridor for 2040 No-Build conditions and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and could reduce the LOS at the diverge areas. However, due to unprocessed volume from upstream queuing, the No-Build conditions may appear better than the Existing conditions in some locations.

- During the morning peak hour, the Exit 85 eastbound and westbound ramp diverge areas operate at LOS B
- During the afternoon peak hour, the Exit 85 eastbound and westbound ramp diverge areas operate at LOS C or better

The additional capacity provided by the construction of a third lane in each direction along I-26 will result in improvement in LOS compared to the 2040 No-Build condition, with LOS comparable to those experienced under existing conditions. The 2040 Build analysis results indicate that:

- During the morning peak hour, the Exit 85 eastbound and westbound ramp diverge areas operate at LOS C or better.
- During the afternoon peak hour, the Exit 85 eastbound and westbound ramp diverge areas operate at LOS D and LOS B, respectively.

VII. Interchange Justification

A policy statement for justifying the need for additional or modified access to the existing sections of an Interstate System was first published in the Federal Register on October 22, 1990 entitled “Access to the Interstate System”. It was then modified and updated on February 11, 1998, on August 27, 2009 and on May 22, 2017. The objectives of this policy are to ensure that all new or revised access points do not adversely impact the operations and safety of the Interstate System, and all new or revised access points have been vetted through a systematic evaluation process.

In order to explain the intent and requirements of this new policy, U. S. Department of Transportation Federal Highway Administration published a Memorandum on May 22, 2017. This FHWA Guide was followed in preparing the current Interchange Modification Report (IMR) for the I-26/Exit 85 Interchange in Newberry County, South Carolina.

Policy Point 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

The intent of the Policy Point 1 is to require detailed operational and safety analysis of the relevant interstate segments and provide a comparison of the No-Build and Build conditions that are anticipated to occur through the design year of the project.

The analysis of the interstate facility and Exit 85 is an extension of the previous project-wide traffic operations and safety analysis as summarized in the *I-26 Widening Traffic Analysis Report* and the *I-26 Widening Project MM 85 – MM 101 Traffic Safety Analysis Report*.

The analysis of the interstate facility includes the portion of I-26 between SC 773 interchange (Exit 82) and the Columbia Avenue (S-32-48) interchange (Exit 91), including the proposed modification of SC 202 interchange (Exit 85). The analysis was performed using methodologies and procedures outlined in the Transportation Research Board's *Highway Capacity Manual* and used the HCS-2010 analysis and TransModeler simulation model software.

The analysis of the 2040 Build conditions of the Preferred Alternative (Alternative 1A) illustrates that the project would not have any significant negative impact on the safety and on the operation of the facilities within the project area. The analysis shows Interstate 26 mainline operations and ramp merge/diverge areas are estimated to operate at LOS D or better during the 2040 morning and afternoon peak hours. Without the proposed improvement, the freeway segments and ramp merge/diverge areas would operate between LOS A to LOS F during the 2040 No-Build morning peak hour, and between LOS B to LOS F during the 2040 No-Build afternoon peak hour.

Exit 82, the interchange adjacent to Exit 85, is not expected to be modified as part of the I-26 Widening project. Exit 91 (Columbia Avenue) is expected to be modified to provide a Diverging Diamond Interchange. The DDI concept was evaluated and selected as the Preferred Alternative in the *Interchange Modification Report, I-26 at S-48 (Columbia Avenue) Interchange Improvements*.

Exit 82 - SC 773 is located approximately 3.15 miles northwest of the Exit 85 interchange. Exit 91 - Columbia Avenue (S-32-48) is located approximately 5.85 miles southeast of the Exit 85 interchange. With interchange spacing exceeding 3 miles to the next adjacent interchange from Exit 85, there are no anticipated operational concerns related to the spacing between interchanges. Sufficient distance exists between upstream and downstream merging/diverging areas at the adjacent interchanges to eliminate the influence of traffic movements within these areas, and analysis shows the freeway segments are projected to operate at LOS D or better.

The Accident Analysis Report identifies rear end collisions and no collision with motor vehicle as the most frequent types of crashes within the study area. The report also identifies driving too fast for conditions as the main cause of rear end crashes. The presence of median barriers and guardrail fences are noted as the first harmful event for no collision with motor vehicle crashes. The Accident Analysis Report points out that the geometric conditions resulting from merge/diverge areas of loop ramps seem to play a role in the frequency of the crashes and that merging distance at on-ramps and diverging distances at off-ramps should be improved to SCDOT standards where these standards are not already met. Study area hot spots along the interchange arterials include frequent crashes at Exit 91 along Columbia Avenue at business driveways to the

west of the eastbound off-ramp intersection. It is anticipated that access controls implemented as part of the proposed Exit 91 DDI interchange improvement will address these concerns.

Modifying interchanges to eliminate loop ramps at Exit 85 may also reduce crashes on the segments adjacent to the loop ramps. By replacing the substandard ramps and modifying the existing interchange to meet current design standards, the proposed interchanges with SC 202 and with Columbia Avenue are anticipated to contribute to an improvement in traffic safety.

The Preferred Alternative (Alternative 1A) of the interchange design also provides space for the construction of an additional travel lane in each direction along I-26. Altogether, these design provisions would enhance the operational efficiency and safety of the corridor, thereby increasing capacity and improving levels of service in the long term.

Pedestrian facilities are not incorporated into the design due to the rural nature of the interchange area.

A conceptual signing plan is included in **Appendix G**.

Policy Point 2

The proposed access connects to a public road only and will provide for all traffic movements. Less than “full interchanges” may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

The intent of the Policy Point 2 is to require implementation of an interchange design for the new access that allows for all relevant movements for general purpose traffic, whenever feasible.

The existing SC 202 interchange is a partial cloverleaf interchange that provides for all traffic movements. Because of its unconventional orientation, all ramps are located on the west side of the interchange. Spacing between the existing ramps are short. In addition, two-way Meadow Brook Road runs parallel to the westbound on-ramp and ties in SC 202 70 feet north of westbound on-ramp and SC 202 intersection.

As illustrated in the design concept for the Preferred Alternative, the proposed modification of Exit 85 would continue to provide full access for all traffic movements. It would shift ramp movements away from the two-way frontage roads directly to intersections with SC 202, and provide ramps that meet or exceed current design standards, improving access to SC 202 and the surrounding roadway network.

APPENDIX B

Interchange Modification Report

I-26 at S-48 (Columbia Avenue)

Interchange Improvements

INTERCHANGE MODIFICATION REPORT



**I-26 AT S-48 (COLUMBIA AVENUE)
INTERCHANGE IMPROVEMENTS
LEXINGTON COUNTY, SOUTH CAROLINA
PROJECT No. R4035500-121734.01
PROJECT ID P042383**

DECEMBER 2016

**PREPARED FOR:
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
&
LEXINGTON COUNTY**



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&
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12-16-16

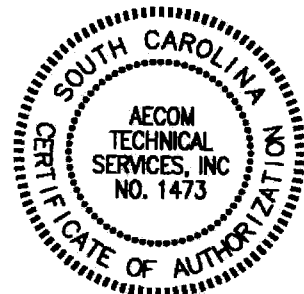


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1.0 EXECUTIVE SUMMARY

To obtain approval from the Federal Highway Administration (FHWA), the following Interstate 26 at S-48 (Columbia Avenue) Interchange Modification Report (IMR) was developed for the South Carolina Department of Transportation (SCDOT). The I-26 at S-48 (Columbia Avenue) diamond interchange is located at Exit 91 in Lexington County, South Carolina. The S-48 (Columbia Avenue) portion of the interchange is just within the Town of Chapin limits, which is located approximately 20 miles northwest of Columbia, SC.

The purpose of the project is to improve operational efficiency and safety of the existing interchange and to accommodate future volumes. The current interchange design is approaching capacity as a two-lane bridge along with no turn lanes to / from S-48 and is functionally obsolete. Operation is expected to worsen with more daily traffic volumes based on past census data indicating the population has been increasing by approximately twenty (20) percent per decade since 1990. With this anticipated growth along with the recently approved Chapin Technology Park and a planned commercial development north of the interchange, modifications to the existing diamond interchange are needed.

The traffic analysis included the evaluation of Existing year 2014, Future year 2020, and Future year 2040 traffic volumes during the AM and PM peak hours. The future year analyses included a No-Build Alternative with the existing interchange / intersection layout and three Build Alternatives:

1. Diverging Diamond Interchange
2. Partial Clover Leaf
3. Dual Roundabout

Geometric design improvements to the adjacent intersections to the interchange are also addressed in this Interchange Modification Report (IMR). Plans to realign Crooked Creek Road (S-232), currently intersecting with the I-26 Eastbound On Ramp, and Ellett Road (less than 50 feet from the I-26 Westbound Ramps) are expected to be realigned directly with S-48 approximately 1000 feet to the south under signal control. This report focuses on the interchange; however, plans are being conducted along S-48 (Columbia Avenue) to widen the existing two-lane highway to five-lanes. Traffic volumes used in this IMR were referenced from the S-48 (Columbia Avenue) Corridor Improvement Project Traffic Study dated October 17, 2016.

Adjacent interchanges Exit 85 (SC 202) and Exit 97 (US 176) were also studied even though both interchanges are more than 5 miles from the study interchange. As expected, Exit 97 (14 miles from Columbia and more developed) carries more traffic than the Exit 85, which is rural and 12 additional miles further away from Columbia. It should be noted, that there an I-26 widening project underway that extends from Exit 85 to Exit 101 which also includes some interchange improvements.

Analysis using Synchro 9.1 indicated that interchange alternatives 1 and 2 operated at an acceptable level-of-service (LOS) C; however, the diverging diamond interchange was selected based its minimal right-of-way acquisition and impact to future development as opposed to other study alternatives. The preferred alternative was also modeled using the microsimulation software VISSIM 7.0. Alternative 3 (dual roundabouts) did not provide an acceptable level-of-service (see **Appendix N**); therefore, it should be not be considered as a viable alternative.

Operation at Exit 97 (US 176 east of the study interchange) is expected to fail by 2040 with no improvements to the interchange. Consideration for widening of I-26 and a review of the interchange is recommended to accommodate projected traffic volumes. Operation at Exit 85 (SC 202 west of the study interchange) is expected to operate an acceptable level-of-service during the year 2040 with its existing design. **Figure 15** summarizes the Level-of-Service and delay for the projected 2040 preferred alternative.

This study recommends the best alternative to meet current and future surrounding area needs for Lexington County, South Carolina. SCDOT will submit this report for a validation of engineering and operational feasibility. Final approval of the IMR will be requested once all National Environmental Policy Act (NEPA) requirements have been met.

2.0 INTRODUCTION

2.1 BACKGROUND

Interstate 26 is a rolling four-lane East-West highway that is divided by a grassy median. The study area for the proposed project begins at Exit 85 (SC 202) and ends at Exit 97 (US 176). The interchange of emphasis in this report is Exit 91, which provides access to S-48 (Columbia Avenue) in Chapin, South Carolina. S-48 is a two lane minor arterial with future widening plans to accommodate future growth as part of this project. The approved Chapin Technology Park (a phased 2019 and 2024 Build-out) is approximately 1 mile south of the interchange and the planned commercial development just north of the interchange (northwest quadrant) was included in the traffic projections. The existing interchange at S-48 currently has minor queuing issues at the signalized I-26 westbound ramp and is expected to be over capacity based on the projected annual growth in the area and the added traffic volumes from the two large developments. The preferred alternative is to replace the existing diamond interchange design with a diverging diamond interchange (DDI) and to realign Crooked Creek Road and Ellett Road 1000 feet south of interchange under signal control improving the access management of S-48.

2.2 SCOPE

This report focuses on traffic analysis of existing and future conditions and provides recommendations for mitigating Level-of Service (LOS) and queuing. AECOM was tasked with studying traffic conditions in the vicinity of the proposed project during the weekday AM and PM peak hours for three scenarios:

- 2014 Existing: An analysis of existing conditions in the year 2014.
- 2020/2040 No-Build: An analysis of conditions in the years 2020 and 2040 with no changes to the interchange.
- 2020/2040 Project Build-Out: An analysis of conditions in the years 2020 and 2040 if a an interchange is modified, S-48 is widened to 5 lanes to the south, and Crooked Creek Road and Ellett Road are realigned 1000 feet to the south.

This study includes an analysis of the existing adjacent interchanges to the east and west of the proposed interchange modification of Exit 91. To the east is Exit 97 and to the west is Exit 85.

The scope of this interchange modification study included the following tasks:

1. Field visits to the study area were performed to collect data on the existing conditions such as lane configurations/geometry and current traffic control measures. Traffic counts and signal timing information at the interchanges were obtained from SCDOT.
2. Existing conditions of the interchanges were studied by utilizing the existing traffic volumes. Levels of service of the intersections at each interchange were determined using Synchro 9.1. I-26 freeway and interchange on / off ramps (segments, merges, and diverges, and off-ramps) were analyzed High Capacity Software 2010. VISSIM 7.0 was also used to model the entire network.

3. Two future design years were examined in this report. Build and No-Build scenarios were analyzed for the years 2020 and 2040. The No-Build scenario analyzed the conditions in both design years in which no modifications were made to the interchange or adjacent freeway and interchanges. The Build scenario analyzed the future conditions in both build years if the interchange modification and widening of S-48 (Columbia Avenue) were constructed. Adjacent merge and diverge areas (freeway segments, on-ramps, and off-ramps) were analyzed under the future design year (2020/2040) conditions of the study area.
4. The future design year conditions were analyzed for three (3) different interchange alternative scenarios. Adjacent merge and diverge areas (freeway segments, on-ramps, and off-ramps) were analyzed under the future design year (2020/2040) conditions of the study area. Only the preferred alternative was also modeled using VISSIM 7.0.

2.3 STUDY AREA

The study area is located in Lexington County, South Carolina. Specifically, the S-48 (Columbia Avenue) Widening project is located in the Town of Chapin, South Carolina. The study area of the IMR begins to the west of S-48 at Exit 85 of I-26 and ends to the east at Exit 97. The interchange of I-26 at S-48 is Exit 91. I-26 is an east-west four (4) lane freeway with two (2) travel lanes in each direction. The location of the project is shown in **Figure 1A** and **Figure 1B**.

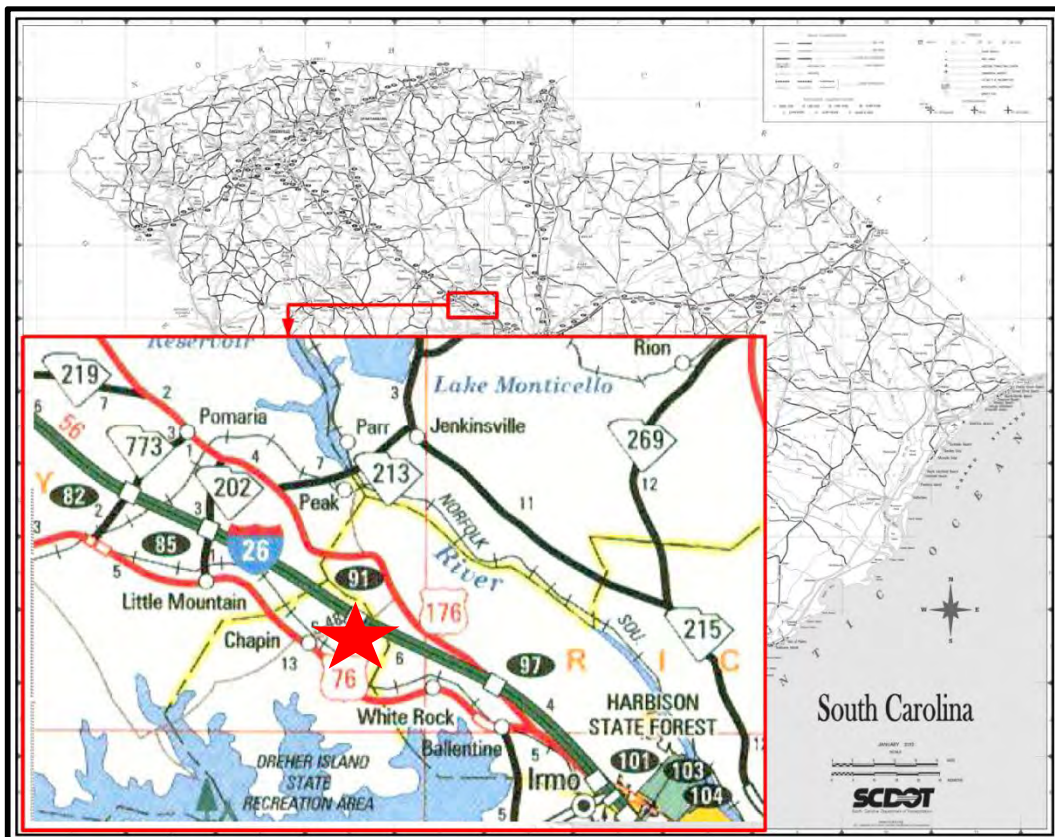


Figure 1A – Project Location

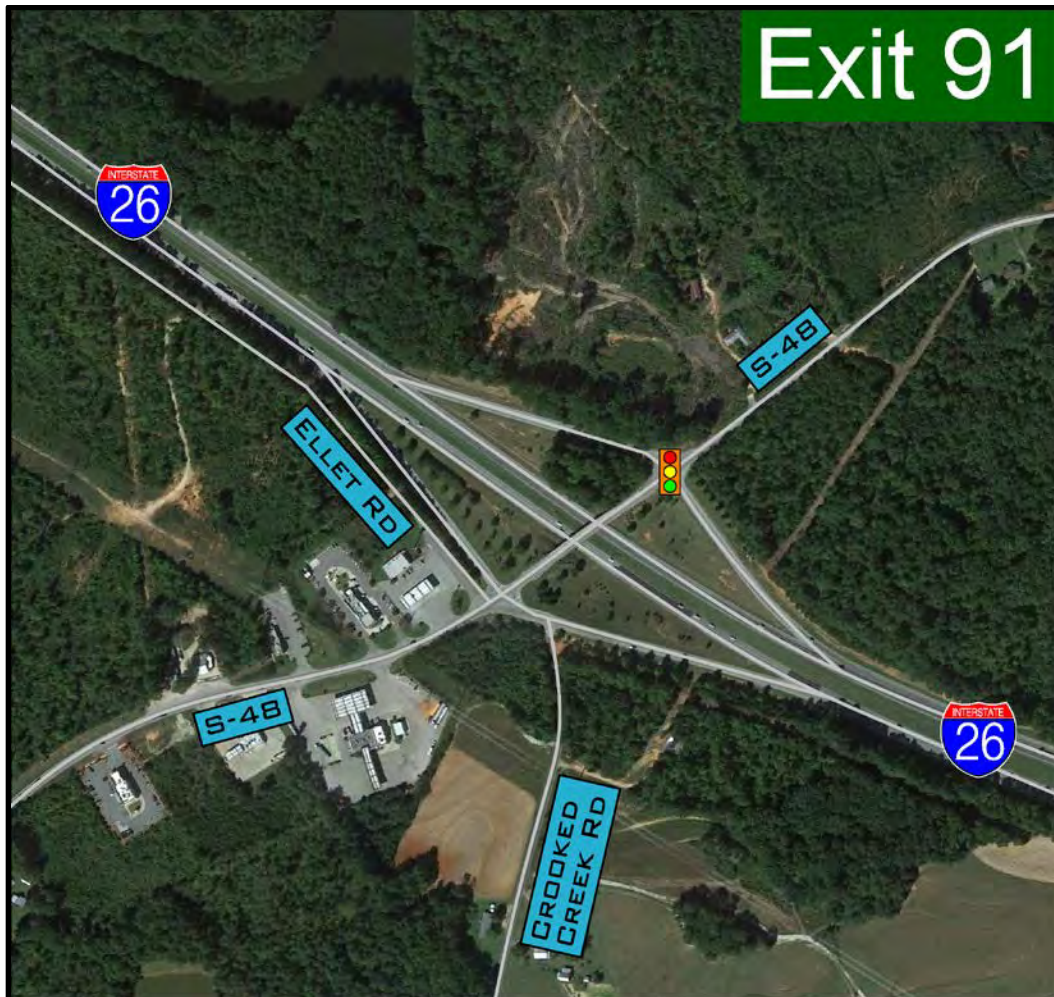


Figure 1B – Interchange Study Area

2.4 PURPOSE AND NEED STATEMENT

The purpose of this IMR is to study the impact of the modification of the interchange at Exit 91 on I-26 near Chapin, South Carolina. Chapin is located in Lexington County, northwest of Columbia. The population of Lexington County has been steadily increasing. In the 1990 Census, the population of Lexington County was 167,611. This grew to 216,014 (28.9% increase) in the 2000 Census and then reached 262,391 (21.5% increase) in 2010. Due to continual and anticipated growth in the area, improvements to the existing roadway network should be reviewed. This report is aimed at the potential improvements to the interchange from I-26 to Columbia Avenue in Chapin. The existing interchange is currently over capacity and the Frontage Road connection with S-48 and Crooked Creek Road connection with the I-26 EB On Ramp should be realigned for safety to meet SCDOT's latest criteria for access management. With new developments and construction in Chapin, such as the S-48 (Columbia Avenue) widening, there is a need for to modify the interchange to be able to accommodate this growth in terms of both capacity and safety.

2.5 EXISTING CONDITIONS FOR STUDY AREA

Currently S-48 is a 2-lane undivided minor arterial roadway with a 35 mile per hour (mph) posted speed limit that runs from US 76 at its intersection with S-51 (Amick Ferry Road) to the I-26 interchange. In the study area, I-26 is a 4-lane divided freeway with a 70 mph posted speed limit running in the east-west direction.

The AM peak hour studied was from 7:30-8:30 AM and the PM peak hour was from 4:45 – 5:45 PM based on the peak hour turning movement traffic counts. Heavy truck percentage for the peak hours varied; however, 4% was used for I-26 and 2% was used on the other studied roadways. It should be noted that SCDOT records indicate the daily heavy truck percentage on S-48 is 7% while I-26 is approximately 15%. Descriptions of the interchanges and a complete list of the study area are described below and shown in **Figure 2**:

1. I-26 Eastbound Ramps at S-48
2. I-26 Westbound Ramps at S-48
3. I-26 Eastbound Ramps at SC 202
4. I-26 Westbound Ramps at SC 202
5. I-26 Eastbound Ramps/ Exxon Driveway at US 176
6. I-26 Westbound Ramps at US 176

Exit 85

Approximately 6 miles to the west of Exit 91 on I-26 is Exit 85, a folded diamond/partial cloverleaf interchange. This interchange provides access to SC 202, a north-south 2-lane undivided roadway with a bridge over I-26. The eastbound off-ramp from I-26 is a stop controlled intersection where vehicles have the ability to turn left or right on to SC 202. The westbound off-ramp also has a stop controlled left turn onto SC 202 while the right turn from the ramp is yield controlled. A frontage road (Meadow Brook Road), less than 100 feet north of the I-26 westbound ramps, runs parallel to I-26 westbound, which is accessible from SC 202.

Exit 91

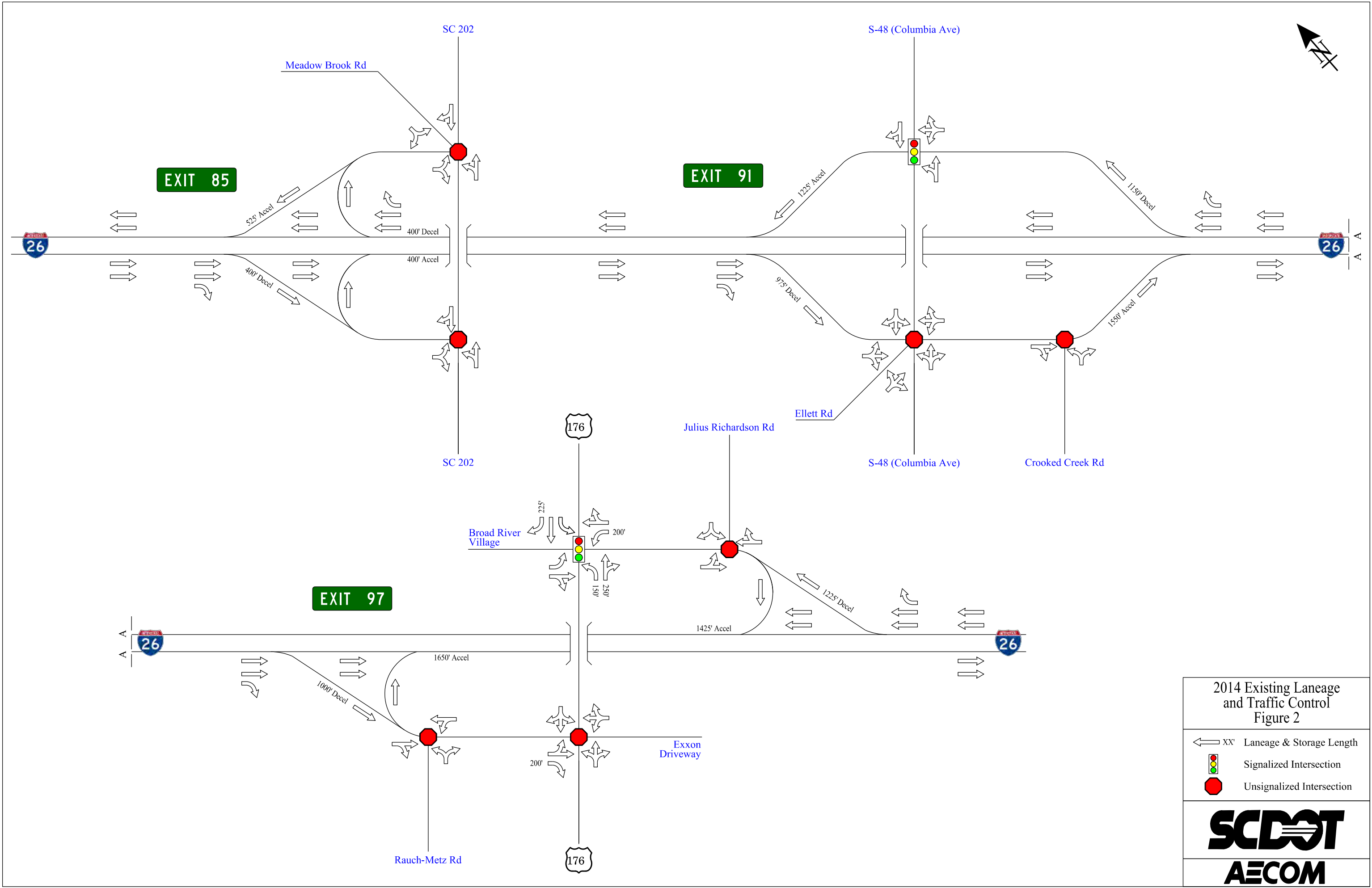
The interchange that intersects with S-48 is Exit 91 as a diamond interchange. This interchange provides access to S-48, which leads directly into Chapin. The eastbound off-ramp provides stop controlled access to S-48. The westbound off-ramp is signalized at the intersection with S-48. A frontage road (Ellett Road) intersects with S-48 approximately 50 feet to the southwest of the eastbound off-ramp. This road runs parallel to I-26 eastbound to the west of S-48. The eastbound on-ramp has access to Crooked Creek Road located on the ramp. There are multiple fast food restaurants and gas stations located west of the interchange on S-48.

Exit 97

Approximately 6 miles to the east of Exit 91 on I-26 is Exit 97. This interchange is a partial cloverleaf design for I-26 westbound and eastbound on ramp movements. The interchange

provides access to US 176, which has access to many residential developments near the interstate. The eastbound off-ramp leads to an intersection with US 176 that is stop controlled coming off the ramp. In addition to the intersection with US 176, the ramp intersects with Rauch Metz Road about half the distance between I-26 and US 176. Traffic traveling from Rauch Metz Road has the option to turn left to access the on-ramp to I-26 eastbound or turn right and head toward the intersection with US 176. The I-26 eastbound loop on-ramp also provides for vehicles to turn left onto Rauch Metz Road.

The I-26 westbound off-ramp intersects with US 176 at a signalized intersection. Through and left turn lane traffic approach the signal while the right turning traffic approaches a yield before continuing onto US 176. There is a driveway leading to a shopping center (Broad River Village) across from the off/on ramps at the signalized intersection.



2014 Existing Laneage and Traffic Control
Figure 2

- ← XX' Laneage & Storage Length
- 🚦 Signalized Intersection
- 🛑 Unsignalized Intersection



3.0 OPERATIONAL ANALYSIS

3.1 ANALYSIS METHODOLOGY

The highway capacity analyses performed are based on methodologies from the Highway Capacity Manual (HCM 2010). Traffic modeling software used in the capacity analyses were Synchro 9.1 and SimTraffic 9.0, (Build 908, Rev 56), and VISSIM 7.0 for intersection analyses.

The traffic carrying ability of a roadway is described by levels of service (LOS) that range from LOS A to LOS F. LOS A represents unrestricted maneuverability and operating speeds. LOS B represents reduced maneuverability and operating speeds. LOS C represents restricted maneuverability and operating speeds closer to the speed limit. LOS D represents severely restricted maneuverability and unstable, low operating speeds. LOS E represents operating conditions at or near the capacity level. LOS F represents breakdown conditions characterized by stop and go travel. A visual representation of each LOS is shown below.



The Highway Capacity Manual (HCM) 2010 defines LOS at an unsignalized intersection by average control delay per vehicle, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, such as availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue. The Highway Capacity Manual explains that drivers perceive that a signalized intersection is designed to carry higher traffic volumes and therefore expect to experience greater delays at signalized intersections. Unsignalized intersections are assigned a LOS for each minor movement. Typically, LOS C is

considered the minimum acceptable level of service at an intersection for a suburban area. **Table 1** presents LOS thresholds for unsignalized intersections.

Table 1: LOS Thresholds for Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

LOS for a signalized intersection is defined in terms of average control delay per vehicle, which is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. A single LOS describes a signalized intersection. **Table 2** presents LOS thresholds for signalized intersections.

Table 2: LOS Thresholds Signalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

A basic freeway segment can be characterized by three performance measures: density in terms of passenger cars per mile per lane, speed in terms of mean passenger-car speed, and volume to capacity (v/c) ratio. Each of these measures is an indication of how well traffic flow is being accommodated by the freeway. The measure used to provide an estimate of level of service is density. **Table 3** defines the traffic density conditions at each level of service.

Traffic flow within a basic freeway segment can vary greatly depending on the conditions constricting flow at upstream and downstream bottleneck locations. Bottlenecks can be created by ramp merges or weaving segments, lane drops, maintenance and construction activities, accidents, and objects in the roadway.

Table 3: LOS Thresholds for Freeway Segments

Level of Service	Density Range (pc/mi/ln)
A	≤ 11.0
B	> 11.0 and ≤ 18.0
C	> 18.0 and ≤ 26.0
D	> 26.0 and ≤ 35.0
E	> 35.0 and ≤ 45.0
F	> 45.0

A ramp is a length of roadway providing an exclusive connection between two highway facilities. On freeways, all entering and exiting maneuvers take place on ramps that are designed to facilitate smooth merging of on-ramp vehicles into the freeway traffic stream and smooth diverging of off-ramp vehicles from the freeway traffic stream onto the ramp.

A ramp consists of three geometric elements of interest: the ramp-freeway junction, the ramp roadway, and the ramp street junction. The ramp freeway junction is typically designed to permit high-speed merging and diverging with varying acceleration and deceleration lanes. Ramp roadways can vary between locations in terms of number of lanes, design speeds, grades, and horizontal curvature. The design of ramp roadways is seldom a source of operational difficulty unless a traffic incident causes disruption along the length of the ramp. Ramp-street terminal problems can cause queuing along the length of ramp, but this is generally not related to the design of the ramp roadway. **Table 4** defines the traffic density conditions at each level of service.

Table 4: LOS Thresholds for Merge / Diverge Areas

Level of Service	Density Range (pc/mi/ln)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 28.0
D	> 28.0 and ≤ 35.0
E	> 35.0
F	Demand Exceeds Capacity

3.2 TRAFFIC VOLUMES

Traffic volumes were for this IMR were referenced from the S-48 (Columbia Avenue) Corridor Improvement Project Traffic Study dated 10-17-16. In summary, the 2014 existing traffic volumes were grown at a linear rate of 1.25% to obtain the base Opening Year (2020) and Design Year (2040) traffic projections. After these projections were complete, a traffic study for the Chapin Technology Park and Chapin Commerce Village Development became available. These two developments are significant in size and impact the S-48 corridor and interchange. At the direction of Lexington County and SCDOT, additional traffic volumes were added to the base volumes to be conservative and to better estimate the turning movement volumes to / from S-48. Additional volumes were generated using:

- Chapin Technology Park (120 acre industrial park, 450 single family houses, and 350,000 SF of commercial). Based on the final traffic study submitted and approved by SCDOT on October 13, 2015 for the Chapin Technology Park, the opening year is 2019. These new trips were added to the Opening Year (2020). The Chapin Technology Park is not expected to be complete until 2024 as these trips at full build-out were added to the Design Year (2040). The Technology Park is located north of Columbia Avenue near Woodthrush Road.
- Chapin Commerce Village (132,000 SF Specialty Retail, 8,350 SF Quality Restaurant, 8,350 SF General Office, 4,500 SF Fast Food Restaurant with Drive-Through, 8,350 High Turn-Over (Sit-Down) Restaurant, 4,050 SF Fast Food Restaurant with Drive-Through, 4,950 SF Convenience Market with Gasoline Pumps, 8,350 SF Quality Restaurant, 120 Room Hotel, 8,350 Quality Restaurant, and 4,050 SF General Office Building). This development has not had a traffic study and is only in the early planning stages. It is located just east of I-26 along S-48 (Columbia Avenue).

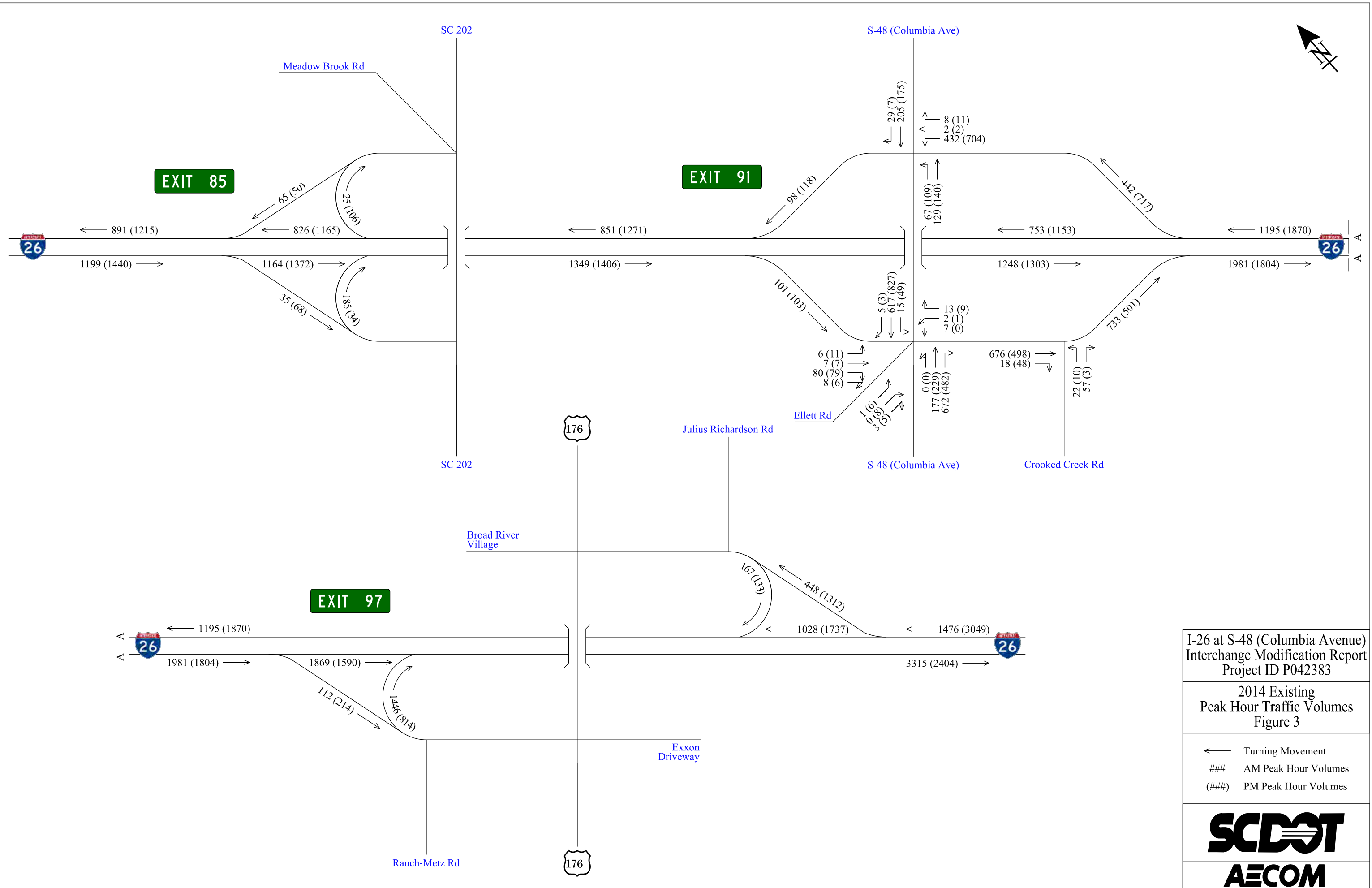
A complete memo describing the methodology with traffic figures can be referenced in **Appendix A**.

The memo does not provide volumes along I-26, therefore, AECOM used an I-26 traffic count located just east Exit 91 and determined other sections along I-26 in the study area by balancing with the known ramp volumes at Exit 85 and Exit 97. The raw traffic counts are located in **Appendix B**. Finalized traffic volumes (balanced) for all study scenarios are displayed in **Figures 3-9**.

3.3 CRASH ANALYSIS

Crash data collected over the last 3.4 years show low crash rates along I-26 within the Exit 91 interchange area. There was a total 40 crashes with 75 percent of the crashes consisting of either running off the road or rear end. Of the 40 crashes, 8 people were injured with 1 fatality. The one fatality appears to be pedestrian related occurring during the dusk hours. The crash data also indicates that there were 8 rear-end collisions between the on / off ramps (stack 6) over the 3.4 year period which may be attributed to queuing from the westbound off-ramp extending onto the interstate. Crash summaries can be found in **Appendix C**.

The preferred Alternative Diverging Diamond Interchange design is not expected change the existing diamond interchange as the ramp design and number of lanes on the freeway are expected to remain the same. A modification to the S-48 interchange is not expected to have a significant adverse effect on safety on I-26 but is expected to improve the safety on S-48 at the ramps with the fewer conflict points.

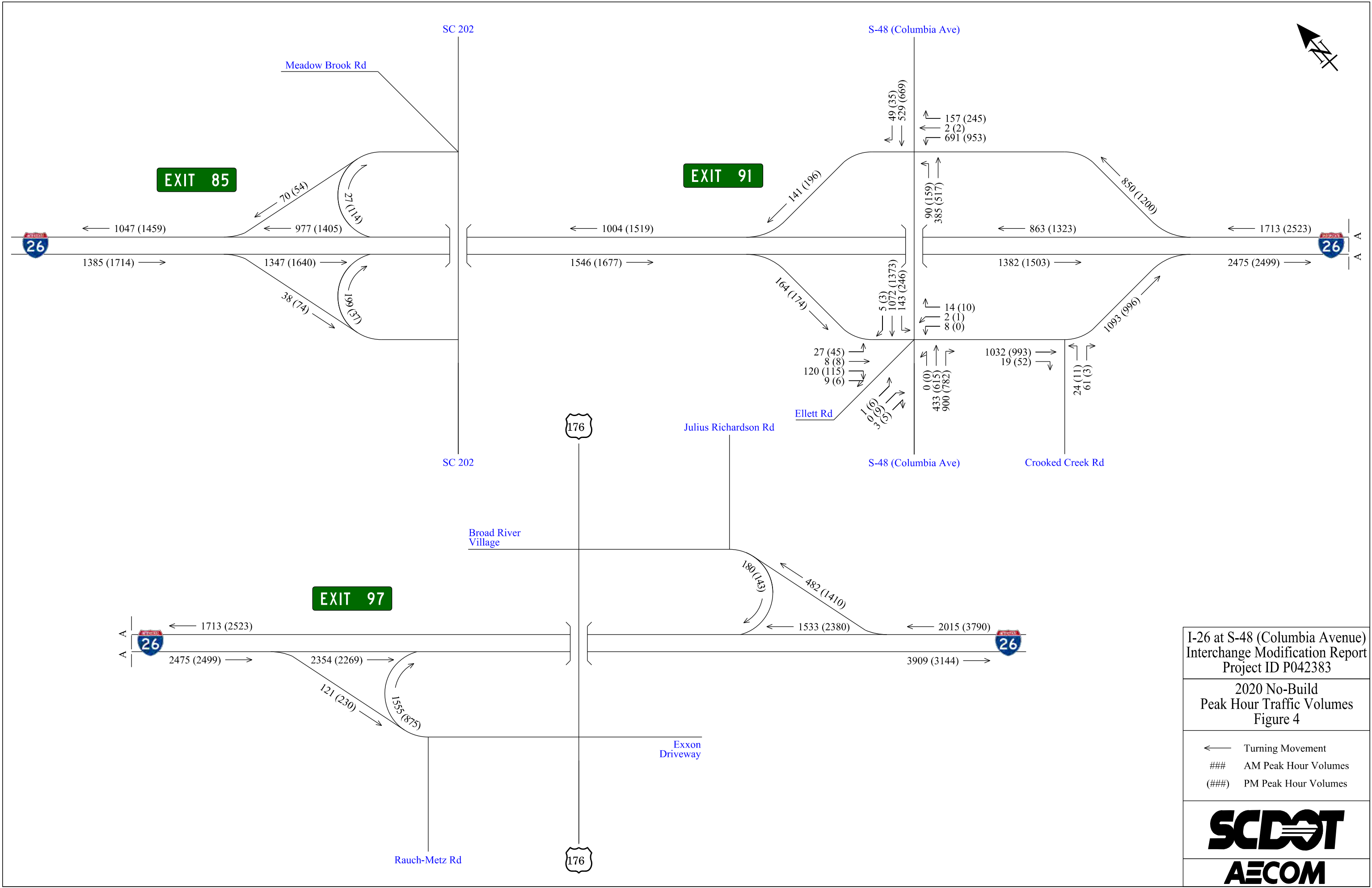


I-26 at S-48 (Columbia Avenue)
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2014 Existing
Peak Hour Traffic Volumes
Figure 3

← Turning Movement
AM Peak Hour Volumes
(###) PM Peak Hour Volumes



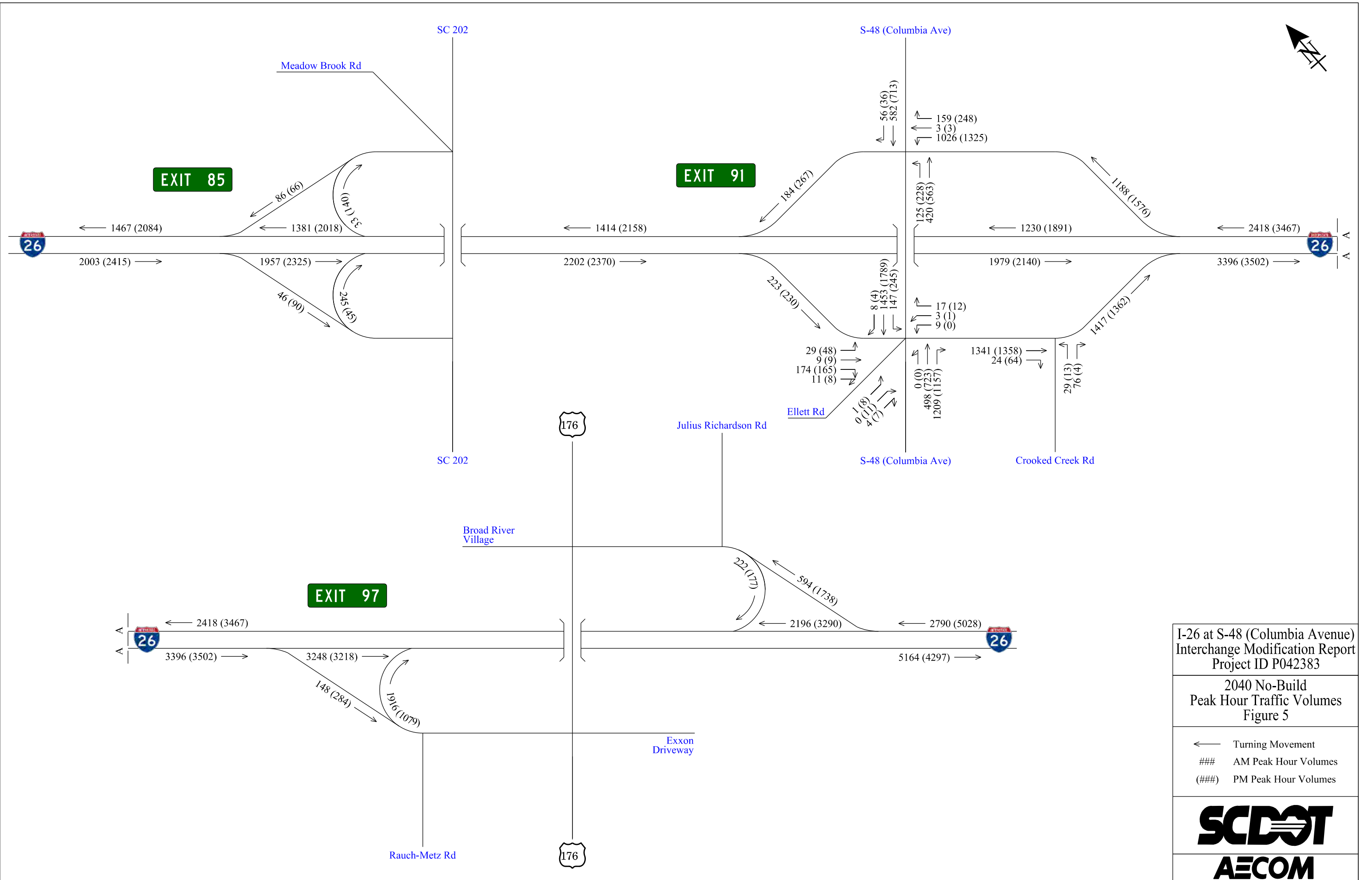


I-26 at S-48 (Columbia Avenue)
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2020 No-Build
Peak Hour Traffic Volumes
Figure 4

← Turning Movement
AM Peak Hour Volumes
(###) PM Peak Hour Volumes



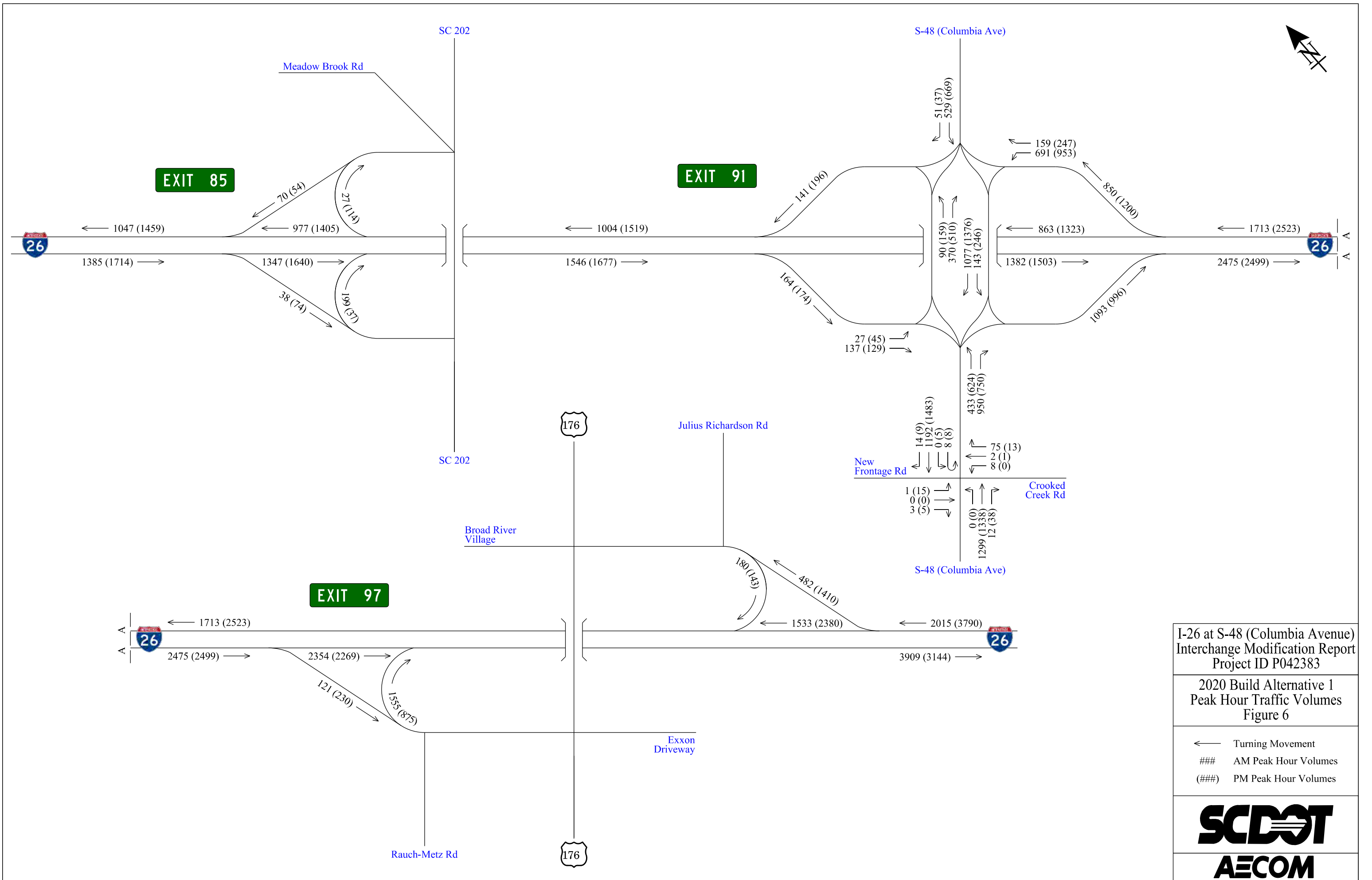


I-26 at S-48 (Columbia Avenue)
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2040 No-Build
Peak Hour Traffic Volumes
Figure 5

- ← Turning Movement
- ### AM Peak Hour Volumes
- (###) PM Peak Hour Volumes



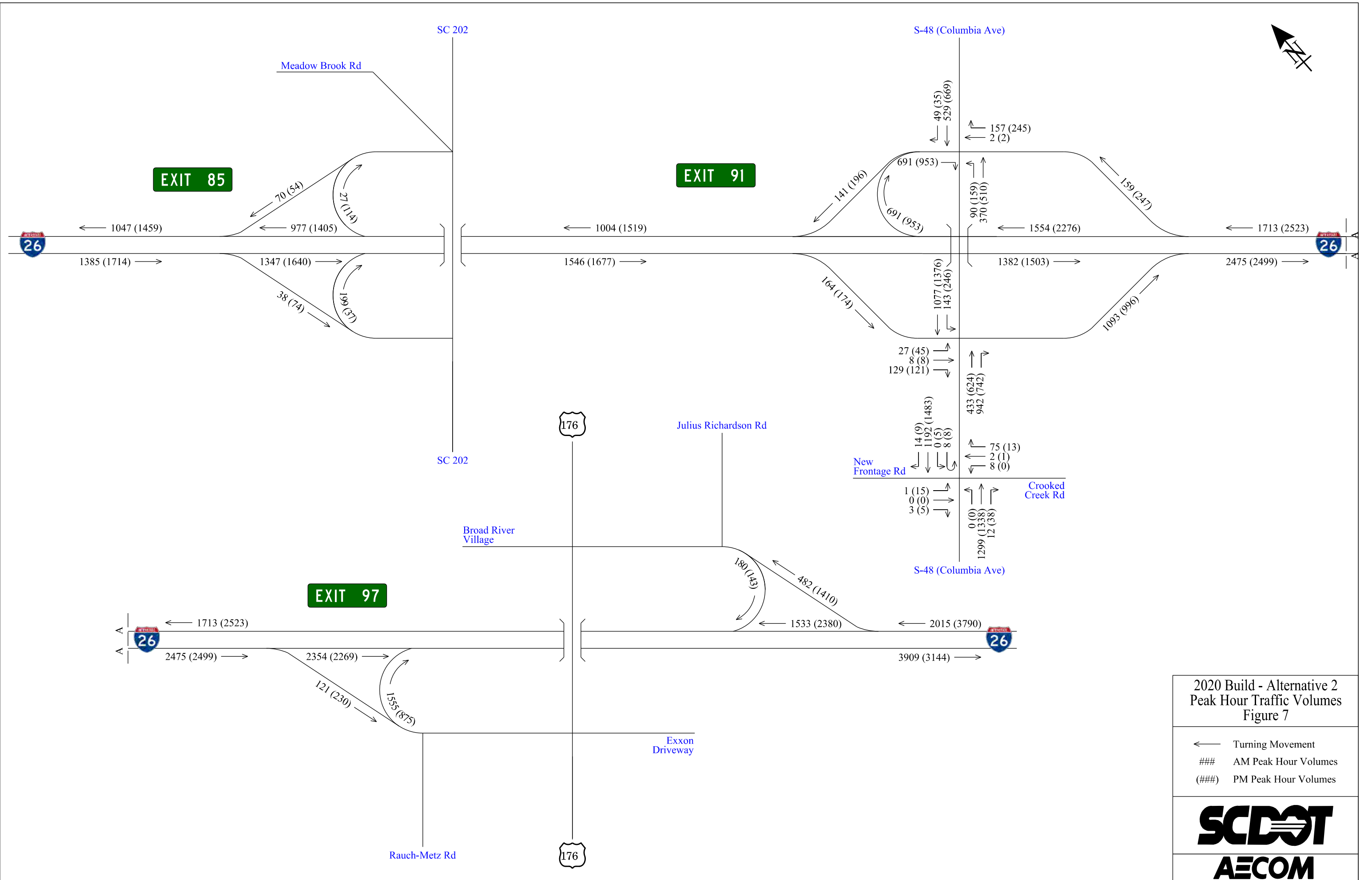


I-26 at S-48 (Columbia Avenue)
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2020 Build Alternative 1
 Peak Hour Traffic Volumes
 Figure 6

← Turning Movement
 ### AM Peak Hour Volumes
 (###) PM Peak Hour Volumes





EXIT 85

EXIT 91

EXIT 97

SC 202

S-48 (Columbia Ave)

Meadow Brook Rd

176

Julius Richardson Rd

SC 202

New Frontage Rd

Crooked Creek Rd

Broad River Village

S-48 (Columbia Ave)

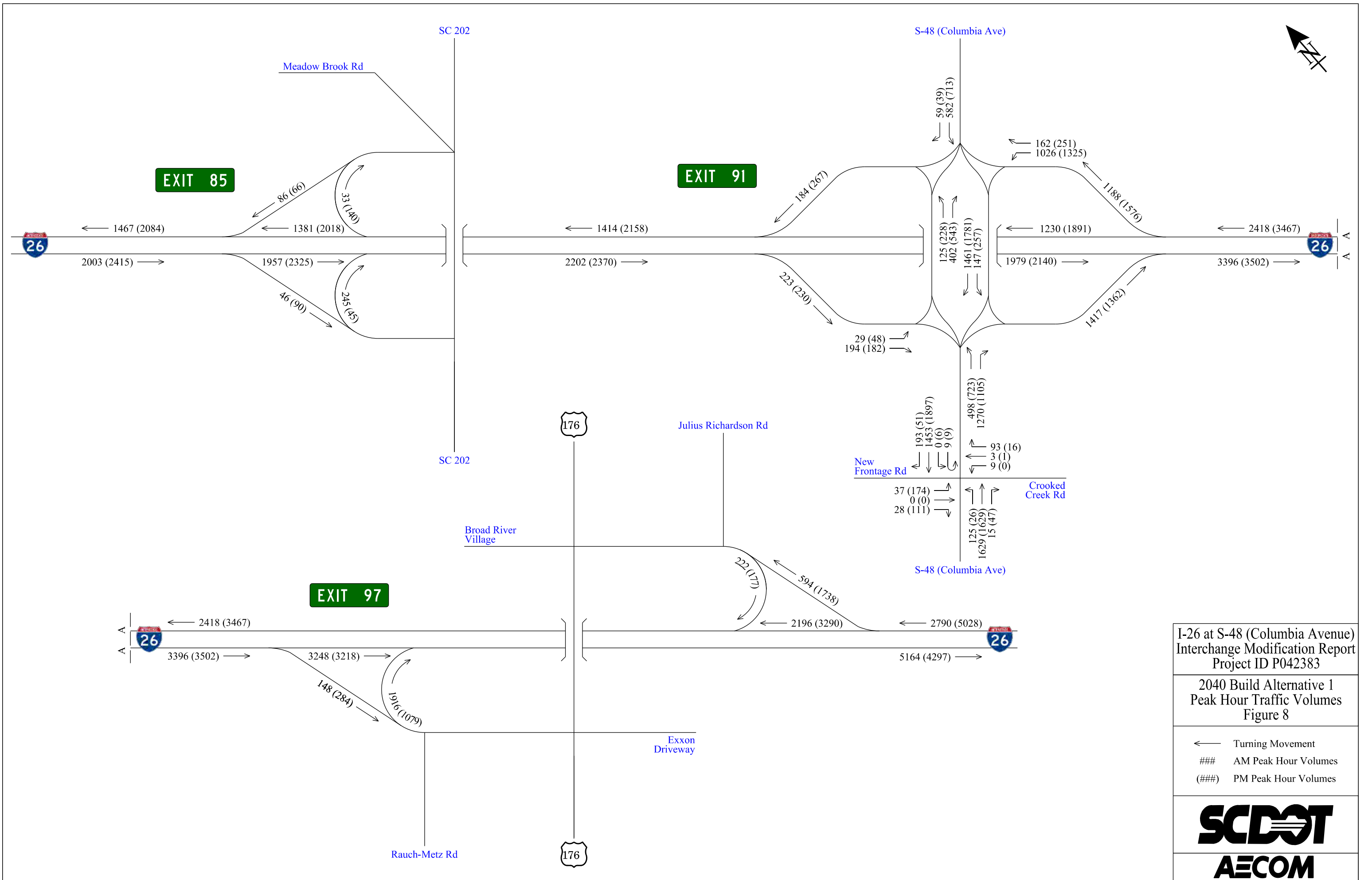
A

A

Exxon Driveway

176

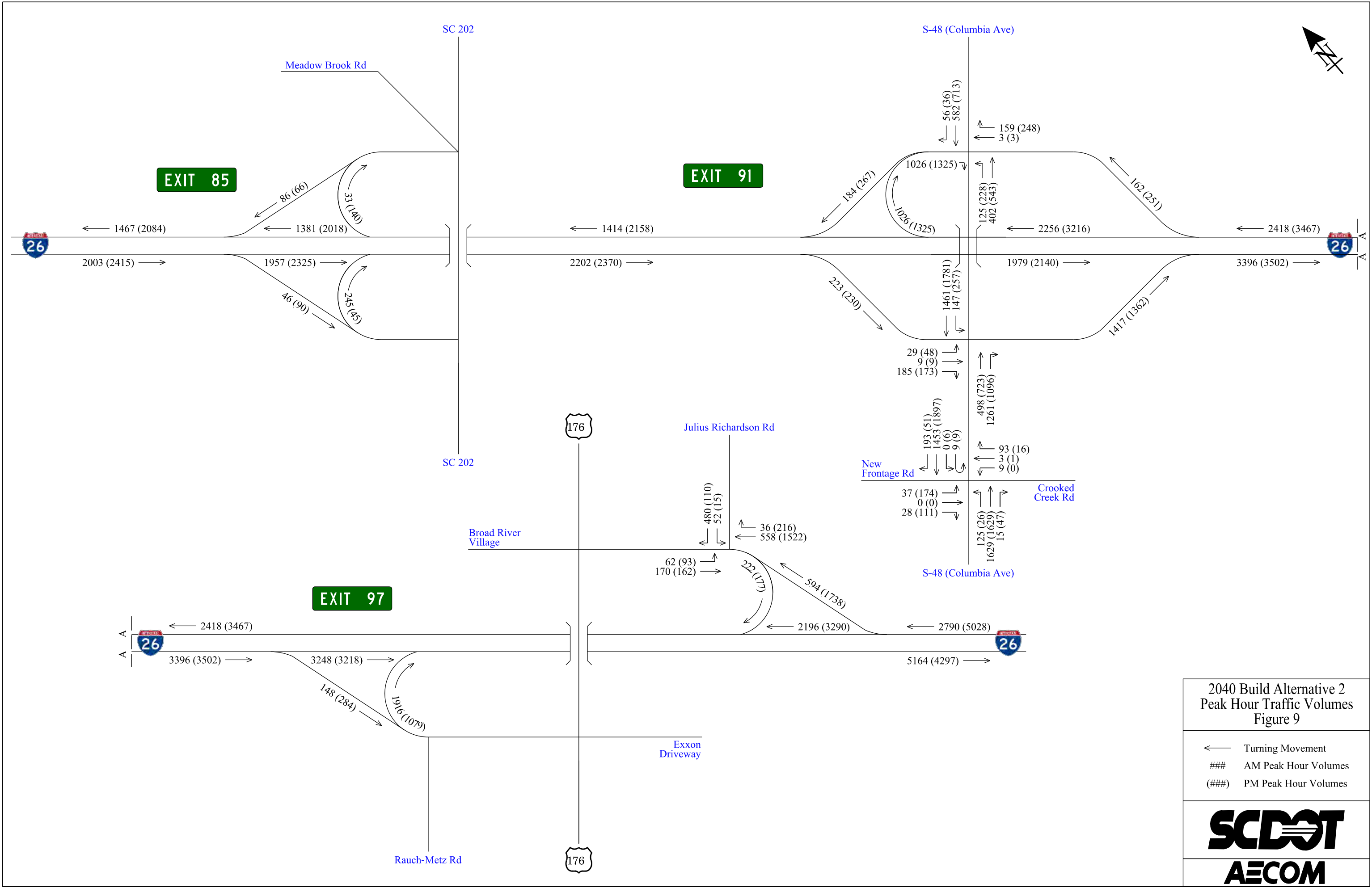
Rauch-Metz Rd



I-26 at S-48 (Columbia Avenue)
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2040 Build Alternative 1
Peak Hour Traffic Volumes
Figure 8





2040 Build Alternative 2
Peak Hour Traffic Volumes
Figure 9

← Turning Movement
 ### AM Peak Hour Volumes
 (###) PM Peak Hour Volumes



3.4 EXISTING 2014 TRAFFIC ANALYSIS

The results of the Existing 2014 intersection analysis using Synchro 9.1 indicate that S-48 at I-26 eastbound ramp is currently operating LOS D in the AM Peak hour and LOS E during PM for the minor street approaches. The westbound off ramp under signal control is operating at LOS B; however, queues from the signal may extend onto I-26.

Table 5 summarizes the LOS and delay for each of study intersections with detailed Synchro reports found in **Appendix D**.

Table 5: Existing 2014 Intersection LOS and Delay

ID	Intersection	Traffic Control	Approach	HCM 2010 Level of Service (LOS)		Control Delay (sec/veh)	
				AM	PM	AM	PM
Exit 91 (I-26 at S-48)							
1	I-26 Eastbound Off Ramp / Crook Creek Road at S-48	Unsignalized	WB (AM)* EB (PM)*	D	E	28.4	42.7
2	I-26 Westbound Ramps at S-48	Signalized	-	B	B	11.7	19.1

*Since vehicles from Crooked Creek Road can access the I-26 eastbound on ramp to S-48 (Columbia Avenue), the worst of the two minor approaches was reported.

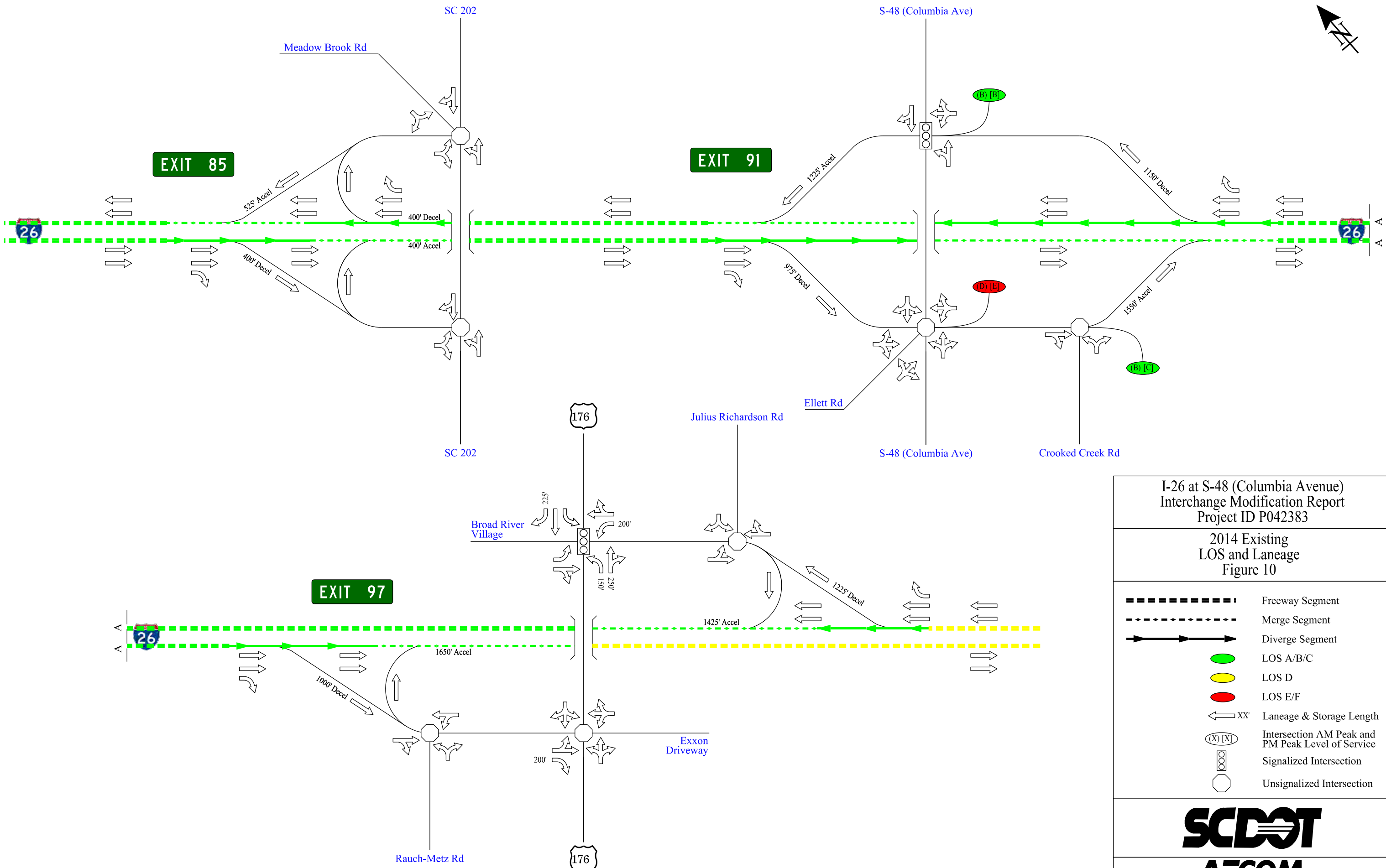
The results of the Existing 2014 Freeway / Merge / Diverge analysis using Highway Capacity Software (HCS) 2010 indicate that just east of Exit 97 (US 176), I-26 is operating at LOS D in the AM peak hour (eastbound) and during the PM peak hour (westbound). All other freeway segment / merge / diverge analyses are operating at LOS C or better.

Table 6 summarizes the LOS and density for each merge / diverge area with detailed HCS reports found in **Appendix E**.

Table 6: Existing 2014 Freeway / Merge / Diverge LOS and Density

Approach	Description	HCM 2010 Level of Service (LOS)		Density (pc/mi/ln)	
		AM	PM	AM	PM
Freeway Segment					
Eastbound	West of Exit 85	A	B	9.4	11.3
	Between Exit 85 and Exit 91	A	B	10.6	11.0
	Between Exit 91 and Exit 97	B	B	15.6	14.2
	East of Exit 97	D	C	30.0	19.4
Westbound	East of Exit 97	B	D	11.6	26.4
	Between Exit 91 and Exit 97	A	B	9.4	14.7
	Between Exit 85 and Exit 91	A	A	6.7	10.0
	West of Exit 85	A	A	7.0	9.5
Merge Area					
Eastbound	EB Exit 85 On-Ramp	B	B	15.2	15.9
	EB Exit 91 On-Ramp	B	B	13.7	12.2
	EB Exit 97 On-Ramp	C	B	25.4	17.5
Westbound	WB Exit 97 On-Ramp	A	B	7.4	13.6
	WB Exit 91 On-Ramp	A	A	5.5	9.4
	WB Exit 85 On-Ramp	B	B	10.3	13.3
Diverge Area					
Eastbound	EB Exit 85 Off-Ramp	B	B	12.8	15.2
	EB Exit 91 Off-Ramp	A	A	9.1	9.7
	EB Exit 97 Off-Ramp	B	B	15.3	13.5
Westbound	WB Exit 97 Off-Ramp	A	C	8.2	24.1
	WB Exit 91 Off-Ramp	A	B	5.3	12.2
	WB Exit 85 Off-Ramp	A	B	9.3	13.5

Figure 10 shows the LOS for the Existing 2014 conditions.



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**2014 Existing
LOS and Laneage
Figure 10**

	Freeway Segment
	Merge Segment
	Diverge Segment
	LOS A/B/C
	LOS D
	LOS E/F
	Laneage & Storage Length
	Intersection AM Peak and PM Peak Level of Service
	Signalized Intersection
	Unsignalized Intersection

3.5 NO-BUILD 2020 TRAFFIC ANALYSIS

The 2020 No-Build scenario analyzes the conditions if there were no improvements made to the interchange. The results of the No-Build 2020 intersection analysis using Synchro 9.1 indicate that S-48 at I-26 is expected to operate at LOS F in the AM and PM peak hours.

Table 7 summarizes the LOS and delay for each of study intersections with detailed Synchro reports found in **Appendix F**.

Table 7: No-Build 2020 Intersection LOS and Delay

ID	Intersection	Traffic Control	Approach	HCM 2010 Level of Service (LOS)		Control Delay (sec/veh)	
				AM	PM	AM	PM
Exit 91 (I-26 at S-48)							
1	I-26 Eastbound Off Ramp / Crook Creek Road at S-48	Unsignalized	WB (AM)* EB (PM)*	F	F	900+	900+
2	I-26 Westbound Ramps at S-48	Signalized	-	F	F	126.0	433.7

*Since vehicles from Crooked Creek Road can access the I-26 eastbound on ramp to S-48 (Columbia Avenue), the worst of the two minor approaches was reported.

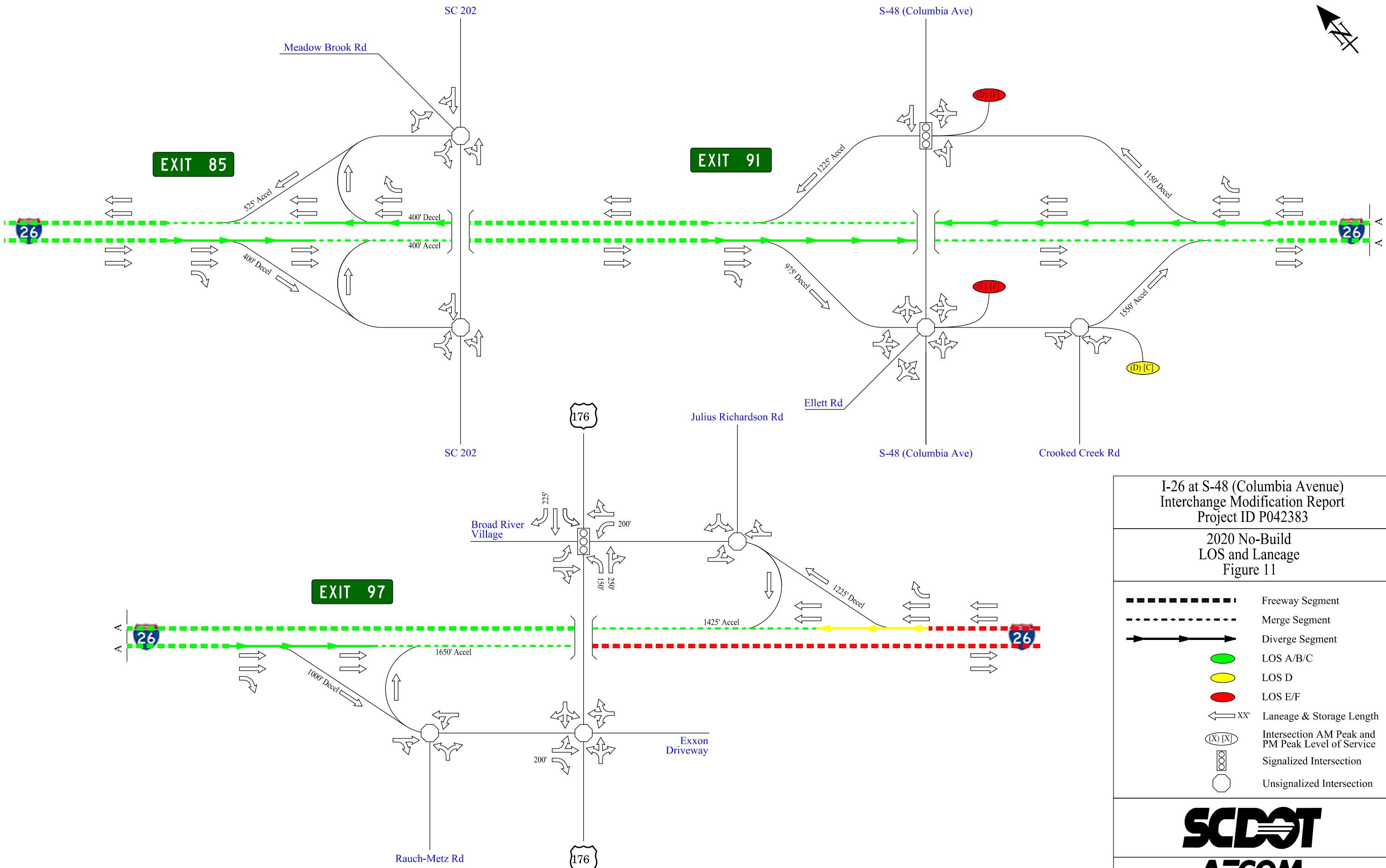
The results of the 2020 No-Build Freeway / Merge / Diverge analysis using Highway Capacity Software (HCS) 2010 indicate that just east of Exit 97 (US 176), I-26 is expected to operate at LOS E in the AM peak hour (eastbound) and during the PM peak hour (westbound). In addition the I-26 eastbound merge area from Exit 97 is expected to operate at LOS D along with the I-26 westbound diverge area during the PM peak hour. All other freeway segment / merge / diverge analyses are operating at LOS C or better.

Table 8 summarizes the LOS and density for each merge / diverge area with detailed HCS reports found in **Appendix G**.

Table 8: No-Build 2020 Freeway / Merge / Diverge LOS and Density

Approach	Description	HCM 2010 Level of Service (LOS)		Density (pc/mi/ln)	
		AM	PM	AM	PM
Freeway Segment					
Eastbound	West of Exit 85	A	B	10.9	13.5
	Between Exit 85 and Exit 91	B	B	12.1	13.2
	Between Exit 91 and Exit 97	C	C	20.1	20.3
	East of Exit 97	E	D	40.9	27.6
Westbound	East of Exit 97	B	E	15.9	38.4
	Between Exit 91 and Exit 97	B	C	13.5	20.5
	Between Exit 85 and Exit 91	A	B	7.9	11.9
	West of Exit 85	A	B	8.2	11.5
Merge Area					
Eastbound	EB Exit 85 On-Ramp	B	B	17.0	18.3
	EB Exit 91 On-Ramp	B	B	18.0	18.2
	EB Exit 97 On-Ramp	D	C	30.8	24.3
Westbound	WB Exit 97 On-Ramp	B	B	12.1	19.6
	WB Exit 91 On-Ramp	A	B	6.9	11.6
	WB Exit 85 On-Ramp	B	B	11.7	15.5
Diverge Area					
Eastbound	EB Exit 85 Off-Ramp	B	B	14.7	18.0
	EB Exit 91 Off-Ramp	B	B	11.1	12.5
	EB Exit 97 Off-Ramp	C	C	20.3	20.6
Westbound	WB Exit 97 Off-Ramp	B	D	13.6	31.6
	WB Exit 91 Off-Ramp	B	B	10.6	18.8
	WB Exit 85 Off-Ramp	B	B	10.8	16.0

Figure 11 shows the LOS for the No-Build 2020 conditions.



I-26 at S-48 (Columbia Avenue)
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2020 No-Build
LOS and Laneage
Figure 11

	Freeway Segment
	Merge Segment
	Diverge Segment
	LOS A/B/C
	LOS D
	LOS E/F
	Laneage & Storage Length
	Intersection AM Peak and PM Peak Level of Service
	Signalized Intersection
	Unsignalized Intersection

SCDOT
AECOM

3.6 NO-BUILD 2040 TRAFFIC ANALYSIS

The 2040 No-Build scenario analyzes the conditions if there were no improvements made to the interchange. The results of the No-Build 2040 intersection analysis using Synchro 9.1 indicate that S-48 at I-26 is expected to continue to operate at LOS F in the AM and PM peak hours.

Table 9 summarizes the LOS and delay for each of study intersections with detailed Synchro reports found in **Appendix H**.

Table 9: No-Build 2040 Intersection LOS and Delay

ID	Intersection	Traffic Control	Approach	HCM 2010 Level of Service (LOS)		Control Delay (sec/veh)	
				AM	PM	AM	PM
Exit 91 (I-26 at S-48)							
1	I-26 Eastbound Off Ramp / Crook Creek Road at S-48	Unsignalized	WB (AM)* EB (PM)*	F	F	900+	900+
2	I-26 Westbound Ramps at S-48	Signalized	-	F	F	247.4	900+

*Since vehicles from Crooked Creek Road can access the I-26 eastbound on ramp to S-48 (Columbia Avenue), the worst of the two minor approaches was reported.

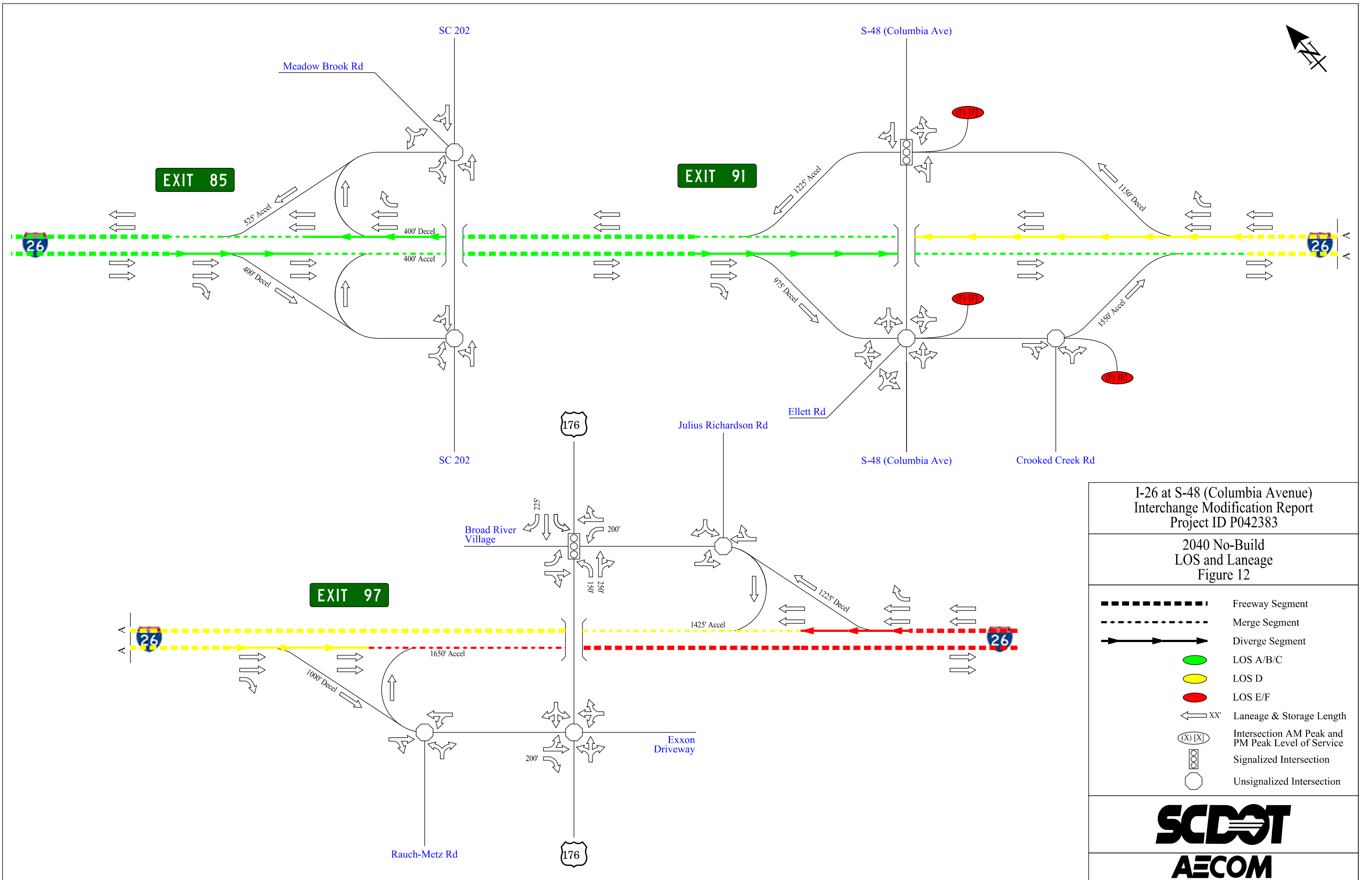
The results of the 2040 No-Build Freeway / Merge / Diverge analysis using Highway Capacity Software (HCS) 2010 indicate that just east of Exit 97 (US 176), I-26 is expected to operate at LOS F in the AM and PM peak hours. Between Exit 91 and Exit 97, the freeway is expected to operate at LOS D in the AM peak hour (eastbound) and PM peak hour (westbound). The PM hour diverge at Exit 91 is also LOS D. In addition the I-26 eastbound merge area from Exit 97 is expected to operate at LOS F along with the I-26 westbound diverge area during the PM peak hour. All other freeway segment / merge / diverge analyses are operating at LOS C or better.

Table 10 summarizes the LOS and density for each merge / diverge area with detailed HCS reports found in **Appendix I**.

Table 10: No-Build 2040 Freeway / Merge / Diverge LOS and Density

Approach	Description	HCM 2010 Level of Service (LOS)		Density (pc/mi/ln)	
		AM	PM	AM	PM
Freeway Segment					
Eastbound	West of Exit 85	B	C	15.8	19.5
	Between Exit 85 and Exit 91	B	C	17.5	19.1
	Between Exit 91 and Exit 97	D	D	31.3	33.0
	East of Exit 97	F	F	105.3	50.3
Westbound	East of Exit 97	C	F	23.3	91.3
	Between Exit 91 and Exit 97	C	D	19.5	32.4
	Between Exit 85 and Exit 91	B	B	11.1	17.1
	West of Exit 85	B	B	11.5	16.5
Merge Area					
Eastbound	EB Exit 85 On-Ramp	C	C	23.0	24.7
	EB Exit 91 On-Ramp	C	C	26.2	27.2
	EB Exit 97 On-Ramp	F	F	42.0	34.7
Westbound	WB Exit 97 On-Ramp	B	D	18.6	28.3
	WB Exit 91 On-Ramp	B	B	10.6	17.4
	WB Exit 85 On-Ramp	B	C	15.6	21.3
Diverge Area					
Eastbound	EB Exit 85 Off-Ramp	C	C	20.9	25.1
	EB Exit 91 Off-Ramp	B	B	17.8	19.5
	EB Exit 97 Off-Ramp	D	D	29.7	30.7
Westbound	WB Exit 97 Off-Ramp	C	F	21.5	44.2
	WB Exit 91 Off-Ramp	B	D	17.7	28.3
	WB Exit 85 Off-Ramp	B	C	15.0	22.5

Figure 12 shows the LOS for the 2040 No-Build Conditions



I-26 at S-48 (Columbia Avenue)
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2040 No-Build
LOS and Laneage
Figure 12

- Freeway Segment
- Merge Segment
- Diverge Segment
- LOS A/B/C
- LOS D
- LOS E/F
- Laneage & Storage Length
- Intersection AM Peak and PM Peak Level of Service
- Signalized Intersection
- Unsignalized Intersection



3.7 BUILD 2020 TRAFFIC ANALYSIS

The 2020 Build scenario analyzes the conditions for three-interchange alternatives at Exit 91. For all three Alternatives, the following changes were included in the 2020 Build scenario:

- A New Frontage Road approximately 1000 feet to the south of the I-26 eastbound ramps was included to carry the traffic of the proposed Chapin Technology Park. The new Frontage Road was assumed to be a signalized intersection.
- Ellet Road (old frontage road) was removed in the Build scenario. In the Build scenario, Ellet Road traffic redistributed and added to the New Frontage Road traffic.
- Crooked Creek Road was realigned to connect to the New Frontage Road intersection with S-48. In the Build scenario, it will not have direct access to the I-26 EB on ramp. Crooked Creek Road traffic was redistributed and added to the Frontage Road traffic.

The results of the Build 2020 analysis using Synchro 9.1 indicate that two of three alternatives are expected to operate at LOS C or better. Alternative 1 (DDI) is expected to have signals at both ramps; therefore, the LOS is balanced at both intersections to obtain proper signals timing. Alternative 2 (Partial Cloverleaf) has an expected LOS A at the I-26 eastbound ramps because no signal is recommended at the I-26 westbound ramps and signal can operate independently. Alternative 3 (Dual Roundabouts) is expected to operate at LOS F for the westbound ramps during the PM peak hour; therefore, it should not be considered as a viable alternative.

Table 11 summarizes the LOS and delay for each of study intersections with detailed Synchro reports found in **Appendix J and K**. Detailed Sidra output reports are found in **Appendix N**.

Table 11: Build 2020 Intersection LOS and Delay

ID	Intersection	Traffic Control	Approach	HCM 2010 Level of Service (LOS)		Control Delay (sec/veh)	
				AM	PM	AM	PM
Exit 91 (I-26 at S-48) – Diverging Diamond Interchange – Alt 1							
1	I-26 Eastbound Ramps at S-48	Signalized	-	C	C	20.9	22.3
21	I-26 WB Ramps at S-48	Signalized	-	B	C	17.2	23.6
22	S-48 at I-26 WB Off Ramp	Signalized	-	C	B	20.5	16.9
Exit 91 (I-26 at S-48) – Partial Cloverleaf – Alt 2							
1	I-26 Eastbound Ramps at S-48	Signalized	-	A	A	4.1	4.7
2	S-48 at I-26 WB Off Ramp	Unsignalized	WB	B	C	12.7	19.8

The results of the 2020 Build Freeway / Merge / Diverge analysis using Highway Capacity Software (HCS) 2010 indicate that just east of Exit 97 (US 176), I-26 is expected to operate at LOS E in the AM peak hour (eastbound) and during the PM peak hour (westbound). In addition

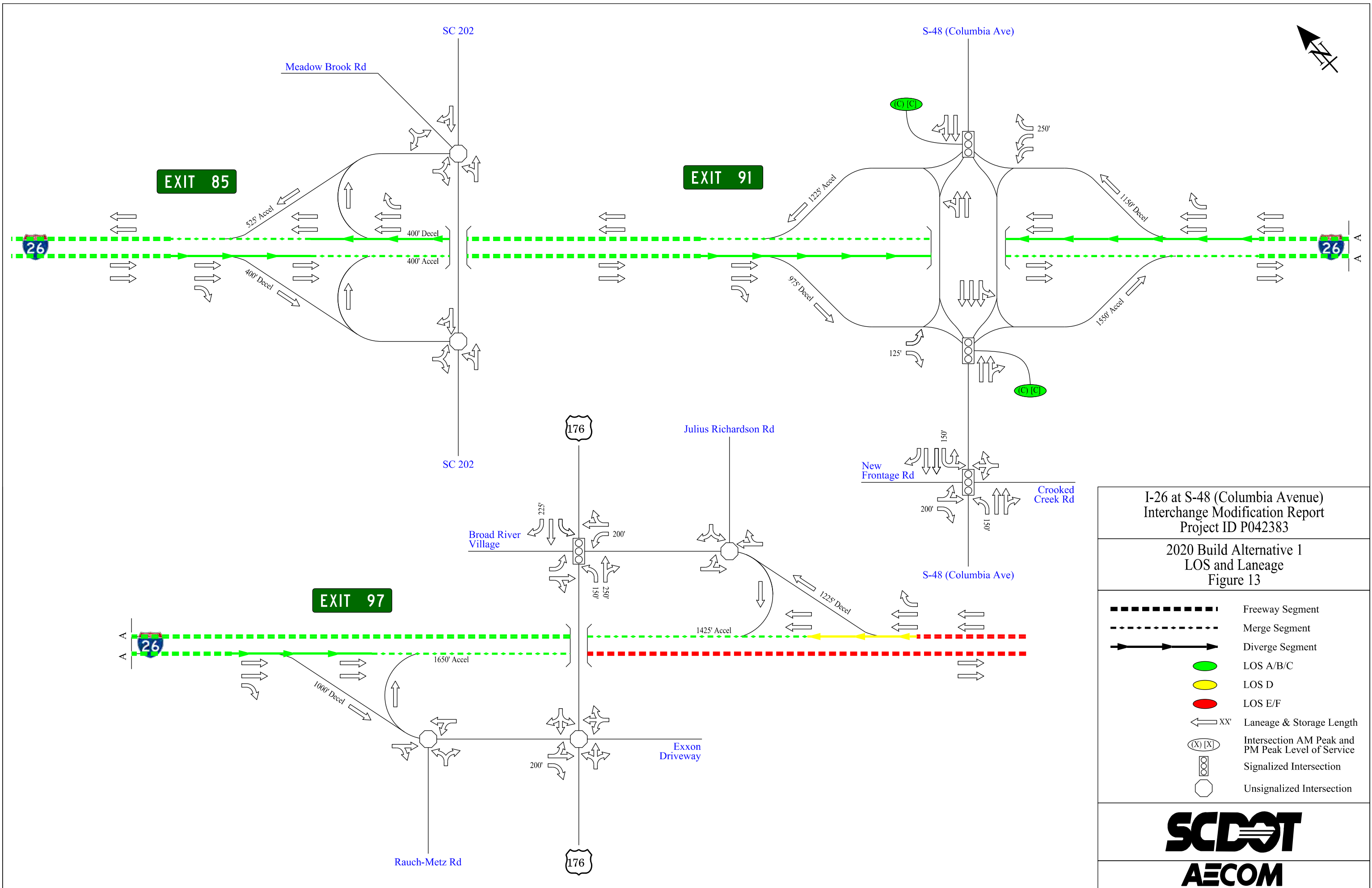
the I-26 eastbound merge area from Exit 97 is expected to operate at LOS D along with the I-26 westbound diverge area during the PM peak hour. All other freeway segment / merge / diverge analyses are operating at LOS C or better.

Table 12 summarizes the LOS and density for each merge / diverge area with detailed HCS reports found in **Appendix G**.

Table 12: Build 2020 Freeway / Merge / Diverge LOS and Density

Approach	Description	HCM 2010 Level of Service (LOS)		Density (pc/mi/ln)	
		AM	PM	AM	PM
Freeway Segment					
Eastbound	West of Exit 85	A	B	10.9	13.5
	Between Exit 85 and Exit 91	B	B	12.1	13.2
	Between Exit 91 and Exit 97	C	C	20.1	20.3
	East of Exit 97	E	D	40.9	27.6
Westbound	East of Exit 97	B	E	15.9	38.4
	Between Exit 91 and Exit 97	B	C	13.5	20.5
	Between Exit 85 and Exit 91	A	B	7.9	11.9
	West of Exit 85	A	B	8.2	11.5
Merge Area					
Eastbound	EB Exit 85 On-Ramp	B	B	17.0	18.3
	EB Exit 91 On-Ramp	B	B	18.0	18.2
	EB Exit 97 On-Ramp	D	C	30.8	24.3
Westbound	WB Exit 97 On-Ramp	B	B	12.1	19.6
	WB Exit 91 On-Ramp	A	B	6.9	11.6
	WB Exit 85 On-Ramp	B	B	11.7	15.5
Diverge Area					
Eastbound	EB Exit 85 Off-Ramp	B	B	14.7	18.0
	EB Exit 91 Off-Ramp	B	B	11.1	12.5
	EB Exit 97 Off-Ramp	C	C	20.3	20.6
Westbound	WB Exit 97 Off-Ramp	B	D	13.6	31.6
	WB Exit 91 Off-Ramp – Alt 1	B	B	10.6	18.8
	WB Exit 91 Off- Ramp – Alt 2	B	B	10.6	16.3
	WB Exit 91 Off Loop Ramp – Alt 2	A	B	9.0	18.8
	WB Exit 85 Off-Ramp	B	B	10.8	16.0

Figure 13 and 14 shows the LOS for the 2020 Build Conditions for Alternative 1 and 2.

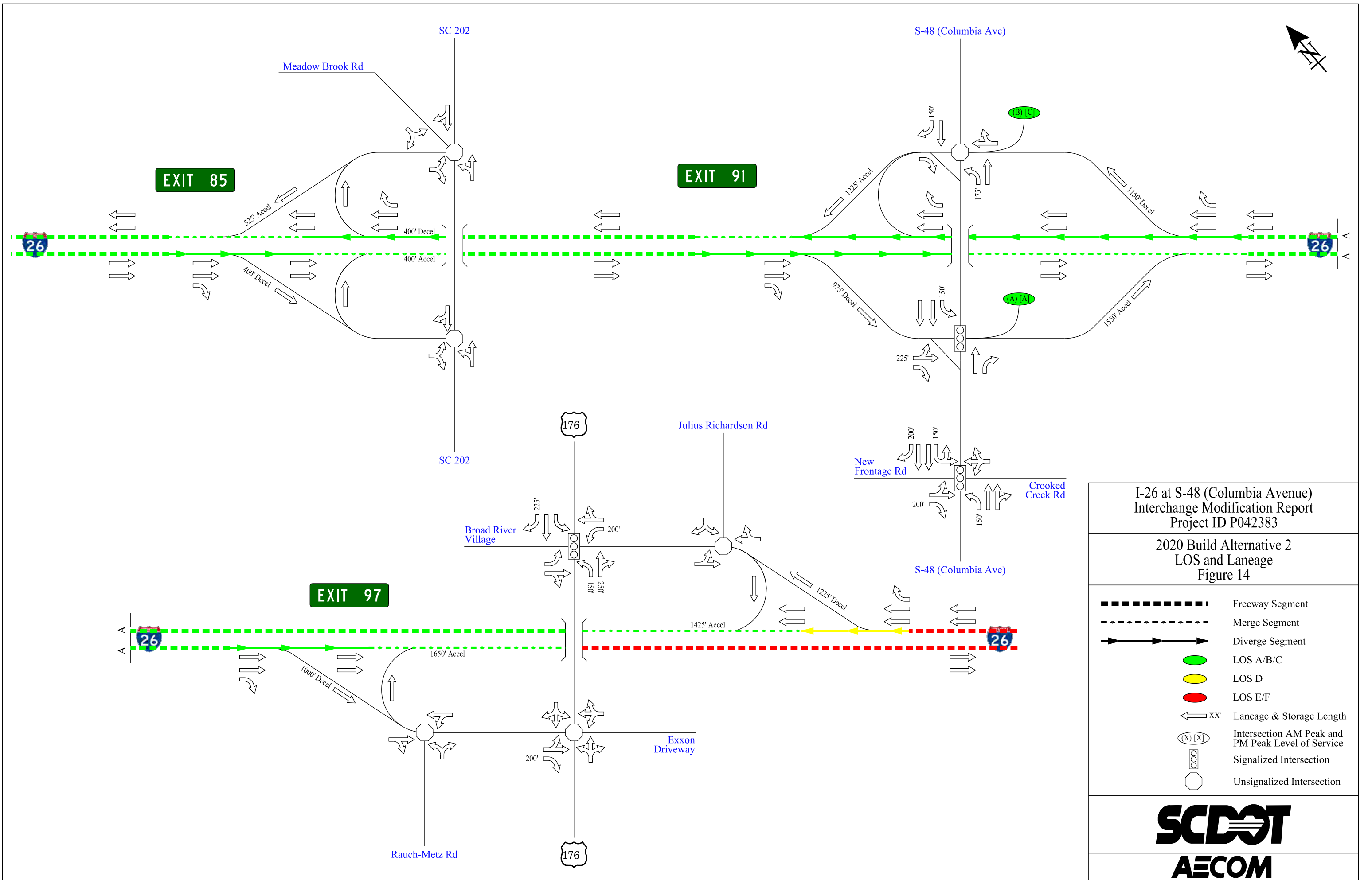


I-26 at S-48 (Columbia Avenue)
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2020 Build Alternative 1
LOS and Laneage
Figure 13

- Freeway Segment
- Merge Segment
- Diverge Segment
- LOS A/B/C
- LOS D
- LOS E/F
- XX' Laneage & Storage Length
- (X) [X] Intersection AM Peak and PM Peak Level of Service
- Signalized Intersection
- Unsignalized Intersection





I-26 at S-48 (Columbia Avenue)
Interchange Modification Report
Project ID P042383

2020 Build Alternative 2
LOS and Laneage
Figure 14

- Freeway Segment
- Merge Segment
- Diverge Segment
- LOS A/B/C
- LOS D
- LOS E/F
- XX' Laneage & Storage Length
- (X) [X] Intersection AM Peak and PM Peak Level of Service
- Signalized Intersection
- Unsignalized Intersection



3.8 BUILD 2040 TRAFFIC ANALYSIS

The 2040 Build scenario analyzes the conditions for three-interchange alternatives at Exit 91. For three Alternatives, the following changes were included in the 2040 Build scenario:

- A New Frontage Road approximately 1000 feet to the south of the I-26 eastbound ramps was included to carry the traffic of the proposed Chapin Technology Park. The new Frontage Road was assumed to be a signalized intersection.
- Ellet Road (old frontage road) was removed in the Build scenario. In the Build scenario, Ellet Road traffic redistributed and added to the New Frontage Road traffic.
- Crooked Creek Road was realigned to connect to the New Frontage Road intersection with S-48. In the Build scenario, it will not have direct access to the I-26 EB on ramp. Crooked Creek Road traffic was redistributed and added to the Frontage Road traffic.

The results of the Build 2040 analysis using Synchro 9.1 indicate that two of three alternatives are expected to operate at LOS C or better. Alternative 1 (DDI) is expected to have signals at both ramps; therefore, the LOS is balanced at both intersections to obtain proper signals timing. Alternative 2 (Partial Cloverleaf) has an expected LOS A at the I-26 eastbound ramps because no signal is recommended at the I-26 westbound ramps and signal can operate independently. Alternative 3 (Dual Roundabouts) is expected to operate at LOS F for the westbound ramps during the PM peak hour; therefore, it should not be considered as a viable alternative.

Table 13 summarizes the LOS and delay for each of study intersections with detailed Synchro reports found in **Appendix L and M**. Detailed Sidra output reports are found in **Appendix N**.

Table 13: Build 2040 Intersection LOS and Delay

ID	Intersection	Traffic Control	Approach	HCM 2010 Level of Service (LOS)		Control Delay (sec/veh)	
				AM	PM	AM	PM
Exit 91 (I-26 at S-48) – Diverging Diamond Interchange – Alt 1							
1	I-26 Eastbound Ramps at S-48	Signalized	-	C	C	24.3	25.1
21	I-26 WB Ramps at S-48	Signalized	-	C	C	26.6	29.2
22	S-48 at I-26 WB Off Ramp	Signalized	-	B	B	19.4	16.9
Exit 91 (I-26 at S-48) – Partial Cloverleaf – Alt 2							
1	I-26 Eastbound Ramps at S-48	Signalized	-	A	A	4.2	5.0
2	S-48 at I-26 WB Off Ramp	Unsignalized	WB	B	C	13.3	21.0

The results of the 2040 Build Freeway / Merge / Diverge analysis using Highway Capacity Software (HCS) 2010 indicate that just east of Exit 97 (US 176), I-26 is expected to operate at LOS F in the AM and PM peak hours. Between Exit 91 and Exit 97, the freeway is expected to

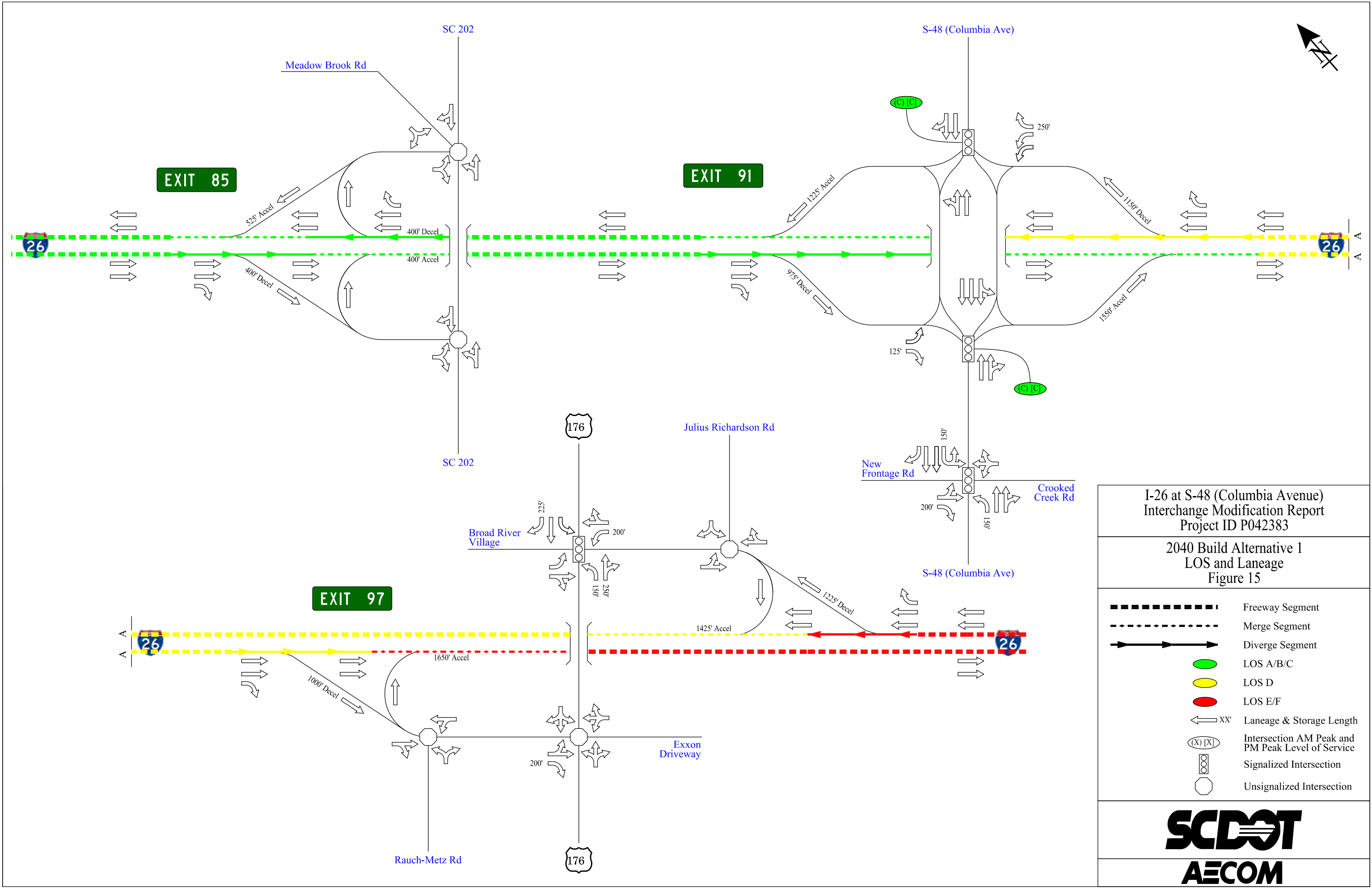
operate at LOS D in the AM peak hour (eastbound) and PM peak hour (westbound). The PM hour diverge at Exit 91 is also LOS D. In addition the I-26 eastbound merge area from Exit 97 is expected to operate at LOS F along with the I-26 westbound diverge area during the PM peak hour. All other freeway segment / merge / diverge analyses are operating at LOS C or better.

Table 14 summarizes the LOS and density for each merge / diverge area with detailed HCS reports found in **Appendix I**.

Table 14: Build 2040 Freeway / Merge / Diverge LOS and Density

Approach	Description	HCM 2010 Level of Service (LOS)		Density (pc/mi/ln)	
		AM	PM	AM	PM
Freeway Segment					
Eastbound	West of Exit 85	B	C	15.8	19.5
	Between Exit 85 and Exit 91	B	C	17.5	19.1
	Between Exit 91 and Exit 97	D	D	31.3	33.0
	East of Exit 97	F	F	105.3	50.3
Westbound	East of Exit 97	C	F	23.3	91.3
	Between Exit 91 and Exit 97	C	D	19.5	32.4
	Between Exit 85 and Exit 91	B	B	11.1	17.1
	West of Exit 85	B	B	11.5	16.5
Merge Area					
Eastbound	EB Exit 85 On-Ramp	C	C	23.0	24.7
	EB Exit 91 On-Ramp	C	C	26.2	27.2
	EB Exit 97 On-Ramp	F	F	42.0	34.7
Westbound	WB Exit 97 On-Ramp	B	D	18.6	28.3
	WB Exit 91 On-Ramp	B	B	10.6	17.4
	WB Exit 85 On-Ramp	B	C	15.6	21.3
Diverge Area					
Eastbound	EB Exit 85 Off-Ramp	C	C	20.9	25.1
	EB Exit 91 Off-Ramp	B	B	17.8	19.5
	EB Exit 97 Off-Ramp	D	D	29.7	30.7
Westbound	WB Exit 97 Off-Ramp	C	F	21.5	44.2
	WB Exit 91 Off-Ramp – Alt 1	B	D	17.7	28.3
	WB Exit 91 Off- Ramp – Alt 2	B	A	10.6	6.7
	WB Exit 91 Off Loop Ramp – Alt 2	B	C	16.1	25.8
	WB Exit 85 Off-Ramp	B	C	15.0	22.5

Figure 15 and 16 shows the LOS for the 2040 Build Conditions for Alternative 1 and 2.

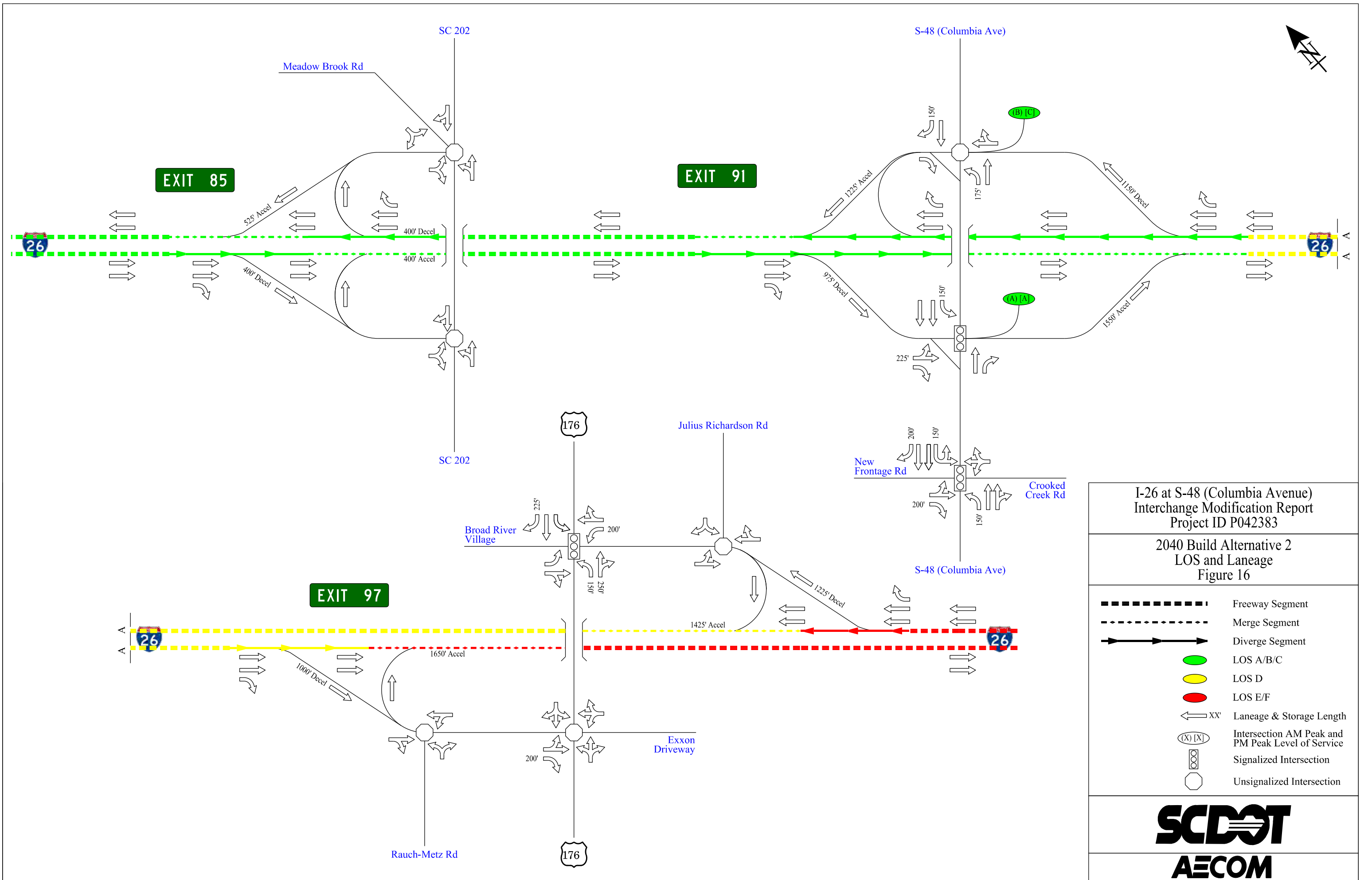


I-26 at S-48 (Columbia Avenue)
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2040 Build Alternative 1
LOS and Laneage
Figure 15

- Freeway Segment
- Merge Segment
- Diverge Segment
- LOS A/B/C
- LOS D
- LOS E/F
- XX' Laneage & Storage Length
- (X) [X] Intersection AM Peak and PM Peak Level of Service
- ⏸ Signalized Intersection
- ⬡ Unsignalized Intersection





I-26 at S-48 (Columbia Avenue)
Interchange Modification Report
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2040 Build Alternative 2
LOS and Laneage
Figure 16

- Freeway Segment
- Merge Segment
- Diverge Segment
- LOS A/B/C
- LOS D
- LOS E/F
- XX' Laneage & Storage Length
- (X) [X] Intersection AM Peak and PM Peak Level of Service
- Signalized Intersection
- Unsignalized Intersection



4.0 VISSIM ANALYSIS

Simulation modeling is a very useful tool for designing improvements to the roadway system. It enables engineers and planners to predict and compare the outcomes of both No-Build and Build alternatives. For this project VISSIM 7.0 software was selected for the traffic operational analysis due to its powerful multi-model modeling capabilities. VISSIM is stochastic traffic simulation software that uses the psycho-physical driver behavior model developed by R. Wiedemann. It combines a perceptual model of the driver with a vehicle model. Every driver with his or her specific behavior characteristics is assigned to a specific vehicle. As a result, the driver behavior corresponds to the technical capabilities of his vehicle. In addition, the optional 3D visualization capability makes it easier to visualize the traffic flow patterns in the corridor. As a result the analyst can see the issues in the model and propose the appropriate solution

4.1 MODEL DEVELOPMENT

The following subsections summarize the data collection, field observations, traffic assignment, and other relevant inputs that were required for the development of the VISSIM models. First, the existing condition models were developed and calibrated, which then served as the base for the development of the future year No-Build and Build model networks.

4.1.1 Geometric Data

To assist in coding of the model network, aerial photography was obtained using VISSIM 7's built-in Bing Maps aerial feature. In addition, Google Maps was also used to for the geometrical information of the study corridor. Lane configurations were initially taken from the aerial pictures and confirmed with the field observations.

Grades (gradient) are an important element of the microsimulation models as they directly impact the vehicle acceleration and deceleration parameters. It is particularly very important for a heavy truck's acceleration and deceleration travelling at the higher speed. The field observations data suggested that grades are very slight in the study area. The study team utilized United States Geological Survey (USGS)¹ data to obtain grades for the model segments.

4.1.2 Traffic Control Data

4.1.2.1 Signal Controllers

VISSIM can model signalized intersections using either the built-in fixed-time control or various other external signal control logic formats. Among the available external logic formats is the Ring Barrier Controller (RBC), which was used in this model at the signalized intersection. The settings on this controller type are saved to an external data file with the extension *.rbc.

¹ <http://viewer.nationalmap.gov/basic/>

It should be noted that in the 2014, 2020 No-Build and 2040 No-Build scenarios the signals were coded as RBC – Actuated Uncoordinated.

For the 2020 and 2040 Build AM and PM scenarios, the signals on S-48 (Columbia Avenue) interchange (DDI) were coded as RBC- Actuated Coordinated. In addition, the signal at I-26 WB On & Off Ramps and US-176 are coded as Actuated Uncoordinated.

4.1.2.2 Signal Timings

Traffic signal timing plans for the two signalized intersections; I-26 westbound On-Off Ramps & Columbia Avenue intersection and I-26 WB On-Off Ramps & Columbia Avenue intersection were obtained from the South Carolina Department of Transportation. However, the plans only had minimum, maximum, yellow, red times and phase information. Based on this, 2014 AM and PM peak hour Synchro models were developed and optimized to calculate the splits and cycle lengths. Split and cycle length information was entered into the VISSIM models.

Similarly, 2020 and 2040 AM and PM peak hour No-Build and Build synchro models were developed to obtain the signal timing information, which was then used in the VISSIM models.

4.1.2.3 Stop Signs

Stop controlled intersections are modeled in VISSIM using a combination of stop signs and priority rules. The stop sign and stop line of the priority rule define the location at which vehicles must stop. The amount of time a vehicle is stopped is determined by the time distribution assigned to the respective vehicle class. In the absence of time distributions, a vehicle will stop for one time step. Priority rules are implemented to establish the minimum gap time and headway at which the stopped vehicle may proceed into the receiving traffic stream. Stop and yield signs were coded based on the aerial data.

4.1.3 Speed Data

The posted speed limits data on the roadways were collected from Google Maps' street view function. For the existing year model calibration, the average speed data for section along the interstate corridor was collected from INRIX. This data was used to develop the desired speed distribution for the I-26 segments. The desired speed distribution for the turning vehicles at an intersection was assumed to be 17 MPH and 14 MPH for cars and heavy vehicles respectively with a 1.5 MPH of standard deviation.

Table 15: Speed Distribution

SD No	Speed Limit (MPH)	Min	Max	15%	85%
3	15	10	20		
5	25	20	30		
7	35	30	40		
8	40	35	45		
9	45	40	50		
10	50	45	55		
15	65	40	75	60	70
18	65	60	85	70	78.8

Desired Speed Decision points are used for permanent speed changes within the network and are coded at locations where the speed change would typically occur (location of speed signs).

A new series of desired speed distributions are assigned to each vehicle class at the Desired Speed Decision point. Therefore, as a vehicle passes over a decision point, its speed is adjusted according to the new distribution.

Reduced Speed Areas were used to model short sections with reduced speeds (curves or turns). Similar to the Desired Speed Decision points, a new set of desired speed distributions (in this case 'reduced' speeds) are assigned to each vehicle class to account for slower speeds within the reduced speed area. However, unlike the Desired Speed Decision Point, when encountering a Reduced Speed Area, each vehicle begins to decelerate in advance to reach the lower desired speed as it enters the defined area. After leaving the reduced speed area, the vehicle returns to its actual desired speed.

The Reduced Speed Areas coded in the model correspond to turns (left and right) and locations that because of their geometry will impose a mandatory reduction on the speed of vehicles, independently of their originally desired speed.

4.1.4 Traffic Input

VISSIM supports two different forms of vehicle assignments; Dynamic and Static. In dynamic assignment, the vehicle travels from its origin to designation based on the best available route. Parking lots are used as the origin and destination points and generally there are multiple routes between each origin and destination.

Static assignment assumes that the vehicle will follow an assigned path or route from its origin to destination irrespective of the friction or cost. Route is a sequence of links and connectors from a routing decision point to the destination(s).

The study corridor does not have multiple routes option i.e. for a vehicle there is only one route available to travel between any origin and destination. Hence, it was determined that the static assignment would be the most suitable to replicate the existing conditions. Each vehicle input source on I-26 and cross-streets had its routing decision point. Route stretched to each on and off-ramp followed by another routing decision (origin) to eventually take the vehicles through interchange to reach its destination. No vehicles are taken out or added to the network automatically; therefore, it is important that balanced volume flows are entered.

4.1.4.1 Traffic Composition

The default vehicle types available in VISSIM are Car, HGV (truck), Bus, Tram (transit), Bike, and Pedestrian. These can be used to define traffic composition for a microsimulation model. For the purpose of this study, only two default vehicle types; Car and HGV (truck) were utilized. Traffic compositions are the proportions of each vehicle type present in each of the vehicle input sources. Vehicle Inputs are time variable traffic volumes entered at the source node. For the modeling purpose, I-26 (East and West ends of the model) and the cross-streets were defined as source nodes.

4.1.4.2 Exiting Condition Volumes

The 2014 Existing Condition AM and PM peak hour turning movement volumes were developed from the (2014) collected counts. Most of the collected approach and receiving volumes were balanced. However, at some locations where the approach and receiving volumes were off, minor adjustments were done to get the balanced volumes. No vehicles were taken out or added to the network automatically; therefore, it was important that balanced volume flows were entered.

4.1.4.3 2020 and 2040 No-Build and Build Volumes

It was assumed that in 2020 or 2040 the traffic pattern i.e. origin and destination would remain unchanged between the No-Build and Build scenarios. Hence, the No-Build and Build condition traffic volumes were kept consistent.

4.1.5 Driving behavior Parameters

During the simulation, the driver behavior parameters are used to guide the vehicles through the model network. VISSIM uses five driving behavior models, out of which only two; Urban (Motorized) and Freeway (Free Lane Selection) were used for the development of the base year model network. The Urban (Motorized) parameter was used to model surface streets within the network. The Freeway (Free Lane Selection) parameter was used to model the freeway facilities within the project network.

4.1.5.1 Data Limitations

There were a few limitations associated with the collected data. Limitations and relevant logical solution are listed below:

- Traffic Signal Data:
 - Signal plans were obtained from the SCDOT, however, the signal timing, splits and offsets were not available.
 - VISSIM (RBC controller) requires various signal parameter inputs. Using the information provided in the signal plan, Synchro models were developed to develop and optimized to generate the splits and timings.
 - Using the base year Synchro model, 2020 and 2040 No-Build Synchro models and signal timing data were developed.

- Grade/Elevation Data:
 - Grade or Elevation is an important component of microsimulation as it can have a significant impact on the acceleration and deceleration parameter of a vehicle, especially on the heavy trucks. As mentioned in the **Section 4.2** elevation data was obtained from the United States Geological Survey (USGS) and grades were calculated using the best engineering judgement. Grades were then applied to the model segments.

- Traffic Volumes:
 - At some locations, including on I-26 mainline, traffic counts were not available such as west of Exit 91. The only 24-hour traffic count on I-26 that was conducted just east of Exit 91.
 - Using the engineering judgement, logical existing and future traffic volumes were back calculated and balanced.

4.2 BASE YEAR MODEL CALIBRATION AND VISUAL VALIDATION

In order to achieve logical microsimulation results, it is imperative to calibrate and validate the model using observed field data. It should be noted that there are no universally accepted or definitive methods for performing model calibration and validation. The responsibility lies with the modeler to adopt and implement a suitable procedure depending upon the scope and budget of the project that will provide an acceptable level of confidence in the model results. Once the calibration targets are achieved, the same parameters can then be applied to the future year models.

4.2.1 Calibration Criteria

To ensure satisfactory calibration of the model, standards were used to establish targets regarding traffic flows and travel times. The targets of this calibration effort were set at the values included in Traffic Analysis Toolbox Volume III –Guidelines for Applying Traffic Microsimulation Modeling Software² published by the Federal Highway Administration (FHWA) shown below:

Criteria and Measures	Calibration Acceptance Targets
Hourly Flows, Model Versus Observed	
Individual Link Flows	
Within 15%, for 700 veh/h < Flow < 2700 veh/h	> 85% of cases
Within 100 veh/h, for Flow < 700 veh/h	> 85% of cases
Within 400 veh/h, for Flow > 2700 veh/h	> 85% of cases
Sum of All Link Flows	Within 5% of sum of all link counts
GEH Statistic < 5 for Individual Link Flows*	> 85% of cases
GEH Statistic for Sum of All Link Flows	GEH < 4 for sum of all link counts
Travel Times, Model Versus Observed	
Journey Times, Network	
Within 15% (or 1 min, if higher)	> 85% of cases
Visual Audits	
Individual Link Speeds	
Visually Acceptable Speed-Flow Relationship	To analyst's satisfaction
Bottlenecks	
Visually Acceptable Queuing	To analyst's satisfaction

GEH measure is a formula used in traffic modeling to compare two sets of traffic volumes (Observed and Modeled). Its mathematical formulation is similar to the Chi-Squared test, but it is not a true statistical test but rather an empirical formula. The formulation for the GEH Statistic is as follows:

$$GEH = \sqrt{\frac{2 * (M - O)^2}{(M + O)}}$$

Where M represents model estimate volume and O represents field counts.

² http://ops.fhwa.dot.gov/trafficanalysisitools/tat_vol3/vol3_guidelines.pdf, page64

This statistic is typically used to offset the discrepancies that occur when using only simple percentages, as traffic volumes vary over a wide range. In other words, if using only percentages, small absolute discrepancies have no impact on large volumes but a large percent impact in smaller numbers, and vice versa. It has been shown that for traffic volumes smaller than 10,000 a five percent variation yields smaller numbers than a GEH of five. Beyond 10,000, five percent differences keep growing linearly whereas GEH=5 follows a decaying curve.

Based on the scope and purpose of this study it was determined that base year model calibration will be based on the link flows, travel time and speed criteria. For the link volume calibration, 2014 traffic counts and turning movements were used to compare with the model link volumes.

For the link speed comparison, it was recommended to use the INRIX speed data against the model link speeds. In the study area, INRIX only provided speeds on the I-26 links, therefore only I-26 model link speeds were used for the calibration and validation purposes. Data collection points were placed on I-26 corridor in areas upstream and downstream of merge and diverge at the locations of the INRIX speed data collection.

4.2.2 Simulation Setting and Random Seed Variation

The AM peak hour model was set run from 7:00-8:30 AM with 30 minutes of seeding time. Hence, the actual analysis period was 7:30-8:30AM. Similarly, the PM peak hour model was set to run from 4:15 – 5:45PM with 30 minutes of seeding time. The actual PM analysis period was from 4:45 – 5:45PM. The model was ran ten times starting with a random seed at five with five seed increments. Simulation parameter settings are pictorially shown on the following page.

4.2.3 Visual Validation

Visual validation of the models is an imperative step in the development and calibration of the model. It is essential for the modeler to perform a thorough visual validation to eliminate any coding errors and achieving logical results.

After coding, the models were ran and visually inspected multiple times. The errors pertaining to the lane change decision, yield, conflict area, etc. were then addressed to achieve realistic vehicle movements. The validation process was performed for all the existing, no-build and build models.

Simulation Settings - AM

Simulation Parameters

Comment:

Period: Simulation seconds

Start Time: [hh:mm:ss]

Start Date: [DD.MM.YYYY]

Simulation resolution: Time step(s) / Sim. sec.

Random Seed:

Number of runs:

Random seed increment:

Dynamic assignment volume increment: %

Simulation speed: 1000.0 Sim. sec. / s
 maximum
 Retrospective synchronization

Break at: Simulation seconds

Number of cores:

Simulation Settings - PM

Simulation Parameters

Comment:

Period: Simulation seconds

Start Time: [hh:mm:ss]

Start Date: [DD.MM.YYYY]

Simulation resolution: Time step(s) / Sim. sec.

Random Seed:

Number of runs:

Random seed increment:

Dynamic assignment volume increment: %

Simulation speed: 1000.0 Sim. sec. / s
 maximum
 Retrospective synchronization

Break at: Simulation seconds

Number of cores:

4.2.4 Calibration Results

2014 Existing Condition AM and PM peak hour models were run with the VISSIM's default simulation parameters settings. It was observed that with the default simulation parameters the models' link volumes were within the desired ranges for the calibration. However, the model link speeds were less than the observed INRIX speeds on the I-26 links. Hence, some minor adjustments to the desired speed distribution and speed curve were performed to account for the higher speeds observed in the INRIX data.

4.2.4.1 Link Volumes and Speed

A model is assumed to be reasonably calibrated, if:

- Link flows satisfy modeled versus observed flow thresholds for 85% of the individual links.
- Sum of all link flows is within 5% of sum of all link counts.
- 85% of the network link flows have a GEH less than 5.
- Model link speeds fall within ± 2.5 MPH of INRIX Speeds.

Table 16 and 17 shows overall calibration results under AM and PM peak hours.

Table 16: 2014 AM Peak Hour Calibration Results

Calibration Summary			
Speed Data			
MOE Criteria	Target	Actual	Calibrated
Within Acceptable Range (± 5 MPH of INRIX Speed)	90%	100.0%	Calibrated
Within Desirable Range (± 2.5 MPH of INRIX Speed)	75%	100.0%	Calibrated
Flow (Count) Data			
MOE Criteria	Target	Actual	Calibrated
Individual Link Flow	85%	99.1%	Calibrated
Sum of All Link Flows	5%	1.4%	Calibrated
GEH Individual Link	85%	98.0%	Calibrated
GEH - All Links	5.00	2.40	Calibrated

Table 17: 2014 PM Peak Hour Calibration Results

Calibration Summary			
Speed Data			
MOE Criteria	Target	Actual	Calibrated
Within Acceptable Range (± 5 MPH of INRIX Speed)	90%	100.0%	Calibrated
Within Desirable Range (± 2.5 MPH of INRIX Speed)	75%	100.0%	Calibrated
Flow (Count) Data			
MOE Criteria	Target	Actual	Calibrated
Individual Link Flow	85%	100.0%	Calibrated
Sum of All Link Flows	5%	1.2%	Calibrated
GEH Individual Link	85%	100.0%	Calibrated
GEH - All Links	5.00	2.26	Calibrated

4.2.4.2 Travel Time

A model is reasonably calibrated when the modeled travel times are within 15% (or one minute if higher) of the average field collected travel time for 85% of the cases. **Table 18** shows the AM and PM peak hour travel time calibration results.

Table 18: Travel Time Calibration Results

Time	Percentage	Calibrated
7:30 AM - 8:30 AM	100%	Calibrated
4:45 PM - 5:45 PM	100%	Calibrated

Percentage of Travel Times within 15% (or one minute)

4.3 MEASURES OF EFFECTIVENESS

4.3.1 95th Percentile (Worst Case) Methodology

For the AM and PM peak hourly analysis, *95 percent Worst Case Result method*³ as described in the FHWA Tool Box was utilized for the worst case (density) determination. The equation below shows the 95th percentile density equation:

$$95 \text{ percent Worst Result} = M + 1.64 * S$$

Where,

M = Mean observed result (weighted density) in the model runs;

S = Standard deviation of the result (weighted density) in the model runs

Weighted delay results from the 10 batch runs were compiled by each intersection. Further, average and standard deviation in the model runs were calculated. The resultant weighted delay was calculated utilizing the 95 percent worst case result method. Error! Reference source not found. **Table 19** below shows the 95th percentile delay calculation method.

Table 19: 95th Percentile Calculation Method

Time	Calibrated
Model Runs	Intersection Average Delay
Run 1	D1
Run 2	D2
Run 3	D3
...	...
Run 10	D16
Average Wt. Delay (D_a)	$D_a = (D1+D2+D3+.....+D10) / 10$
St. Deviation (S_d)	$S_d = \text{Stand. Dev } (D1, D2, D3, \dots, D10)$

³ http://ops.fhwa.dot.gov/trafficanalysisstools/tat_vol3/Vol3_Guidelines.pdf page 77

4.3.2 Delay Reporting for Stop and Signal Controlled Intersections

Stop Controlled Intersection

Most of the stop controlled intersections in the study corridor are “1-Way Stop”. Because the main approach is generally a free-flow with heavy traffic movement, the stop controlled movement is weighted out. As a result, even though the stop controlled approach operated at LOS E or F but overall the intersection reported as operating at LOS D or better. It was determined that for stop controlled intersections, worst approach delay should be reported.

Signalized (or Signal Controlled Intersection)

For the signal controlled intersections, the 95th percentile of the overall (weighted) delays were calculated.

MOEs for the all the No-Build and Build models are compiled in the following subsections.

4.3.3 2014 Existing Condition AM and PM Peak Hour MOEs

After the existing conditions VISSIM model was calibrated, the measures of effectiveness (MOEs) for existing conditions were obtained for the AM and PM peak hours.

Table 20 shows the intersection delay and Level of Service for the both the peak periods.

Table 20: 2014 Existing AM / PM Peak Hour Delay and LOS (VISSIM)

Intersection	2014 Existing Condition					
	Exit #	Intersection Traffic Controller	AM		PM	
			Avg. Delay (Sec. / Veh.)	LOS*	Avg. Delay (Sec. / Veh.)	LOS*
S-48 and I-26 WB Ramps	91	Signalized	14.1	B	19.5	B
S-48 and I-26 EB Ramps		Stop	14.5	B	19.7	C

*Delay and LOS for the stop controlled intersection is the worst case approach delay and LOS observed. It is not the overall delay and LOS for the stop controlled intersection.

4.3.4 2020 No-Build AM and PM Peak Hour MOEs

Table 21 shows the intersection delay and level of service for the AM and PM peak hours under 2020 No-Build scenario.

Table 21: 2020 No-Build AM / PM Peak Hour Delay and LOS (VISSIM)

Intersection	2020 No-Build Condition					
	Exit #	Intersection Traffic Controller	AM		PM	
			Avg. Delay (Sec. / Veh.)	LOS*	Avg. Delay (Sec. / Veh.)	LOS*
S-48 and I-26 WB Ramps	91	Signalized	51.6	D	81.0	F
S-48 and I-26 EB Ramps		Stop	>300.0	F	>300.0	F
*Delay and LOS for the stop controlled intersection is the worst case approach delay and LOS observed. It is not the overall delay and LOS for the stop controlled intersection.						

4.3.5 2020 Build (DDI) AM and PM Peak Hour MOEs

In addition to the DDI project, the following changes were included in the 2020 Build scenario:

- A New Frontage was included to carry the traffic of the proposed future developments. It was connected to the Columbia Avenue around Shell Gas Station, south of the I-26 EB Ramps intersection. It coded and analyzed as a signalized intersection.
- Ellet Road was removed in the built scenario. In the build scenario, Ellet Road traffic redistributed and added to the New Frontage Road traffic.
- Crooked Creek Road was realigned to connect to the New Frontage Road intersection with Columbia Avenue. In the build scenario, it will not have direct access to the I-26 EB on ramp. Crooked Creek Road traffic was redistributed and added to the Frontage Road traffic.

Table 22 shows the intersection delay and level of service for the AM and PM peak hours under 2020 Build scenario. The build scenario would be a Diverging Diamond Interchange (DDI) at I-26 and Columbia Avenue interchange.

Table 22: 2020 Build (DDI) AM / PM Peak Hour Delay and LOS (VISSIM)

Intersection	2020 Build Condition					
	Exit #	Intersection Traffic Controller	AM		PM	
			Avg. Delay (Sec. / Veh.)	LOS*	Avg. Delay (Sec. / Veh.)	LOS*
S-48 and I-26 WB Ramps	91	Signalized	15.5	B	16.3	B
S-48 and I-26 EB Ramps		Signalized	12.0	B	12.6	B
*Delay and LOS for the stop controlled intersection is the worst case approach delay and LOS observed. It is not the overall delay and LOS for the stop controlled intersection.						

4.3.6 2040 No-Build AM and PM Peak Hour MOEs

Table 23 shows the intersection delay and level of service for the 2040 No-Build AM and PM peak hour scenario.

Table 23: 2040 No-Build AM / PM Peak Hour Delay and LOS (VISSIM)

Intersection	2040 No-Build Condition					
	Exit #	Intersection Traffic Controller	AM		PM	
			Avg. Delay (Sec. / Veh.)	LOS*	Avg. Delay (Sec. / Veh.)	LOS*
S-48 and I-26 WB Ramps	91	Signalized	74.2	E	90.9	F
S-48 and I-26 EB Ramps		Stop	>300.0	F	>300.0	F
*Delay and LOS for the stop controlled intersection is the worst case approach delay and LOS observed. It is not the overall delay and LOS for the stop controlled intersection.						

4.3.7 2040 Build (DDI) AM and PM Peak Hour MOEs

In 2040 Build scenario, in addition to the DDI project, the following changes were included in the 2040 Build scenario:

- A New Frontage was included to carry the traffic of the proposed future developments. It was connected to the Columbia Avenue around Shell Gas Station, south of the I-26 EB Ramps intersection. It coded and analyzed as a signalized intersection.
- Ellet Road was removed in the built scenario. In the build scenario, Ellet Road traffic redistributed and added to the New Frontage Road traffic.
- Crooked Creek Road was realigned to connect to the New Frontage Road intersection with Columbia Avenue. In the build scenario, it will not have direct access to the I-26 EB on ramp. Crooked Creek Road traffic was redistributed and added to the Frontage Road traffic.

Table 24 shows the intersection delay and level of service for the 2040 Build AM and PM peak hour scenario.

Table 24: 2040 Build (DDI) AM / PM Peak Hour Delay and LOS (VISSIM)

Intersection	2040 Build Condition					
	Exit #	Intersection Traffic Controller	AM		PM	
			Avg. Delay (Sec. / Veh.)	LOS*	Avg. Delay (Sec. / Veh.)	LOS*
S-48 and I-26 WB Ramps	91	Signalized	17.8	B	15.7	B
S-48 and I-26 EB Ramps		Signalized	24.5	C	27.5	C
*Delay and LOS for the stop controlled intersection is the worst case approach delay and LOS observed. It is not the overall delay and LOS for the stop controlled intersection.						

5.0 SUMMARY OF FINDINGS

The following is a summary of the results for the analysis of the project to provide interchange improvements at Exit 91 – S-48 (Columbia Avenue). As shown in this analysis, under the No-Build conditions, by 2020 the level of service begins to fail (LOS E/F) at the I-26 ramps. In the 2040 No-Build scenario, all intersections of concern at Exit 91 are at failing level of service conditions.

1. I-26 Eastbound Ramps at S-48
2. I-26 Westbound Ramps at S-48

The scenario in which the diverging diamond interchange alternative is constructed, the 2020 and 2040 Build conditions show an acceptable level of service (C or higher) at all intersections.

The HCS analysis of the freeway, merge, and diverge segments reach similar conclusions regarding acceptable levels of service. The freeway segments directly adjacent to Exit 91 in the Existing, No-Build, and Build scenarios operate at level of service D or better. Merge and diverge analysis at Exit 91 also indicates a level of service of D or better in the existing and 2020/2040 No-Build and Build years.

It should be noted that at Exit 97, to the East of Exit 91, intersections reach a failing level of service by 2020. Freeway segments reach failing conditions in 2040.

5.1 FINDINGS

2014 Existing Condition

The 2014 analysis results show that most of the intersections in the study area operate at LOS C or better.

2020 No-Build Condition

In the 2020 No-Build AM and PM scenarios, only a few stop controlled approaches operate at LOS D or better. The signalized intersections and stop controlled approaches listed below operate at a LOS E or worse.

- I-26 EB Ramps & S-48 Intersection ; Stop Controlled Approach
- I-26 WB Ramps & S-48 Intersection; Signalized Intersection

2020 Build (DDI) Condition

In the 2020 Build (DDI) AM and PM scenarios, both the intersections on S-48 (Columbia Avenue) operate well at LOS B. The signalized intersections listed below operate at a LOS E or worse:

- I-26 WB Off-Ramp & US-176; Signalized Intersection

2040 No-Build Condition

Under the 2040 No-Build condition the signalized intersections and stop controlled approaches listed below operate at a LOS E or worse:

- I-26 EB Ramps & S-48 Intersection ; Stop Controlled Approach
- I-26 WB Ramps & S-48 Intersection; Signalized Intersection

2040 Build (DDI) Condition

All the signalized intersections on S-48 (Columbia Avenue) operate at LOS C or better.

5.2 CONCLUSION AND RECOMMENDATION

The traffic analysis presented in this report suggests that the proposed diverging diamond alternative at S-48 (Columbia Avenue) interchange will operate acceptably in both the 2020 and 2040 build scenarios and does not adversely impact the adjacent interchanges.

6.0 FEDERAL HIGHWAY ADMINISTRATION (FHWA) POLICY

It is in the national interest to maintain the Interstate System to provide the highest level of service on terms of safety and mobility. Adequate control of access is critical to providing such service. Therefore FHWA has developed policy points that must be addressed prior to granting a new or modified access point to the interstate system. The policy points were originally detailed in the Federal Register on October 22, 1990 955 FR 42670), and updated in the Federal Register: February 11, 1998 (Volume 63, Number 28). On August 27, 2009 FHWA published a new policy in the Federal Register (Volume 74, Number 165. The following section details how the proposed action meets the requirements for the new or revised access points to the existing Interstate System.

Policy Point #1: *The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).*

Interstate 26 is an east / west main route of the interstate highway system in the southeastern United States. It spans from US 17 in Charleston, South Carolina to US 23 in Kingsport, Tennessee. I-26 is a 4-lane divided highway with a posted speed limit of 70 mile per hour. S-48 (Columbia Avenue) is a two lane minor arterial that connects downtown Chapin with I-26 at Exit 91. The existing Exit 91 interchange is a diamond interchange approximately 20 miles from Columbia, South Carolina. The eastbound off ramp is under stop control while westbound off ramp is signalized. No turn lanes are present to / from I-26. Access management concerns include Ellett Road which is less than 100 feet south of the I-26 eastbound off ramp and Crooked Creek Road which intersects with I-26 eastbound on ramp.

Access management along S-48 is also expected to improve with the proposed DDI. There are plans to consolidate closely spaced driveways adjacent to the interchange termini ramps to one frontage road intersecting S-48 over 1000 feet south of the interchange under signal control.

The purpose of the interchange modification is to improve the operational efficiency and safety of the existing interchange configuration and to accommodate projected traffic volumes. Based on 2020 and 2040 projection traffic volumes, both interstate off-ramps are expected to operate at LOS F with the current interchange configuration. Safety concerns include I-26 westbound off ramp queuing onto I-26 and unsignalized traffic control for the I-26 eastbound off ramp.

Policy Point #2: *The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and HOV facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).*

The diverging diamond interchange and partial cloverleaf alternatives were analyzed as part of this report. Results from the analysis indicates both alternatives are expected to provide a LOS C or better for the 2040 projected design volumes. The preferred alternative was the diverging

diamond interchange due its right-of-way costs and location of the planned development north of the interchange. Ramp metering, mass transit, and HOV facilities are not warranted based on existing or design year volumes and are not expected to improve operations for this suburban interchange.

Policy Point #3: *An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)).*

Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

An operational analysis was performed for Existing 2014, Opening 2020, and Design 2040 years along I-26 between Exit 85 (SC 202) and Exit 97 (US 176). All mainline segments, merge and diverge ramp junctions as well as surface street intersection were studied. Synchro 9.1 was used for the intersections, HCS 2010 for the mainline segments and merge / diverge areas, and VISSIM 7.0 to model everything together.

The Existing 2014 traffic analysis indicates as shown in Figure 10 that majority of the study is operating at LOS C or better with following exceptions:

- US 176 at I-26 westbound off ramp (Exit 97)
- I-26 freeway segment east of Exit 97

The No-Build 2020 and 2040 traffic analysis indicates, as shown in Figure 11 and 12, that basically everything east of Exit 91 (S-48) is not operating at an acceptable LOS C. Please note the intersections on Exit 91 (S-48) are expected to operate at LOS F while the I-26 westbound segment prior to Exit 91 and off-ramp are projected to operate at LOS D.

The Build 2020 and 2040 traffic analysis indicates, as shown in Figure 13 and 15, that overall operations at the interchange of I-26 at S-48 (Columbia Avenue) would be improved when comparing to the No-Build scenario. East of Exit 91 (S-48) would continue to operate at LOS D until Exit 97 where the LOS worsens to F due to capacity on the mainline. Operation at the intersections on the surface streets at Exit 97 would not be impacted with the proposed interchange modification due to the 6-mile distance to the study interchange and would continue to operate the same as in the No-Build scenario.

Policy Point #4: *The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).*

The proposed interchange modification for this project would provide all relevant traffic movements at the I-26 and S-48 interchange. The proposed interchange design concept will meet or exceed all applicable SCDOT, AASHTO, and FHWA design standards.

It should be noted that the proposed design plans to remove the existing Crooked Creek Road access with the I-26 eastbound on ramp and realign it with S-48 (Columbia Avenue) to the south. In addition, the closely spaced Ellett Road just south of the I-26 eastbound off ramp is expected to be realigned with this new Crooked Creek Road.

Policy Point #5: *The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93.*

The proposed project is consistent with the COATS 2035 Long Range Transportation Plan, and lists the S-48 (Columbia Avenue) project as a Prioritized Road Widening Project. The project is also included as a system upgrade in SCDOT's Statewide Transportation Improvement Program (STIP) for Lexington County. The STIP covers all federally funded transportation improvements for which funding has been approved and that are expected to be undertaken in the six-year period the STIP covers. The fiscally-constrained STIP includes approximately \$13,000,000 for preliminary design services, right-of-way acquisition, and project construction through 2019. Full funding is reasonably anticipated to be available for its completion.

Policy Point #6: *In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111).*

There are currently no planned or programmed additional interchanges within the study area for the project or the expanded study area for analysis of the adjacent interchanges in the SCDOT STIP or the Central Midland Council of Governments (CMCOG) Long Range Plan.

In the event that a project to construct an interchange is initiated in the future it will also be subject to the FHWA policy for additional access to the Interstate System, and an Interchange Justification Report will be required.

Policy Point #7: *When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d)).*

The current report incorporates planned traffic volumes from two major developments in the area. The Chapin Technology Park (approved) and Chapin Commerce Village (planned). Chapin Technology Park is located south of the interchange along S-48 (Columbia Avenue) and Chapin Commerce Village (planned), located north of the interchange. Both development are planned generate a significant number of vehicles and were accounted for with the proposed design of diverging diamond interchange alternative. There have been a series of public meetings that have taken place.

Policy Point #8: *The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).*

The proposed alternative is expected to have minimal impact on natural environment such was water quality, floodplains, farmland, and cultural resources as a result retrofitting the existing diamond to a diverging diamond interchange.

A draft Environmental Assessment (EA) is currently being prepared for SCDOT and submitted to FHWA. Effects on human and natural environment was assessed.

Approval of this IMR can only be given by FHWA with the completion of a successful NEPA document.

APPENDIX C

Interchange Modification Report

Addendum

I-26 at S-48 (Columbia Avenue)

Interchange Improvements

INTERCHANGE MODIFICATION REPORT ADDENDUM



**I-26 AT S-48 (COLUMBIA AVENUE)
INTERCHANGE IMPROVEMENTS
LEXINGTON COUNTY, SOUTH CAROLINA
PROJECT No. R4035500-121734.01
PROJECT ID P042383**

MARCH 2018

**PREPARED FOR:
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
&
LEXINGTON COUNTY**



AECOM submitted the I-26 at S-48 (Columbia Avenue) Interchange Modification Report (IMR) on December 16, 2016 that addressed comments from SCDOT. Since this submittal date, the Federal Highway Administration (FHWA) has found some inconsistencies in the heavy vehicle percentage used on Interstate 26 between the multiple firms performing traffic studies along this corridor. To provide a consistent analysis, it was recommended for AECOM to update its traffic analysis using the latest available heavy vehicle percentages during the AM and PM peak hours. The following heavy percentages were used in the revised analysis along I-26:

- Eastbound I-26 AM Peak – 16%
- Eastbound I-26 PM Peak – 14%
- Westbound I-26 AM Peak – 23%
- Westbound I-26 PM Peak – 13%

To ease the review process for FHWA, the same table numbers, figure numbers, and appendices were used so this addendum can be directly compared with the December 16, 2016 original IMR.

Existing 2014 HCS Analysis

The results of the Existing 2014 revised Freeway / Merge / Diverge analysis using Highway Capacity Software (HCS) 2010 indicate:

- East of Exit 97 (US 176), I-26 is operating at LOS E in the AM peak hour (eastbound) and LOS D during the PM peak hour (westbound)
- Eastbound merge from Exit 97 (US 176) onto I-26 is operating at LOS D in the AM peak hour
- Westbound diverge from I-26 onto Exit 97 (US 176) is operating at LOS D in the PM peak hour

All other freeway segment / merge / diverge analyses are operating at LOS C or better.

Table 6 summarizes the LOS and density for each merge / diverge area with detailed HCS reports found in Appendix E.

Table 6: Existing 2014 Freeway / Merge / Diverge LOS and Density

Approach	Description	HCM 2010 Level of Service (LOS)		Density (pc/mi/ln)	
		AM	PM	AM	PM
Freeway Segment					
Eastbound	West of Exit 85	B	B	11.0	12.9
	Between Exit 85 and Exit 91	B	B	12.4	12.6
	Between Exit 91 and Exit 97	C	B	18.6	16.3
	East of Exit 97	E	C	40.2	22.8
Westbound	East of Exit 97	B	D	14.7	31.9
	Between Exit 91 and Exit 97	B	B	11.9	16.7
	Between Exit 85 and Exit 91	A	B	8.5	11.3
	West of Exit 85	A	B	8.9	10.8
Merge Area					
Eastbound	EB Exit 85 On-Ramp	B	B	17.0	17.6
	EB Exit 91 On-Ramp	B	B	15.6	13.9
	EB Exit 97 On-Ramp	D	B	28.3	19.6
Westbound	WB Exit 97 On-Ramp	A	B	9.9	15.6
	WB Exit 91 On-Ramp	A	B	7.4	10.7
	WB Exit 85 On-Ramp	B	B	12.4	14.7
Diverge Area					
Eastbound	EB Exit 85 Off-Ramp	B	B	14.9	17.3
	EB Exit 91 Off-Ramp	B	B	11.5	11.7
	EB Exit 97 Off-Ramp	B	B	18.7	16.1
Westbound	WB Exit 97 Off-Ramp	B	D	12.2	28.0
	WB Exit 91 Off-Ramp	A	B	8.6	14.6
	WB Exit 85 Off-Ramp	B	B	11.6	15.2

Figure 10 shows the LOS for the Existing 2014 conditions.

No-Build 2020 HCS Analysis

The results of the No-Build 2020 revised Freeway / Merge / Diverge analysis using Highway Capacity Software (HCS) 2010 indicate:

- East of Exit 97 (US 176), I-26 is expected to operate at LOS F in the AM peak hour (eastbound) the PM peak hour (westbound)
- Eastbound merge from Exit 97 (US 176) onto I-26 is expected to operate at LOS F in the AM peak hour
- Westbound diverge from I-26 onto Exit 97 (US 176) is expected to operate at LOS F in the PM peak hour

All other freeway segment / merge / diverge analyses are operating at LOS C or better.

Table 8 summarizes the LOS and density for each merge / diverge area with detailed HCS reports found in Appendix G.

Table 8: No-Build 2020 Freeway / Merge / Diverge LOS and Density

Approach	Description	HCM 2010 Level of Service (LOS)		Density (pc/mi/ln)	
		AM	PM	AM	PM
Freeway Segment					
Eastbound	West of Exit 85	B	B	12.7	15.4
	Between Exit 85 and Exit 91	B	B	14.2	15.1
	Between Exit 91 and Exit 97	C	C	24.5	24.0
	East of Exit 97	F	D	62.2	34.5
Westbound	East of Exit 97	C	F	20.9	50.8
	Between Exit 91 and Exit 97	B	C	17.3	23.9
	Between Exit 85 and Exit 91	A	B	10.0	13.4
	West of Exit 85	A	B	10.4	12.9
Merge Area					
Eastbound	EB Exit 85 On-Ramp	B	C	19.1	20.5
	EB Exit 91 On-Ramp	C	C	20.1	20.2
	EB Exit 97 On-Ramp	F	C	34.4	27.2
Westbound	WB Exit 97 On-Ramp	B	C	15.9	22.4
	WB Exit 91 On-Ramp	A	B	9.0	13.1
	WB Exit 85 On-Ramp	B	B	14.2	17.2
Diverge Area					
Eastbound	EB Exit 85 Off-Ramp	B	C	17.1	20.5
	EB Exit 91 Off-Ramp	B	B	13.8	14.9
	EB Exit 97 Off-Ramp	C	C	24.6	24.1
Westbound	WB Exit 97 Off-Ramp	B	F	19.1	36.5
	WB Exit 91 Off-Ramp	B	C	15.2	22.0
	WB Exit 85 Off-Ramp	B	B	13.6	18.0

Figure 11 shows the LOS for the No-Build 2020 conditions.

No-Build 2040 HCS Analysis

The results of the No-Build 2040 revised Freeway / Merge / Diverge analysis using Highway Capacity Software (HCS) 2010 indicate

- East of Exit 97 (US 176), I-26 is expected to continue to operate at LOS F in the AM peak hour (eastbound) the PM peak hour (westbound)
- Between Exit 97 (US 176) to Exit 91 (S-48) is expected to operate at LOS E in the AM peak hour (eastbound) the PM peak hour (westbound)
- Eastbound merge from Exit 97 (US 176) onto I-26 is expected to continue to operate at LOS F during the AM and PM peak hours
- Westbound merge from Exit 97 (US 176) to I-26 is expected to operate at LOS D in the PM peak hour
- Eastbound merge from Exit 91 (S-48) onto I-26 is expected to operate at LOS D during the AM and PM peak hours

- Eastbound diverge from I-26 onto Exit 97 (US 176) is expected to operate at LOS E during the AM and PM peak hours
- Westbound diverge from I-26 onto Exit 97 (US 176) is expected to operate at LOS D in the AM peak hour and LOS F during the PM peak hour
- Westbound diverge from I-26 onto Exit 91 (S-48) is expected to operate at LOS D in the PM peak hour
- Westbound diverge from I-26 onto Exit 85 (SC 202) is expected to operate at LOS D during the PM peak hour, but only by 0.6 (pc/hr/ln)

All other freeway segment / merge / diverge analyses are operating at LOS C or better.

Table 10 summarizes the LOS and density for each merge / diverge area with detailed HCS reports found in Appendix I.

Table 10: No-Build 2040 Freeway / Merge / Diverge LOS and Density

Approach	Description	HCM 2010 Level of Service (LOS)		Density (pc/mi/ln)	
		AM	PM	AM	PM
Freeway Segment					
Eastbound	West of Exit 85	C	C	18.8	23.0
	Between Exit 85 and Exit 91	C	C	21.1	22.4
	Between Exit 91 and Exit 97	E	E	42.4	43.0
	East of Exit 97	F	F	1356.8	78.2
Westbound	East of Exit 97	D	F	33.6	230.4
	Between Exit 91 and Exit 97	D	E	26.7	40.9
	Between Exit 85 and Exit 91	B	C	14.1	19.7
	West of Exit 85	B	C	14.6	18.9
Merge Area					
Eastbound	EB Exit 85 On-Ramp	C	C	26.1	27.7
	EB Exit 91 On-Ramp	D	D	29.2	30.0
	EB Exit 97 On-Ramp	F	F	47.1	38.9
Westbound	WB Exit 97 On-Ramp	C	D	24.0	32.1
	WB Exit 91 On-Ramp	B	B	13.7	19.6
	WB Exit 85 On-Ramp	B	C	19.0	23.6
Diverge Area					
Eastbound	EB Exit 85 Off-Ramp	C	D	24.4	28.6
	EB Exit 91 Off-Ramp	C	C	21.6	22.9
	EB Exit 97 Off-Ramp	E	E	35.5	35.7
Westbound	WB Exit 97 Off-Ramp	D	F	29.1	50.6
	WB Exit 91 Off-Ramp	C	D	24.3	32.8
	WB Exit 85 Off-Ramp	B	C	18.8	25.3

Figure 12 shows the LOS for the 2040 No-Build Conditions

Build 2020 HCS Analysis

The Build 2020 analysis results are similar to the No-Build 2020 results except at Exit 91 (S-48) with the addition of Alternative 1 and Alternative 2 (includes a loop ramp). The results of the Build 2020 revised Freeway / Merge / Diverge analysis using Highway Capacity Software (HCS) 2010 indicate:

- East of Exit 97 (US 176), I-26 is expected to operate at LOS F in the AM peak hour (eastbound) the PM peak hour (westbound)
- Eastbound merge from Exit 97 (US 176) onto I-26 is expected to operate at LOS F in the AM peak hour
- Westbound diverge from I-26 onto Exit 97 (US 176) is expected to operate at LOS F in the PM peak hour

All other freeway segment / merge / diverge analyses are operating at LOS C or better including the various alternatives at Exit 91 (S-48).

Table 12 summarizes the LOS and density for each merge / diverge area with detailed HCS reports found in Appendix G.

Table 12: Build 2020 Freeway / Merge / Diverge LOS and Density

Approach	Description	HCM 2010 Level of Service (LOS)		Density (pc/mi/ln)	
		AM	PM	AM	PM
Freeway Segment					
Eastbound	West of Exit 85	B	B	12.7	15.4
	Between Exit 85 and Exit 91	B	B	14.2	15.1
	Between Exit 91 and Exit 97	C	C	24.5	24.0
	East of Exit 97	F	D	62.2	34.5
Westbound	East of Exit 97	C	F	20.9	50.8
	Between Exit 91 and Exit 97	B	C	17.3	23.9
	Between Exit 85 and Exit 91	A	B	10.0	13.4
	West of Exit 85	A	B	10.4	12.9
Merge Area					
Eastbound	EB Exit 85 On-Ramp	B	C	19.1	20.5
	EB Exit 91 On-Ramp	C	C	20.1	20.2
	EB Exit 97 On-Ramp	F	C	34.4	27.2
Westbound	WB Exit 97 On-Ramp	B	C	15.9	22.4
	WB Exit 91 On-Ramp	A	B	9.0	13.1
	WB Exit 85 On-Ramp	B	B	14.2	17.2
Diverge Area					
Eastbound	EB Exit 85 Off-Ramp	B	C	17.1	20.5
	EB Exit 91 Off-Ramp	B	B	13.8	14.9
	EB Exit 97 Off-Ramp	C	C	24.6	24.1
Westbound	WB Exit 97 Off-Ramp	B	F	19.1	36.5
	WB Exit 91 Off-Ramp – Alt 1	B	C	15.2	22.0
	WB Exit 91 Off-Ramp – Alt 2	B	C	15.2	22.0
	WB Exit 91 Off Loop Ramp – Alt 2	B	B	13.2	19.2
	WB Exit 85 Off-Ramp	B	B	13.6	18.0

Figure 13 and 14 shows the LOS for the 2020 Build Conditions for Alternative 1 and 2.

Build 2040 HCS Analysis

The Build 2040 analysis results are similar to the No-Build 2040 results except at Exit 91 (S-48) with the addition of Alternative 1 and Alternative 2 (includes a loop ramp). The results of the Build 2040 revised Freeway / Merge / Diverge analysis using Highway Capacity Software (HCS) 2010 indicate:

- East of Exit 97 (US 176), I-26 is expected to continue to operate at LOS F in the AM peak hour (eastbound) the PM peak hour (westbound)
- Between Exit 97 (US 176) to Exit 91 (S-48) is expected to operate at LOS E in the AM peak hour (eastbound) the PM peak hour (westbound)
- Eastbound merge from Exit 97 (US 176) onto I-26 is expected to continue to operate at LOS F during the AM and PM peak hours
- Westbound merge from Exit 97 (US 176) to I-26 is expected to operate at LOS D in the PM peak hour
- Eastbound merge from Exit 91 (S-48) onto I-26 is expected to operate at LOS D during the AM and PM peak hours
- Eastbound diverge from I-26 onto Exit 97 (US 176) is expected to operate at LOS E during the AM and PM peak hours
- Westbound diverge from I-26 onto Exit 97 (US 176) is expected to operate at LOS D in the AM peak hour and LOS F during the PM peak hour
- Westbound diverge from I-26 onto Exit 91 (S-48) is expected to operate at LOS D in the PM peak hour for Alternative 1
- Westbound diverge from I-26 onto Exit (S-48) is expected to operate at LOS D in the PM peak hour for Alternative 2
- Westbound diverge from I-26 onto Exit 85 (SC 202) is expected to operate at LOS D during the PM peak hour

All other freeway segment / merge / diverge analyses are operating at LOS C or better.

Table 14 summarizes the LOS and density for each merge / diverge area with detailed HCS reports found in Appendix I.

Table 14: Build 2040 Freeway / Merge / Diverge LOS and Density

Approach	Description	HCM 2010 Level of Service (LOS)		Density (pc/mi/ln)	
		AM	PM	AM	PM
Freeway Segment					
Eastbound	West of Exit 85	C	C	18.8	23.0
	Between Exit 85 and Exit 91	C	C	21.1	22.4
	Between Exit 91 and Exit 97	E	F	42.4	43.0
	East of Exit 97	F	F	1356.8	78.2
Westbound	East of Exit 97	D	F	33.6	230.4
	Between Exit 91 and Exit 97	D	E	26.7	40.9
	Between Exit 85 and Exit 91	B	C	14.1	19.7
	West of Exit 85	B	C	14.6	18.9
Merge Area					
Eastbound	EB Exit 85 On-Ramp	C	C	26.1	27.7
	EB Exit 91 On-Ramp	D	D	29.2	30.0
	EB Exit 97 On-Ramp	F	F	47.1	38.9
Westbound	WB Exit 97 On-Ramp	C	D	24.0	32.1
	WB Exit 91 On-Ramp	B	B	13.7	19.6
	WB Exit 85 On-Ramp	B	C	19.0	23.6
Diverge Area					
Eastbound	EB Exit 85 Off-Ramp	C	D	24.4	28.6
	EB Exit 91 Off-Ramp	C	C	21.6	22.9
	EB Exit 97 Off-Ramp	E	E	35.5	35.7
Westbound	WB Exit 97 Off-Ramp	D	F	29.1	50.6
	WB Exit 91 Off-Ramp – Alt 1	C	D	24.3	32.8
	WB Exit 91 Off-Ramp – Alt 2	B	A	15.2	8.4
	WB Exit 91 Off Loop Ramp – Alt 2	C	D	22.2	29.9
	WB Exit 85 Off-Ramp	B	C	18.8	25.3

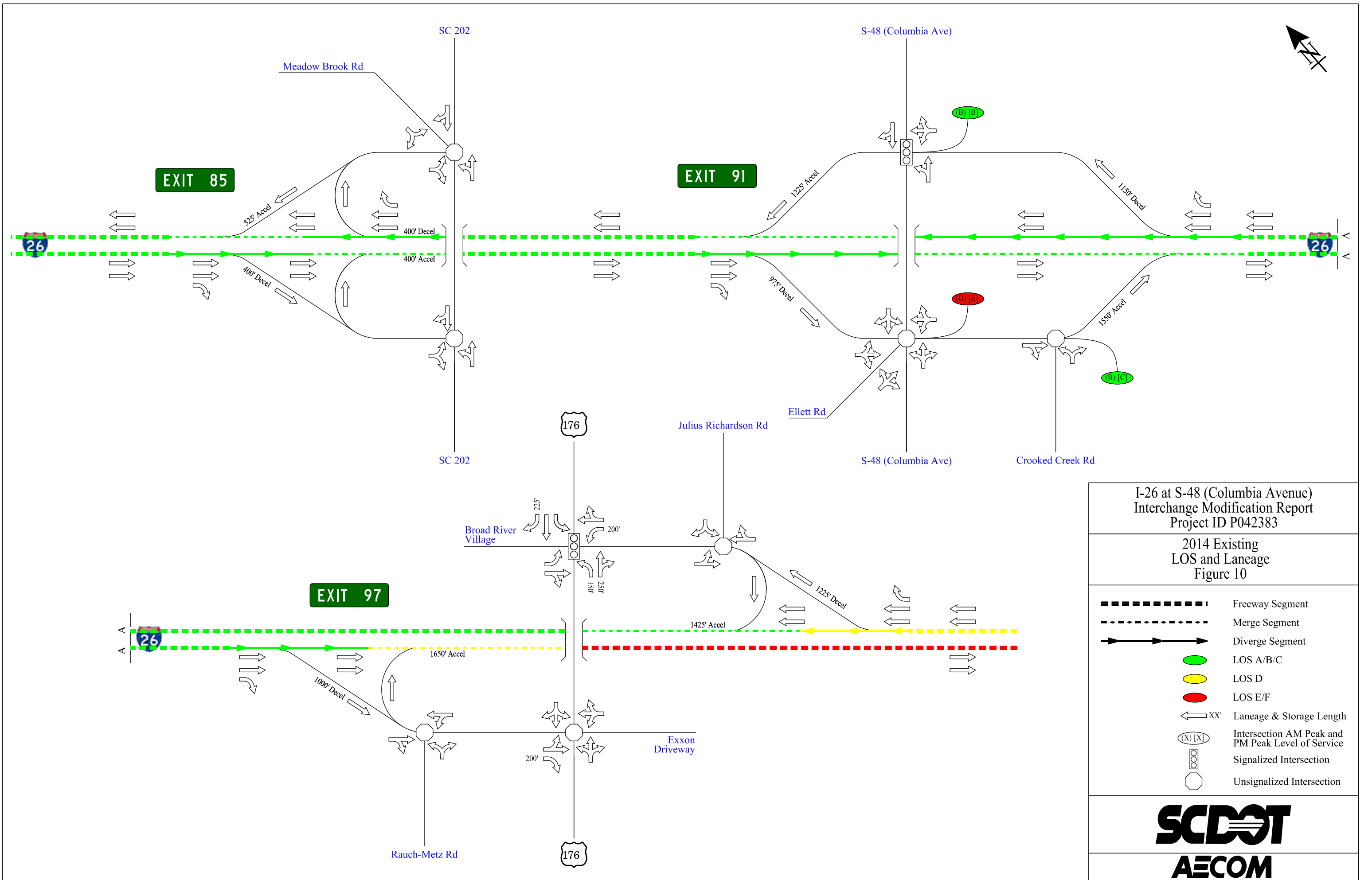
Figure 15 and 16 shows the LOS for the 2040 Build Conditions for Alternative 1 and 2.

Summary of Findings

Based on the revised traffic analysis that incorporates the latest heavy truck percentages along I-26, it can be concluded that the I-26 at S-48 interchange continues to operate at a LOS D or better for the freeway merge and diverge segments. As indicated in the original IMR dated 12-16-16, the operation around Exit 97 (US 176) continues to operate at LOS F in the 2020 design year with even greater densities by 2040.

One new finding as a result of the increased heavy vehicle percentages is the freeway segment operation between Exit 97 (US 176) and Exit 91 (S-48). Operation is expected to be LOS E instead of LOS D by the year 2040. Widening I-26 between Exit 91 (S-48) and Exit 85 (US 176) from a 4-lane freeway to a 6-lane freeway should be considered by the year 2040.

Finally, the original IMR dated 12-16-16 indicated that the Exit 85 interchange (SC 202) did not require any improvements. With the increased heavy percentages and revised analysis, the Exit 85 interchange (SC 202) continues to operate at a LOS D or better. While this interchange may not need improvements as a result of traffic volumes, this interchange may need improvements to address existing horizontal and vertical clearance issues with I-26.

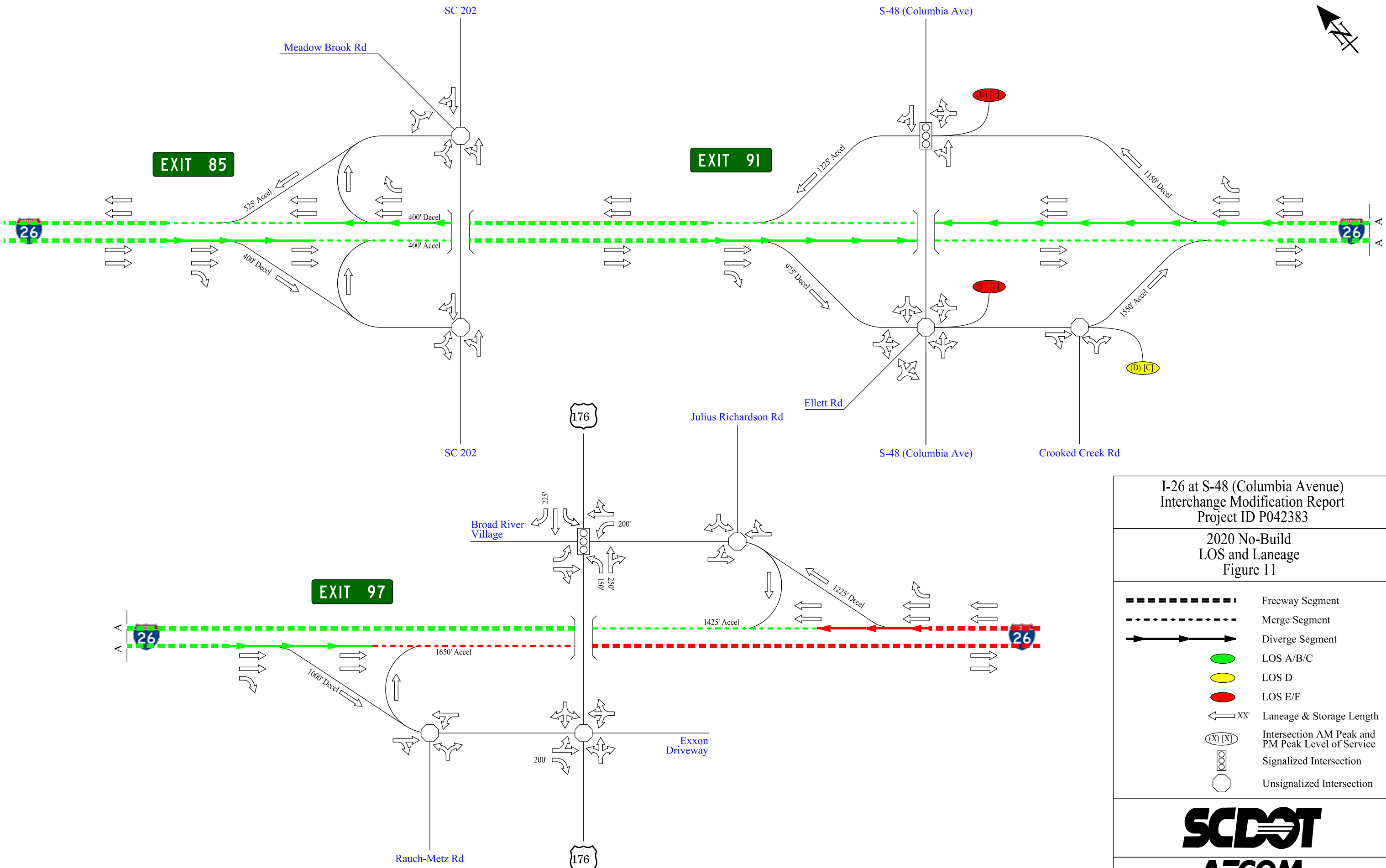


I-26 at S-48 (Columbia Avenue)
Interchange Modification Report
Project ID P042383

2014 Existing
LOS and Laneage
Figure 10

- Freeway Segment
- Merge Segment
- Diverge Segment
- LOS A/B/C
- LOS D
- LOS E/F
- Laneage & Storage Length
- Intersection AM Peak and PM Peak Level of Service
- Signalized Intersection
- Unsignalized Intersection



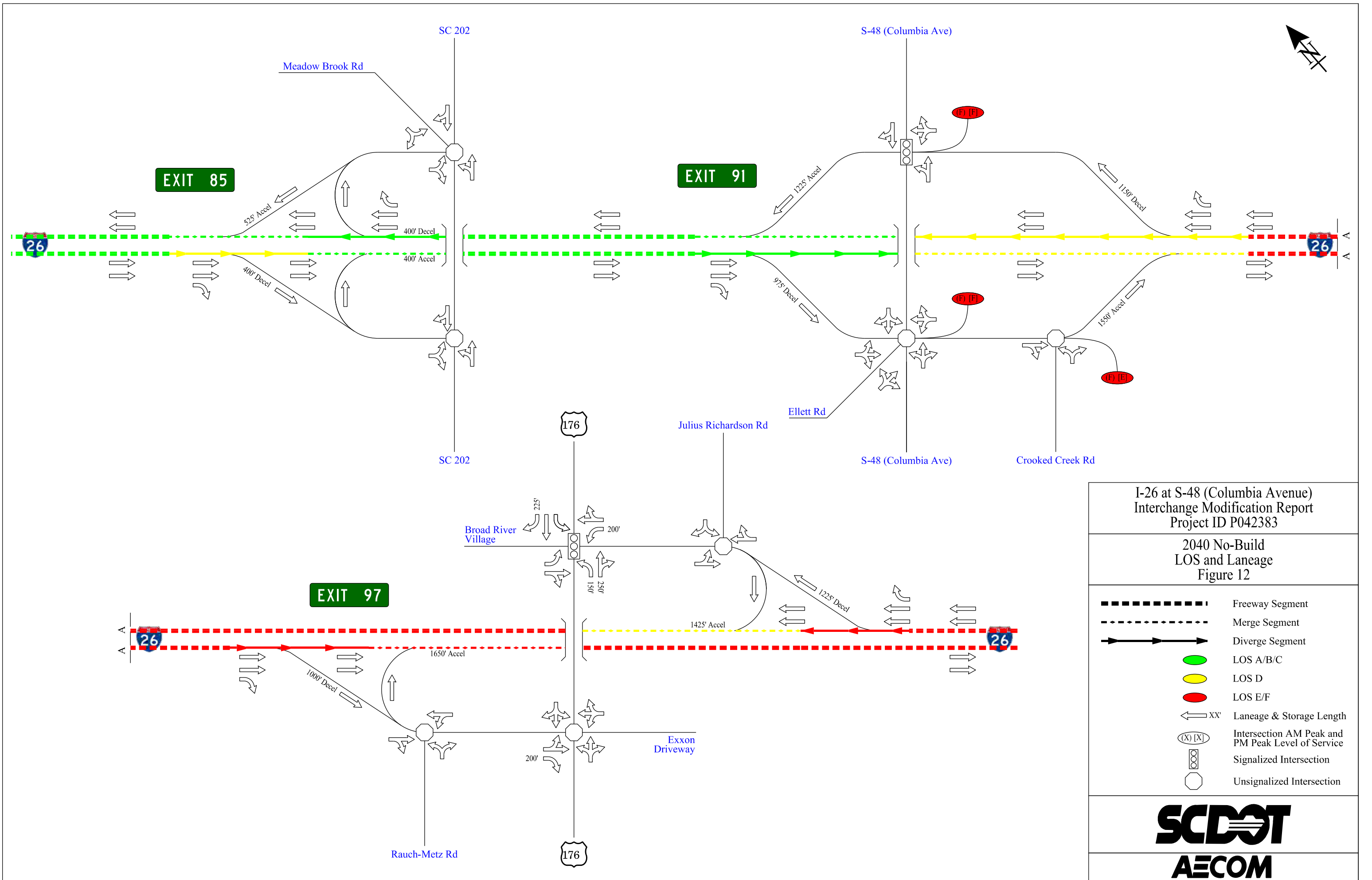


I-26 at S-48 (Columbia Avenue)
Interchange Modification Report
Project ID P042383

2020 No-Build
LOS and Laneage
Figure 11

	Freeway Segment
	Merge Segment
	Diverge Segment
	LOS A/B/C
	LOS D
	LOS E/F
	Laneage & Storage Length
	Intersection AM Peak and PM Peak Level of Service
	Signalized Intersection
	Unsignalized Intersection

SCDOT
AECOM

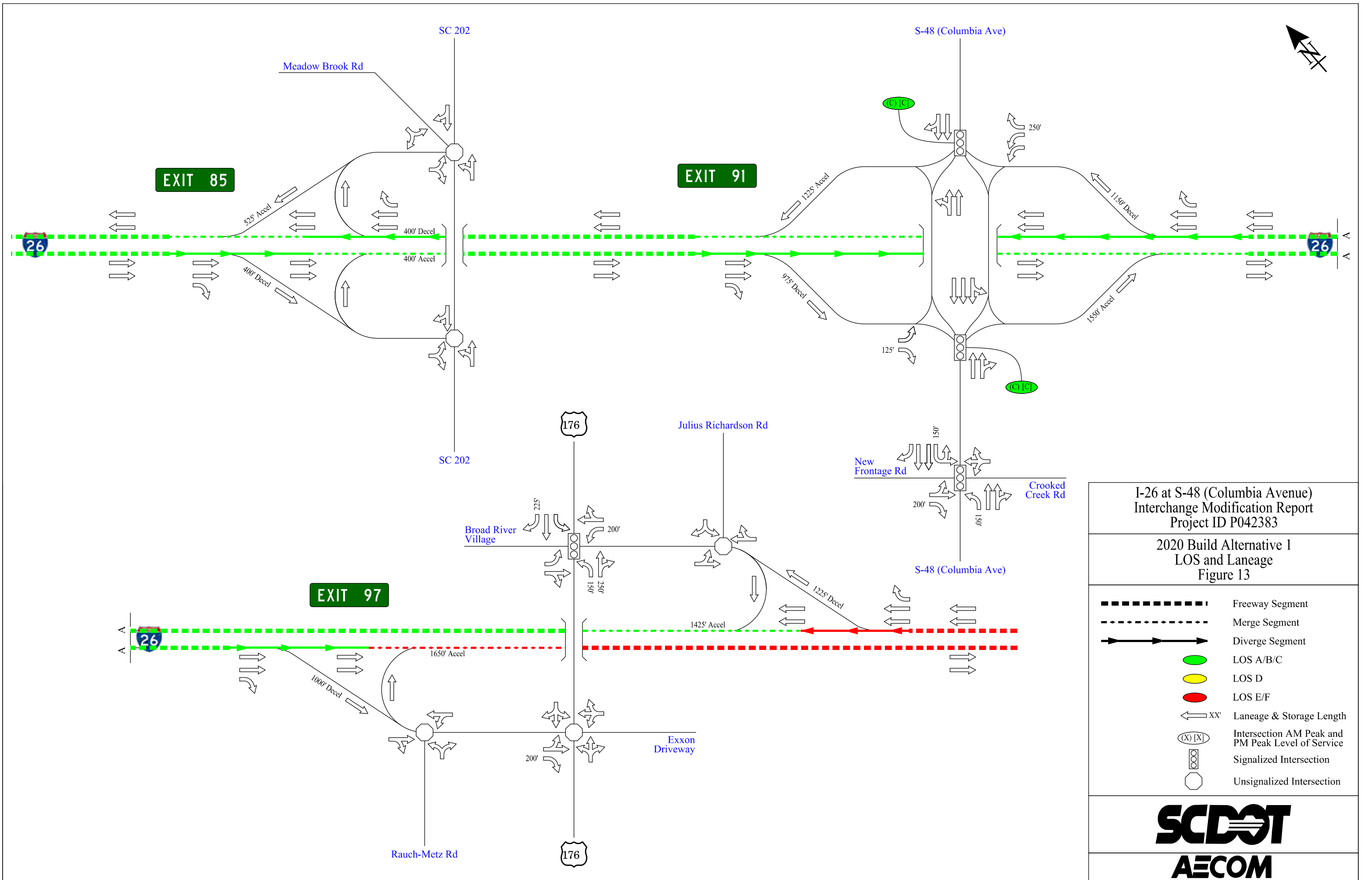


I-26 at S-48 (Columbia Avenue)
Interchange Modification Report
Project ID P042383

2040 No-Build
LOS and Laneage
Figure 12

- Freeway Segment
- Merge Segment
- Diverge Segment
- LOS A/B/C
- LOS D
- LOS E/F
- Laneage & Storage Length
- Intersection AM Peak and PM Peak Level of Service
- Signalized Intersection
- Unsignalized Intersection



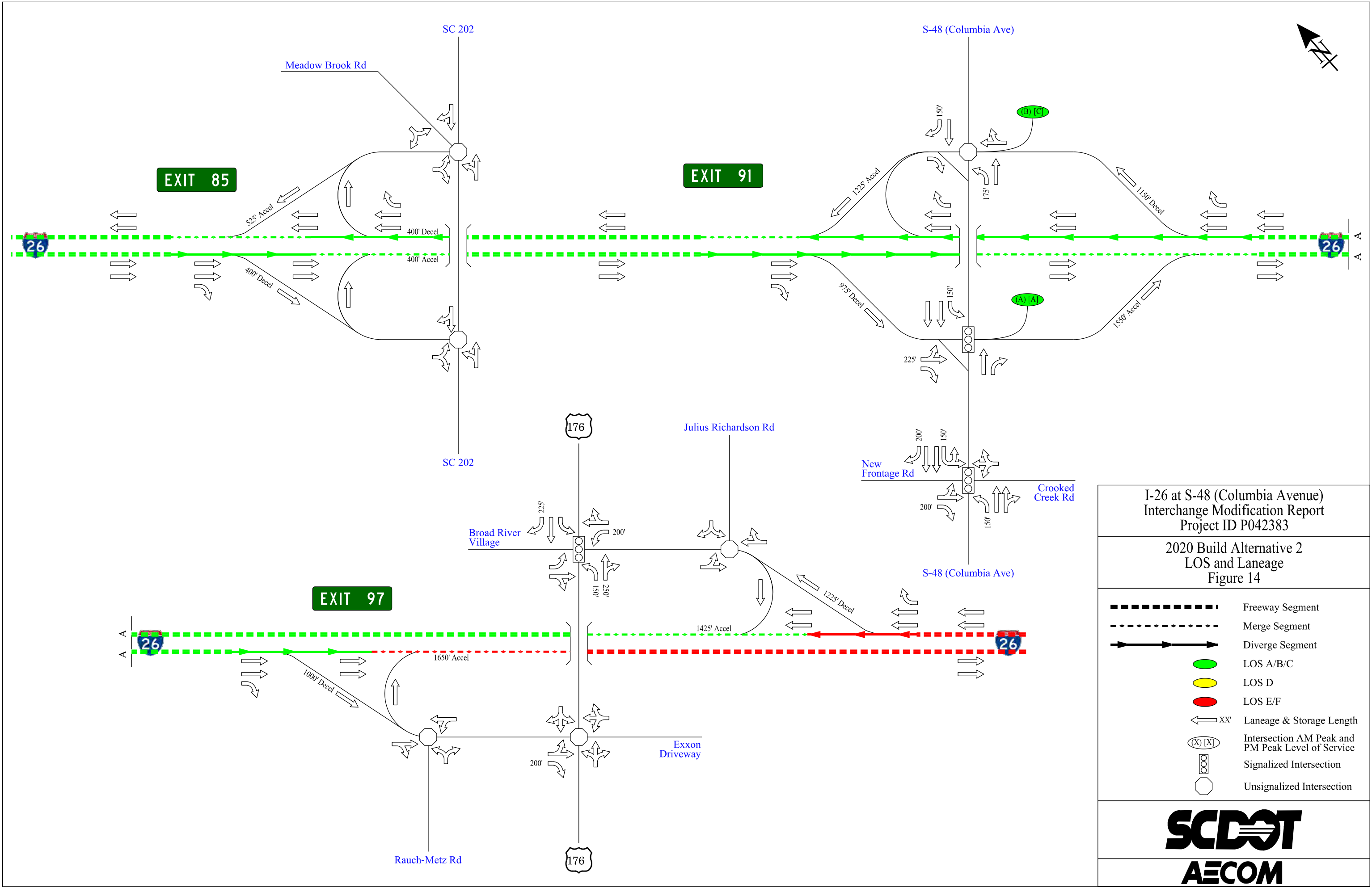


I-26 at S-48 (Columbia Avenue)
Interchange Modification Report
Project ID P042383

2020 Build Alternative 1
LOS and Laneage
Figure 13

- Freeway Segment
- Merge Segment
- Diverge Segment
- LOS A/B/C
- LOS D
- LOS E/F
- XX' Laneage & Storage Length
- (X) [X] Intersection AM Peak and PM Peak Level of Service
- ⦿ Signalized Intersection
- ⬡ Unsignalized Intersection



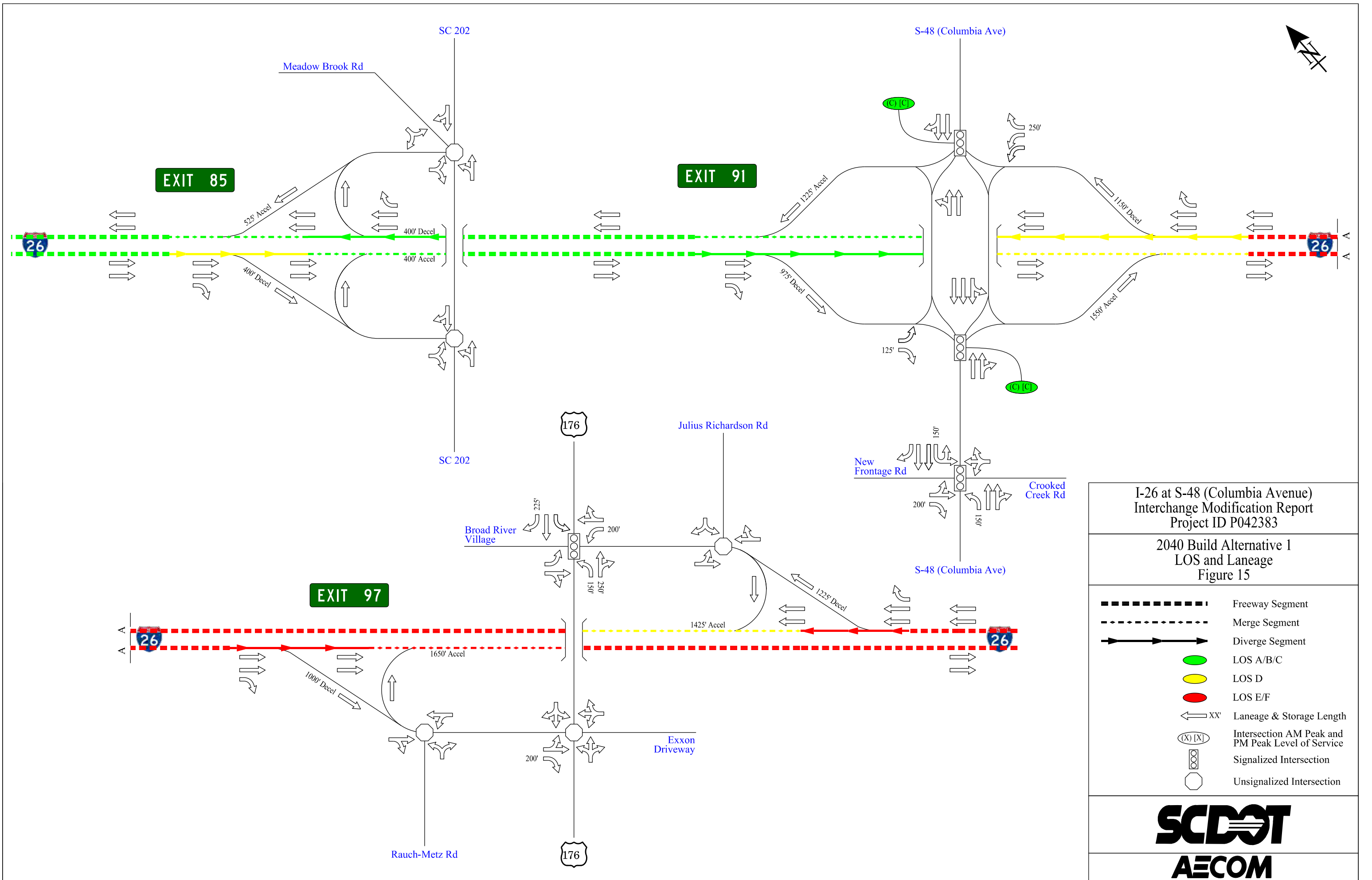


I-26 at S-48 (Columbia Avenue)
Interchange Modification Report
Project ID P042383

2020 Build Alternative 2
LOS and Laneage
Figure 14



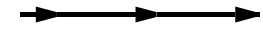







- Freeway Segment
- Merge Segment
- Diverge Segment
- LOS A/B/C
- LOS D
- LOS E/F
- Laneage & Storage Length
- Intersection AM Peak and PM Peak Level of Service
- Signalized Intersection
- Unsignalized Intersection



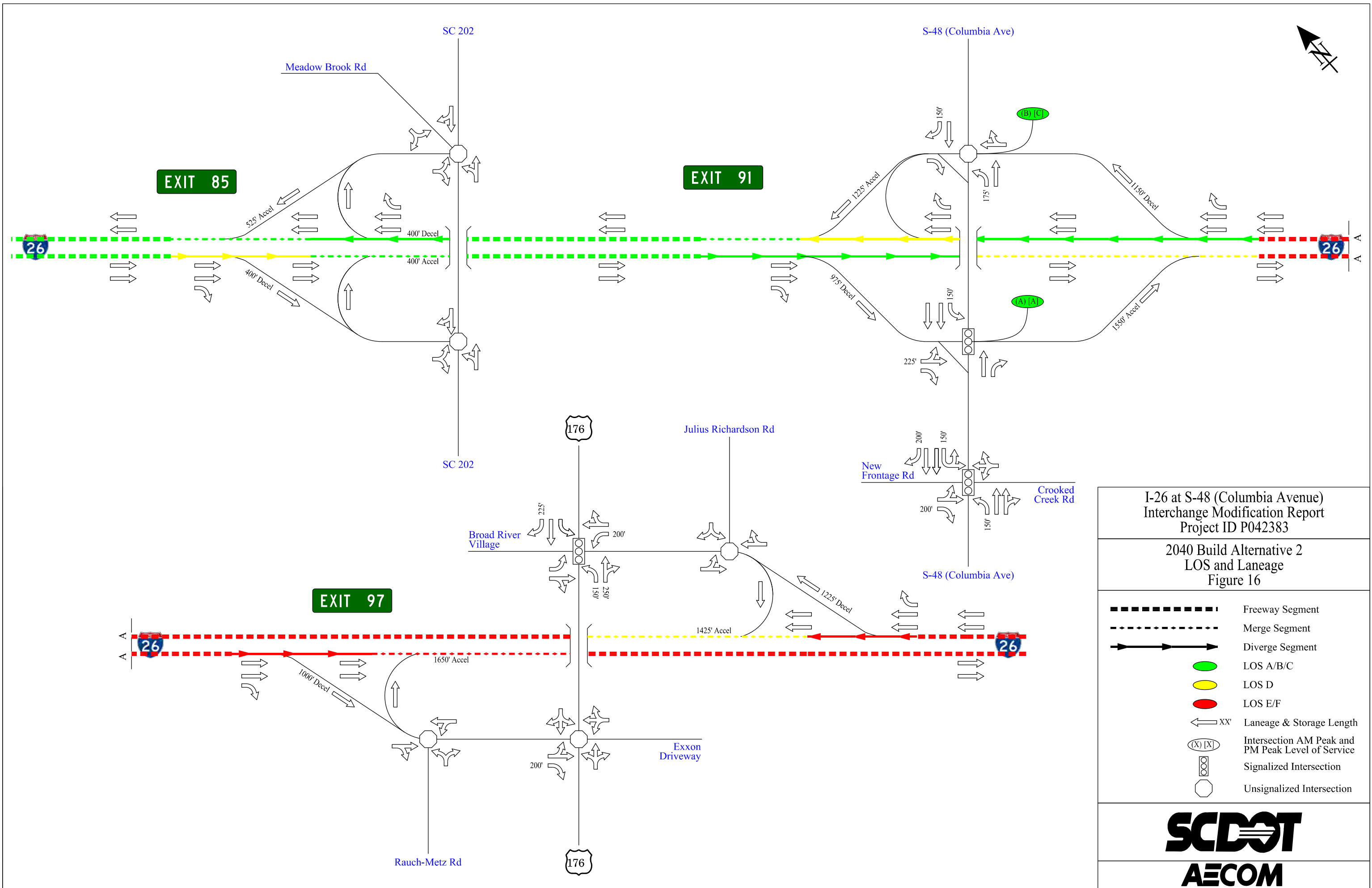


I-26 at S-48 (Columbia Avenue)
Interchange Modification Report
Project ID P042383

2040 Build Alternative 1
LOS and Laneage
Figure 15











-  Freeway Segment
-  Merge Segment
-  Diverge Segment
-  LOS A/B/C
-  LOS D
-  LOS E/F
-  Laneage & Storage Length
-  Intersection AM Peak and PM Peak Level of Service
-  Signalized Intersection
-  Unsignalized Intersection





I-26 at S-48 (Columbia Avenue)
Interchange Modification Report
Project ID P042383

2040 Build Alternative 2
LOS and Laneage
Figure 16

-  Freeway Segment
-  Merge Segment
-  Diverge Segment
-  LOS A/B/C
-  LOS D
-  LOS E/F
-  Laneage & Storage Length
-  Intersection AM Peak and PM Peak Level of Service
-  Signalized Intersection
-  Unsignalized Intersection



APPENDIX D

Interchange Modification Report

**Interstate 26 Exit 97 – US 176/
Broad River Road**

Interchange Modification Report
Interstate 26 Exit 97 – US 176/Broad River Road
Richland County, SC

Prepared For:
South Carolina Department of Transportation



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Robert J. Dubnicka
7-27-2018



July 24, 2018



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- Appendix C - HCS Ramp Merge/Diverge Analysis Outputs
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- Appendix F - TransModeler Ramp Merge/Diverge Outputs
- Appendix G - Conceptual Signing Plan

EXECUTIVE SUMMARY

The South Carolina Department of Transportation (SCDOT) proposes multiple improvements to the I-26 corridor from mile marker 85 – SC 202 to mile marker 101 – Broad River Road (US 176) designed to increase capacity, upgrade interchanges to meet design requirements, and expand vertical clearance at overpass bridges. Specifically, SCDOT proposes widening I-26 from four to six lanes from Exit 85 – SC 202 to Exit 97 - Broad River Road (US 176) and from four to eight lanes from Exit 97 - Broad River Road (US 176) to Exit 101 - Broad River Road (US 176). Along the project area, interchanges at Exit 85 – SC 202, Exit 91 – Columbia Avenue (S-48), and Exit 97 - Broad River Road (US 176) will be improved to bring them to compliance with design requirements.

Throughout nearly all of the study area, I-26 currently provides two lanes in each direction. From Exit 82 southeastward, the two lane section is maintained, until it is widened from two to three lanes approaching Exit 101.

The proposed project has two primary purposes: increase roadway capacity to address the projected traffic volumes and improve geometric deficiencies along the mainline and at several interchanges and overpasses in this section of I-26 by bringing them to compliance with current state and federal design standards. The secondary purpose is to improve safety which will be enhanced by improving the geometric design of the facility.

This interchange modification report (IMR) presents information for the proposed interchange modifications at Exit 97 – Broad River Road (US 176), located in Richland County, SC. Today, this interchange is a partial cloverleaf with loop on-ramps and slip ramp off-ramps. Julius Richardson Road intersects the westbound loop ramp and Rauch-Metz Road intersects the eastbound loop ramp.

Information discussed in the report is derived from the following projects reports: *Interstate 26 Widening Traffic Analysis Report: I-26 Widening Project MM 85-MM 101*, *Accident Analysis Report: I-26 Widening Project MM 85-MM 101*, and *Interstate 26 Widening and Improvements Mile Marker 85-101 Environmental Assessment*.

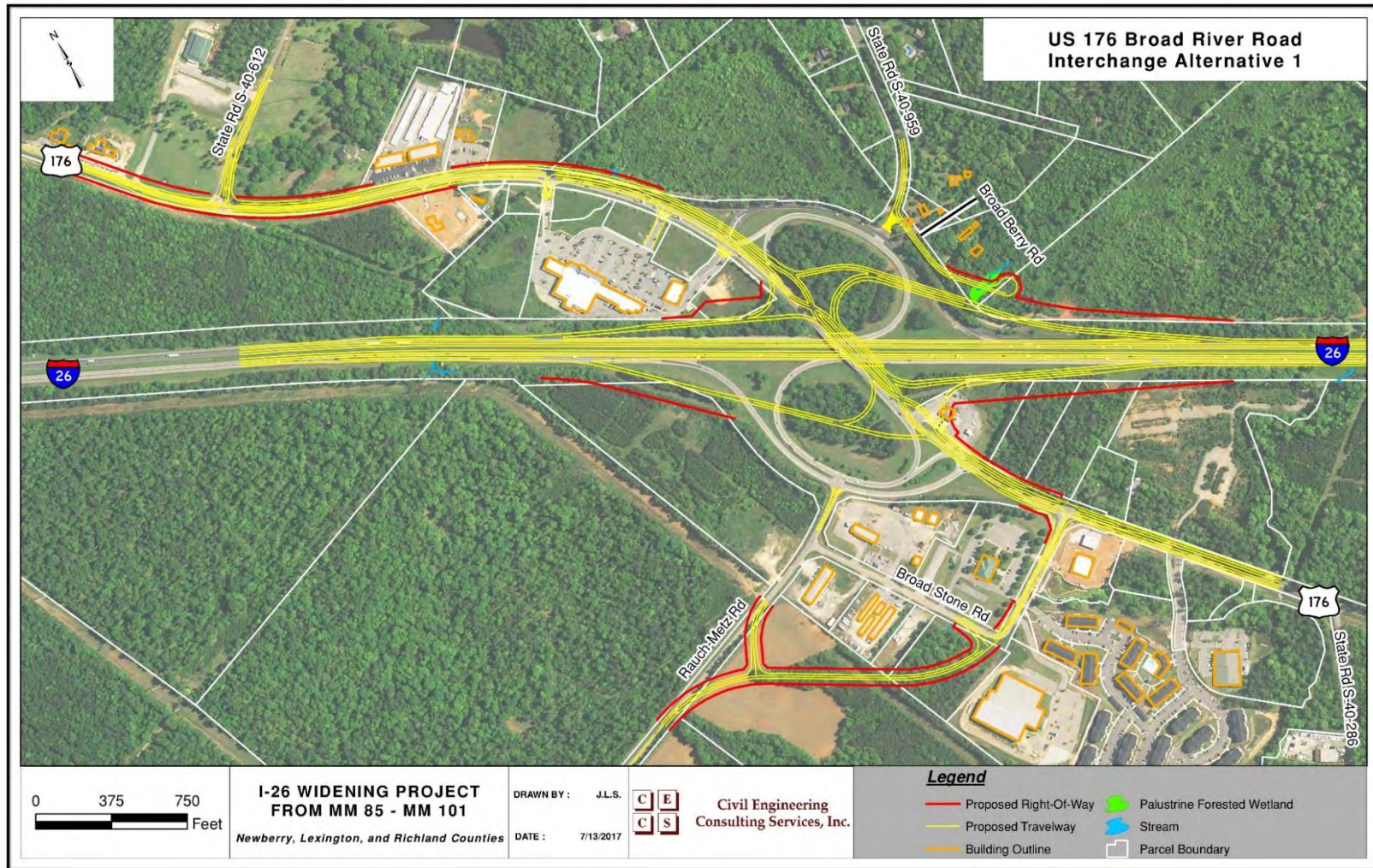
Three alternatives were developed for Exit 97. The three Build alternatives at Exit 97 consist of:

- Alternative 1: Diverging Diamond Interchange (DDI) – the concept would replace the existing interchange with a DDI.
- Alternative 2: Partial Cloverleaf (ParClo) Interchange – this concept would add a westbound on-ramp and eastbound on-ramp to the existing interchange configuration.
- Alternative 3: Single Point Urban Interchange (SPUI) – this concept would replace the existing interchange configuration with a SPUI.

In each of the Exit 97 alternatives, traffic from the existing ramp intersections of Julius Richardson Road and Rauch Metz Road would be redirected to West Shady Grove Road and Broad Stone Road, respectively. The existing ramp intersections with Broad River Road would be eliminated, and Broad River Road would be widened through the interchange area between Broad Stone Road and the main Shopping Center Driveway. The eastbound off-ramp intersection would operate under traffic signal control. The existing traffic signal at the shopping center driveway would be removed and a new signal would be installed at the southern access to the shopping center, and traffic signals would be installed at the Broad River Road intersections with Broad Stone Road and West Shady Grove Road.

Alternative 1, the DDI, was selected as the Preferred Alternative for Exit 97. Alternative 1 would impact the least amount of streams and wetlands, when compared to the other Build alternatives, making this the least environmentally damaging practicable alternative. It also requires the least amount of new right-of-way and has the lowest overall estimated construction cost. The DDI would also reduce congestion and provide a safer interchange, satisfying the project purpose and need. The intersections of Broad River Road and the I-26 ramps would be improved from LOS E or F to LOS C or better. Because of these reasons, Alternative 1 was selected as the Preferred Alternative. Alternative 1 is shown in Figure E-1.

Based on the analysis, other improvements to the original concept were made including turn lane lengths, number of approach lanes, number of lanes on Broad River Road, and traffic signal phasing to obtain an acceptable Level of Service (LOS) results.



Source: Figure 84, *Interstate 26 Widening Traffic Analysis Report*
Figure E-1. Preferred Alternative 1

I. Introduction

I-26 is an east-west interstate highway that begins at the junction of U.S. Route 11W and U.S. Route 23 in Kingsport, Tennessee. From this origin, I-26 runs generally southeastward through Tennessee, North Carolina, and South Carolina, where it ends at U.S. Route 17 in Charleston, South Carolina.

Along its nearly 306 mile length, I-26 provides access to Johnson City, Tennessee; Asheville, North Carolina; and Spartanburg, Columbia and Charleston, South Carolina.

In South Carolina, I-26 covers about 221 miles, and provides connections to I-95 south of Providence, to I-77 south of Cayce, to I-20 west of Columbia, and to I-85 north-west of Spartanburg. The portion of I-26 under study in the *Interstate 26 Widening Traffic Analysis Report: I-26 Widening Project MM 85-MM 101* is located west of Columbia, generally between Exit 82 and Exit 102. Exit 85 is located on the west end of the study area.

In the vicinity of Exit 97, I-26 currently provides two lanes in each direction. The posted speed limit on I-26 in the vicinity of Exit 97 is 70 miles per hour.

In general, interstate routes can be characterized as having either level, rolling, or mountainous terrain. Consistent with the Mainline Study, the portion of I-26 adjacent to Exit 97 is characterized as having a rolling terrain.

Information discussed in the report is derived from the following projects reports: *Interstate 26 Widening Traffic Analysis Report: I-26 Widening Project MM 85 to MM 101 (Mainline Study)*, *Accident Analysis Report: I-26 Widening Project MM 85 to MM 101 (Accident Analysis)*, and *Interstate 26 Widening and Improvements Mile Marker 85-101 Environmental Assessment*.

The I-26 Mainline Study evaluated multiple improvements to the I-26 corridor designed to increase capacity, upgrade interchanges to meet design requirements, and expand vertical clearance at overpass bridges and/or replace them. The study considered widening I-26 from two to three lanes from approximately 1.6 miles west of Exit 85 to about 2,200 feet west of Exit 101 and examined modifications to interchanges at Exit 85 (SC 202), Exit 91 (S-32-48/Columbia Avenue) and Exit 97 (US 176/Broad River Road). To provide sufficient coverage to prepare interchange modification reports, the I-26 Mainline Study included the existing interchanges at Exits 82, 101 and 102. **Figure 1** depicts the study area for the overall I-26 Widening project.



Source: Figure 12, *Interstate 26 Widening Traffic Analysis Report*
Figure 1 . Interstate 26 Widening Study Area

II. Exit 97 - US 176/Broad River Road

Exit 97 is a partial cloverleaf interchange with loop on-ramps in the northeast and southwest quadrants. The existing configuration of the Exit 97 interchange is shown in **Figure 2**.

Existing Conditions

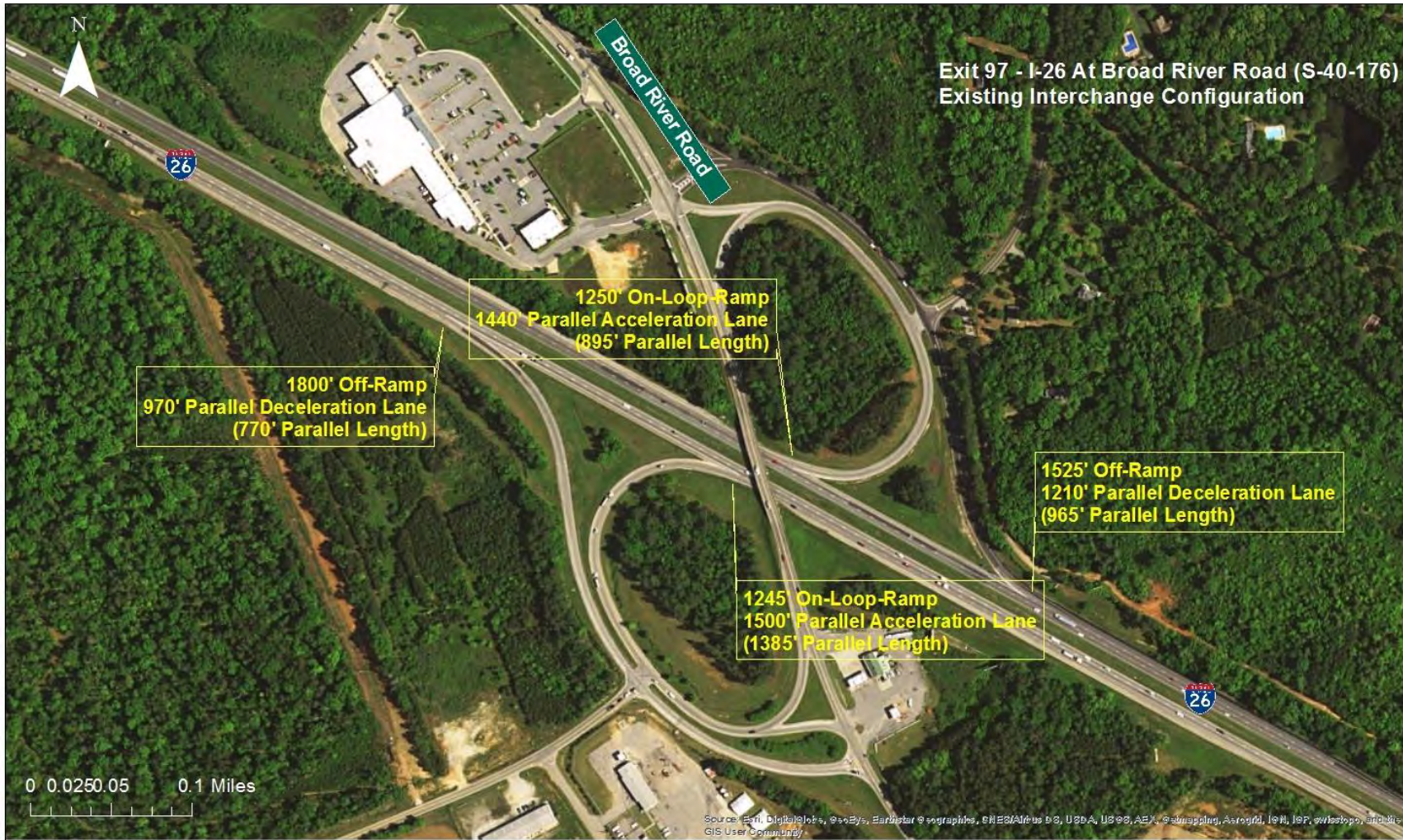
The existing configuration of Exit 97 Exit 97 was constructed in the early 1970s. The section of I-26 in the vicinity of Exit 97 currently consists of a four-lane interstate with a grassed median for all of its length.

The westbound off-ramp is approximately 1,525 feet long with a 1,210 feet long parallel deceleration lane (with a parallel length of approximately 965 feet). The off-ramp has a 35 mph posted advisory speed limit.

The westbound loop on-ramp is a single lane ramp that begins at the signalized off-ramp intersection. The loop on-ramp is approximately 1,250 feet long and merges into I-26 with a 1,440 feet long parallel acceleration lane (with a parallel length of approximately 895 feet). The ramp accepts the southbound left turn from a separate left turn lane on Broad River Road, and northbound right turn traffic from Broad River. The lanes for these two movements are separated by a grass island, with the southbound left turn traffic from Broad River Road controlled by a yield sign at the merge with the northbound right turn traffic from Broad River Road. The intersection with Julius Richardson Road is located approximately 775 feet from the signalized ramp intersection on Broad River Road.

The westbound loop off-ramp and on-ramp are separated by approximately 710 feet on westbound I-26.

The eastbound off-ramp is approximately 1,800 feet long with a 970 feet long parallel deceleration lane (with a parallel length of approximately 770 feet). The off-ramp has a 35 mph posted advisory speed limit. In the middle of the ramp, traffic can make a right turn to Rauch-Metz Road (S-40-385) or it can proceed straight until the end of the ramp. At the end of the off-ramp, traffic can make a left turn to "Peak" and "Pomaria" or make a right turn to "Irmo" and "Ballentine". Near the end, the off-ramp widens from a single lane to provide a separate left turn lane and a separate right turn lane with approximately 200 feet of storage that are separated from each other by a concrete island. Both movements are controlled by the STOP signs. The stop lines are set back 25-35 feet from the edge of Broad River Road.



Source: Figure 12, *Interstate 26 Widening Traffic Analysis Report*

Figure 2. Existing Interchange

The eastbound on-ramp is a single lane loop ramp approximately 1,245 feet long that merges into I-26 with a 1,500 feet long parallel acceleration lane (with a parallel length of approximately 1,385 feet). The ramp accepts the southbound right turn and the northbound left turn traffic from Broad River Road along with eastbound left turn traffic from Rauch-Metz Road. The northbound left turn traffic from Broad River Road has a yield sign at the merge with the southbound right turn traffic from Broad River Road. The Rauch-Metz Road approach is controlled by a STOP sign.

The eastbound off-ramp and loop on-ramp are separated by approximately 905 feet.

The exit is signed “176” using the route shield, along with the text “Peak” in the westbound direction. In the eastbound direction, the route shield “176” is shown along with the text “Ballentine” and “White Rock”.

Broad River Road to the north of the interchange is a two lane roadway with a posted 45 mph speed limit. As Broad River Road approaches the interchange, separate right turn lanes are provided to the north and center driveway to the shopping center. At the signalized intersection with the westbound off-ramp, Broad River Road provides separate southbound left turn, through and right turn lanes. The southbound left turn lane provides 270 feet of storage and the southbound right turn lane provides 175 feet of storage. In the northbound direction at this signal, Broad River Road provides separate left turn with 140 feet of storage, and a separate through lane; the right turn movement to the westbound loop on-ramp diverges from northbound Broad River Road approximately 240 feet to the south of the stop line with a 130 feet long diverging taper. The Broad River Road bridge crossing I-26 is two lanes wide. At the eastbound ramp intersection, southbound of Broad River Road provides a single through lane; the right turn lane to the eastbound loop on-ramp diverges approximately 250 north of where northbound traffic turns left onto the ramp. No separate turn lanes are provided to separate traffic turning left onto the eastbound loop on-ramp from the northbound through traffic on Broad River Road.

The eastbound ramp intersection is shown in **Figure 3**. The westbound ramp intersections are shown in **Figure 4** and in **Figure 5**.



Source: Figure 21, *Interstate 26 Widening Traffic Analysis Report*
Figure 3. Exit 97: Broad River Road at EB Ramps



Source: Figure 22, *Interstate 26 Widening Traffic Analysis Report*
Figure 4. Exit 97: Broad River Road at Westbound Ramps and Central Driveway



Source: Figure 23, Interstate 26 Widening Traffic Analysis Report

Figure 5. Exit 97: Broad River Road at Westbound Ramps and South Driveway

Adjacent intersections

Seven intersections are located in the vicinity of the interchange. These are:

- Eastbound Ramps and Rauch-Metz Road (S-40-385)
- Broad Stone Road (S-40-2805) and Rauch-Metz Road
- Broad Stone Road with Broad River Road
- Westbound Ramps with Julius Richardson Road (S-40-959)
- Broad River Road and South Shopping Center Driveway/Westbound ramps
- Broad River Road and Center Shopping Center Driveway
- Broad River Road and North Shopping Center Driveway
- Broad River Road and West Shady Grove Road

The intersection of eastbound ramps with Rauch-Metz Road (S-40-385) is located in the southwestern quadrant of the interchange approximately 1,165 feet southeast from gore point of eastbound off-ramp. The intersection of eastbound ramps with Rauch-Metz Road (S-40-385) is an unsignalized intersection with the approach of Rauch-Metz Road controlled by a STOP sign. Rauch-Metz Road is an undivided two lane road with 45 mph posted speed limit. The existing configuration of the eastbound ramps with Rauch-Metz Road is shown in **Figure 6**.



Source: Figure 24, Interstate 26 Widening Traffic Analysis Report

Figure 6. Exit 97: Eastbound Ramps at Rauch-Metz Road

The intersection of Broad Stone Road (S-40-2805) with Rauch-Metz Road is located in the southwestern quadrant of the interchange approximately 310 feet from the intersection of eastbound ramps with Rauch-Metz Road. The intersection of Broad Stone Road (S-40-2805) with Rauch-Metz Road is an unsignalized intersection with the approach of Broad Stone Road controlled by the STOP sign. Broad Stone Road is an undivided two lane road without posted speed limit, however, it has a 15 mph advisory speed at the curves. The existing configuration of Broad Stone Road with Rauch-Metz Road intersection is shown in **Figure 7**.

The intersection of Broad Stone Road with Broad River Road is located in the southern end of the interchange area approximately 1,395 feet from the middle of I-26 and Broad River Road intersection. The intersection of Broad Stone Road with Broad River Road is an unsignalized intersection with the approach of Broad Stone Road controlled by the STOP sign. Broad Stone Road is an undivided two lane road without posted speed limit, however, it has a 15 mph advisory speed at the curves. At the intersection with Broad River Road, Broad Stone Road with has right turn lane with 260 feet of storage and a 185 feet long taper. The existing configuration of Broad Stone Road with Broad River Road intersection is shown in **Figure 8**.



Source: Figure 25, Interstate 26 Widening Traffic Analysis Report
Figure 7. Exit 97: Broad Stone Road at Rauch-Metz Road



Source: Figure 26, Interstate 26 Widening Traffic Analysis Report
Figure 8. Exit 97: Broad Stone Road at Broad River Road

The intersection of the westbound ramps with Julius Richardson Road (S-40-959) is located in the northeastern quadrant of the interchange approximately 835 feet northwest from gore point of westbound off-ramp. The intersection of westbound ramps with Julius Richardson Road (S-40-959) is an unsignalized intersection with the approach of Julius Richardson Road controlled by the STOP sign. Julius Richardson Road is an undivided two lane road with 45 mph posted speed limit. The existing configuration of westbound ramps with Julius Richardson Road intersection is shown in **Figure 9**.



Source: Figure 27, Interstate 26 Widening Traffic Analysis Report

Figure 9. Exit 97: Westbound Ramps at Julius Richardson Road

The intersection of Broad River Road with westbound ramps and with south driveway to the Broad River Village shopping center is located in the northern end of the interchange approximately 790 feet from the middle of the I-26 and Broad River Road interchange. The intersection of Broad River Road with the westbound ramps and the south driveway to the shopping center is a signalized intersection. The south shopping center driveway has two inbound lanes and two outbound lanes consisting of a separate left turn lane and a shared through-right turn lane. These lanes are separated by a concrete median. The westbound off-ramp approach has a left turn lane with 185 feet of storage and a through lane with 185 feet long storage with a painted median between them. The existing configuration of Broad River Road at the westbound ramps and with south driveway to the mall with Food Lion intersection is shown in **Figure 5**.

The intersection of Broad River Road with the center driveway to the Broad River Village shopping center is located in the northern end of the interchange approximately 1,150 feet from the

middle of I-26 and Broad River Road interchange, and approximately 360 feet from the signalized intersection of Broad River Road with the westbound ramps and the southern shopping center driveway. The right turn movement from the westbound off-ramp merges into northbound Broad River Road approximately 60 feet north of the central driveway intersection. The central shopping center driveway is an unsignalized right turn in/right turn out intersection with a concrete channelizing island. The southbound right turn movement into driveway is made from a separate right turn lane with approximately 310 feet of storage, and a taper that ends just south of the northern shopping center driveway. The STOP sign controlled right turn movement from the driveway is made into the southbound right turn lane at the signalized intersection with the westbound ramps and the southern shopping center driveway. Traffic wishing to travel through on southbound Broad River Road or turn left onto the westbound on-ramp has to weave into those lanes within the approximately 245 feet available between the outbound driveway stop line and the stop line at the signalized intersection. The existing configuration of Broad River Road with westbound ramps and with central driveway to the mall with Food Lion intersection is shown in **Figure 4**.

The intersection of Broad River Road with the north driveway to the Broad River Village shopping center is located approximately 1,740 feet north of the middle of the I-26 and Broad River Road interchange and approximately 600 feet north of the center shopping center driveway. The intersection of Broad River Road with the north shopping center driveway is an unsignalized intersection with the approach of north driveway controlled by a STOP sign. The approach of north driveway has a single entrance lanes and separate left and right turn exit lanes. On southbound Broad River Road, there is a separate right turn lane for traffic entering the shopping center. This right turn lane has approximately 270 feet of vehicle storage. Northbound Broad River Road has a separate left turn lane for traffic turning left into this driveway. This left turn lane has approximately 215 feet of vehicle storage. The existing configuration of Broad River Road with westbound ramps and with north driveway to the mall with Food Lion intersection is shown in **Figure 10**.

The intersection of Broad River Road with West Shady Grove Road is located approximately 3,400 feet north of the middle of the I-26 and Broad River Road interchange and approximately 1,680 feet north of the north shopping center driveway. West Shady Grove Road intersects Julius Richardson Road approximately 4,170 east of its intersection with Broad River Road. The intersection of Broad River Road with West Shady Grove Road is an unsignalized intersection with the westbound approach of West Shady Grove controlled by a STOP sign. There are no separate turn lanes provided on any of the approaches to the intersection. The configuration of the intersection of Broad River Road and West Shady Grove Road is shown in **Figure 11**.



Source: Figure 28, Interstate 26 Widening Traffic Analysis Report

Figure 10. Exit 97: Broad River Road at Westbound Ramps and North Driveway



Source: Figure 29, Interstate 26 Widening Traffic Analysis Report

Figure 11. Exit 97: Broad River Road at West Shady Grove Road

Purpose and Need

The proposed project has two primary purposes: increase roadway capacity to address the projected increased traffic volumes and improve 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. The secondary purpose is to improve safety, which will be enhanced by improving the geometric design of the facility.

The needs for this project were identified through a comprehensive review of previous studies along with the analysis of current data compiled for this study. This includes information in the Traffic Analysis Report and the Accident Analysis Report, as well as that collected through meetings with SCDOT; federal, state and local agencies; project stakeholders, and the public.

Conceptual Design

The US 176/Broad River Road interchange is expected to be modified as part of the I-26 widening project. Analyses evaluating 2040 Build conditions for the intersections within the Exit 97 interchange area were performed for three alternatives.

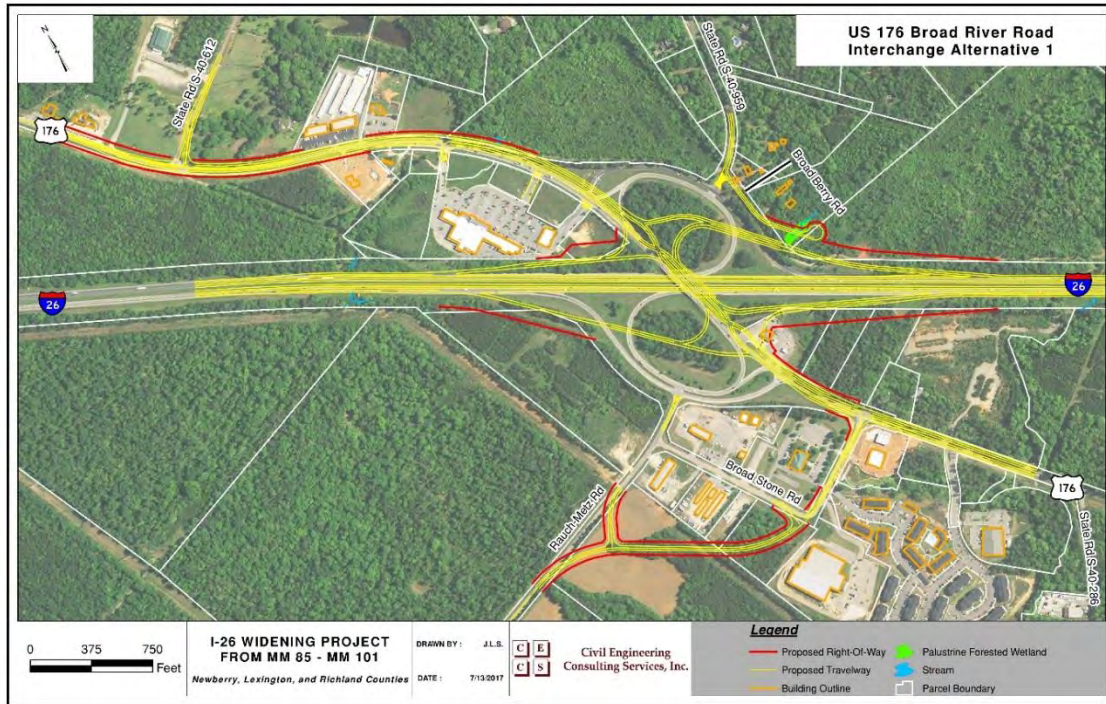
Three alternatives were developed for Exit 97 (**Figure 12** through **Figure 14**).

- Alternative 1 replaces the existing Exit 97 with a diverging diamond interchange (DDI). The conceptual design of Alternative 1 is shown in **Figure 12**.
- Alternative 2 replaces the existing Exit 97 with a new partial cloverleaf interchange. The conceptual design of Alternative 2 is shown in **Figure 13**.
- Alternative 3 replaces the existing Exit 97 with a single point urban interchange (SPUI). The conceptual design of Alternative 3 is shown in **Figure 14**.

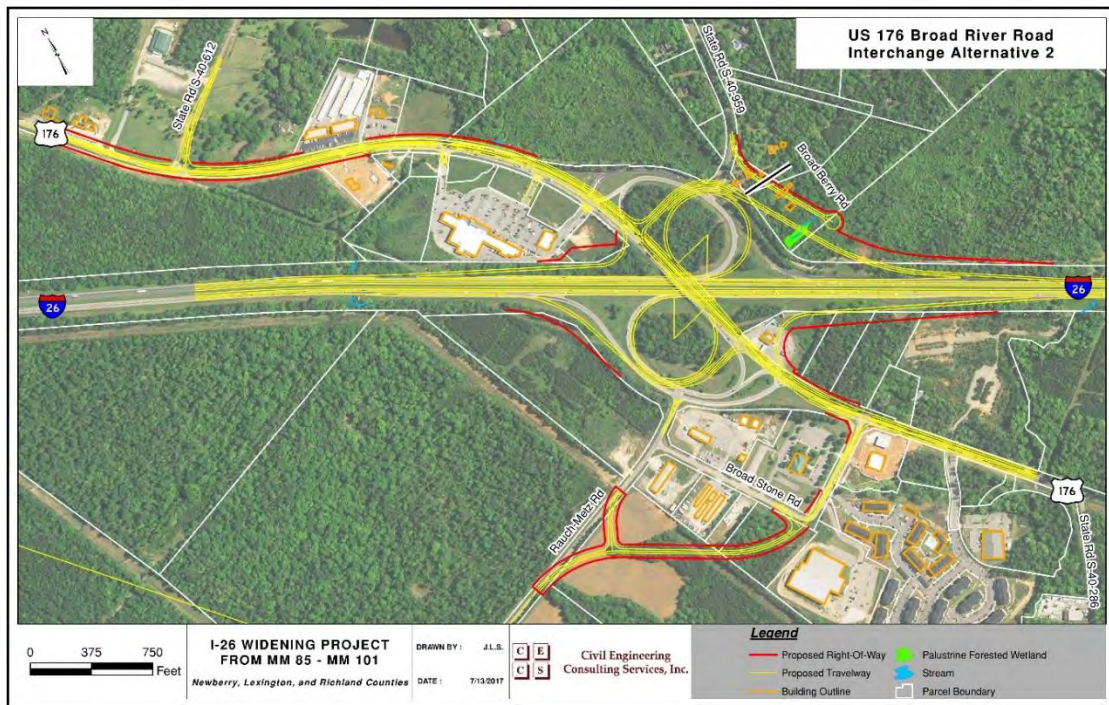
In each of the Exit 97 alternatives, traffic from the existing ramp intersections of Julius Richardson Road and Rauch Metz Road would be redirected to West Shady Grove Road and Broad Stone Road respectively. The existing intersection ramp intersections with Broad River Road would be eliminated, and Broad River Road would be widened through the interchange area between Broad Stone Road and the main Shopping Center Driveway. The eastbound off-ramp intersection would operate under traffic signal control. The existing traffic signal at the shopping center driveway would be removed and a new signal would be installed at the southern access to the shopping center, and traffic signals would be installed at the Broad River Road intersections with Broad Stone Road and West Shady Grove Road.

Alternative 1, the DDI, was selected as the Preferred Alternative for Exit 97. Alternative 1 would impact the least amount of streams and wetlands, when compared to the other Build alternatives, making this the least environmentally damaging practicable alternative. It also requires the least amount of new right-of-way and has the lowest overall estimated construction

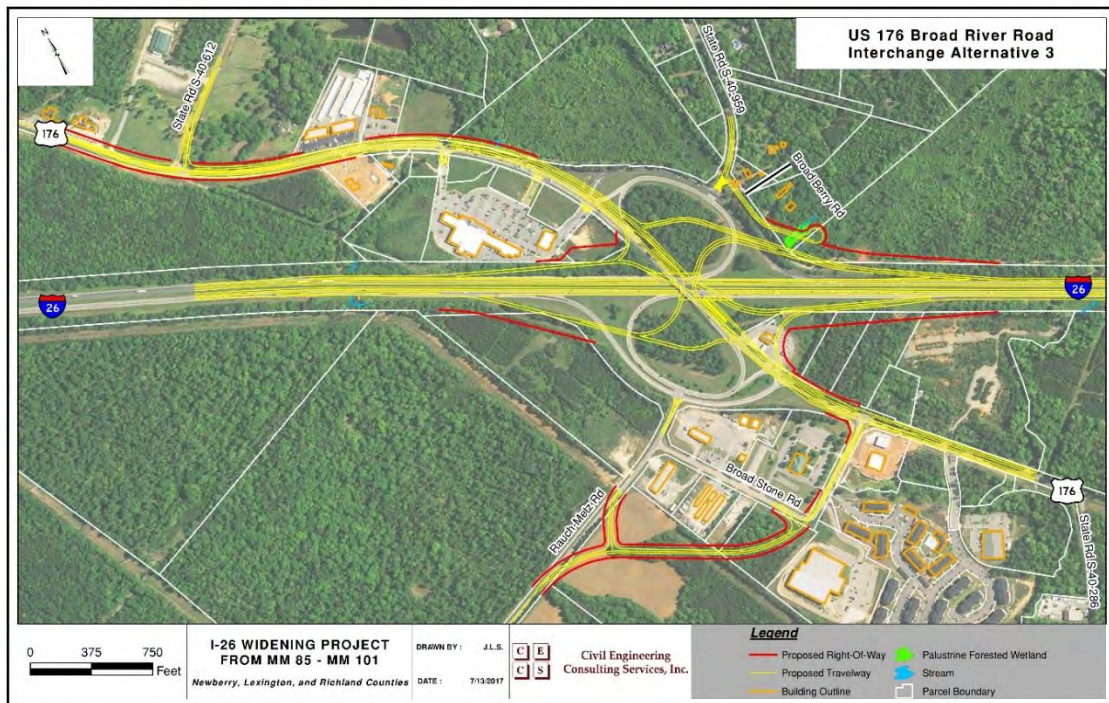
cost. The DDI would also reduce congestion and provide a safer interchange, satisfying the project purpose and need. The intersections of Broad River Road and the I-26 ramps would be improved from LOS E or F to LOS C or better. Because of these reasons, Alternative 1 was selected as the Preferred Alternative.



Source: Figure 84, *Interstate 26 Widening Traffic Analysis Report*
Figure 12. Improvement Alternative 1 Diverging Diamond Interchange



Source: Figure 83, *Interstate 26 Widening Traffic Analysis Report*
Figure 13. Improvement Alternative 2 Partial Cloverleaf



Source: Figure 85, *Interstate 26 Widening Traffic Analysis Report*
Figure 14. Improvement Alternative 3 SPUI

Intersection Modification Report Applicant

The interchange policy is administered by the Federal Highway Administration (FHWA). Therefore, FHWA is required to approve all new access or changes in access points pursuant to this policy.

As the owner and operator of the Interstate System, SCDOT is responsible for submitting a formal request to the FHWA in the form of an IMR that documents the analysis, the rationale for the proposed change in access, and the recommended action.

SCDOT is the sponsoring agency for the I-26 Widening project. The contact information for the I-26 Exit 97 IMR study is provided below:

Michael L. Hood, P.E., DBIA
Assistant Program Manager, Design-Build Group
SC Department of Transportation
955 Park St., Columbia, SC 29201

III. Study Area

In South Carolina, I-26 covers about 221 miles, and provides connections to I-95 south of Providence, to I-77 south of Cayce, to I-20 west of Columbia, and to I-85 north-west of Spartanburg. Within the study area shown on **Figure 1**, I-26 crosses portions of Newberry, Lexington and Richland Counties.

Demographics

According to the 2010 Census, Newberry County has approximately 37,500 residents, Lexington County has approximately 262,500 residents and Richland County has approximately 384,500. The counties have seen a steady increase in population since the 1950's. Between 2000 and 2010, Newberry county saw a 3.7% increase in population, Lexington County saw a 17.7% increase in population and Richland County saw a 16.6% increase in population.

According to the South Carolina Revenue and Fiscal Affairs Office, Newberry County is expected to continue to see gradual population growth between 2010 and 2030,¹ while Lexington County is expected to see more significant population growth by 2030. The same source estimates Richland County's population will continue to grow but possibly at a slower rate than from 2000 to 2010. Table 1, presents population growth and projections for the three counties.

¹ S.C. Revenue and Fiscal Affairs Office, *County Population Projections 2000-2030*, http://www.sccommunityprofiles.org/census/proj_c2010.html

Table 1: Population Growth in the I-26 PSA

County	2000 Population	2010 Population	2030 Population	2000 – 2010 % Growth	2010 – 2030 % Growth
Newberry	36,108	37,508	39,800	3.7%	5.6%
Lexington	216,014	262,391	333,200	17.7%	21.3%
Richland	320,677	384,504	456,000	16.6%	15.7%

Source: http://www.sccommunityprofiles.org/census/proj_c2010.html

Land Use

The I-26 Widening project corridor is located primarily within unincorporated areas of Newberry, Lexington, and Richland counties, but includes small portions of the towns of Irmo and Chapin. Existing land uses are primarily forested land and commercial businesses with areas of rural residential and light industrial operations. The closest incorporated municipalities are the City of Columbia to the southeast; the town of Irmo to the southwest; the Town of Chapin to the southwest; the Town of Little Mountain to the south and the Town of Newberry to the northwest.

Along the mainline of I-26, land uses consist mainly of forested land but become increasingly mixed with commercial and residential properties moving from west to east towards Columbia. An industrial park (Chapin Business and Technology Park) and a planned residential/ commercial neighborhood is located southwest of Exit 91. The industrial park has infrastructure and zoning in place but no buildings as of yet. The adjacent residential/ commercial area is in the planning stages.

Exit 97 – Broad River Road

Land uses surrounding Exit 97 – Broad River Road consist of light industrial, commercial, low-density residential, and open/forested land. Low-density residential land, off of Julius Richardson Road, and forested land is located to the north and northeast of the interchange. To the east of the interchange is the Evergreen 123 BP gas station and forested land. An SCDOT section shed and the SC Department of Motor Vehicles office are located to the south of the interchange. Small commercial businesses occupy this area as well. To the southwest of the interchange are two utility rights-of-way and forested land. To the northwest of the interchange is a commercial shopping center with several small businesses, anchored by the Food Lion grocery store.

With anticipated population growth and the corridor’s proximity to Columbia, residential, commercial and industrial development are expected to continue within the project study area, for the No-Build and the Preferred Alternative.

Along the mainline of I-26 in the project study area, the land use consists of mainly of forested land, with areas of commercial, residential, and light industrial uses. The proposed widening of the mainline is not expected to change land uses along the mainline of the interstate.

Transportation System

The Project study area roadway transportation system is part of the I-26 Widening study depicted in **Figure 1**. This region of Lexington, Newberry and Richland counties is accessed via I-26, which is an east-west freeway connecting Columbia with its suburbs in northwest direction.

For this IMR, a focused roadway system was evaluated. It consisted of I-26 mainline with its merges and diverges areas and the Exit 97 – Broad River Road (US 176) interchange. Specifically, I-26 westbound and eastbound mainline segments at Exit 97 – Broad River Road (US 176) were evaluated for traffic conditions during different hours of the day. This study area is a subset of the broader study area that was analyzed during the Interstate 26 Widening Traffic Analysis Report.

IV. Methodology

Scenarios Analyzed

In March 2017, STV Incorporated prepared the I-26 Widening Traffic Analysis Report that included the following scenarios:

- Existing Conditions
- 2040 No-Build Conditions
- 2040 Build Conditions

Analyses were performed for existing conditions (existing traffic, intersection traffic control and geometry), 2040 No-Build conditions (2040 traffic, and existing intersection traffic control and geometry) and 2040 Build conditions (2040 traffic and modified intersection traffic control and geometry reflecting the reasonable interchange improvement alternative). The Exit 97 alternatives were compared against one another to determine which best met the purpose and need with the least impacts.

The 2040 No-Build Alternative for the Exit 97 interchange represents the existing interchange configuration, intersection traffic control and geometric conditions with no changes to those conditions. Many of the impacts associated with the construction of the interchanges would not occur, but the interchanges would continue to be out of conformance with current state and federal design standards. This would not satisfy the purpose and need for the project.

There were three Reasonable Alternatives developed for Exit 97. These alternatives share many common features. They all would meet the purpose and need for the project by bringing the interchange into compliance with current state and federal design requirements. The safety at the interchange will be improved by providing on and off ramps that separate the interstate traffic from local traffic, and which will be long enough to allow traffic to merge onto the interstate and to store traffic that is exiting the interstate during peak hours. Alternative 1 was recommended as the Preferred Alternative for Exit 97. Therefore, the other alternatives were not carried forward in this document and Alternative 1 was analyzed for the 2040 Build Conditions for Exit 97.

The interchanges adjacent to Exit 97 are Exit 91 and Exit 101. Exit 91 – Columbia Avenue (S-32-48) is located approximately 5.30 miles northwest of Exit 97. Exit 101 – Broad River Road (S-40-76, US 176) is the next adjacent interchange to the southeast of Exit 97 and is located approximately 4.95 miles away. The interaction of the modifications proposed at Exit 97 with the adjacent interchanges at Exits 91 and 101 were initially analyzed and are included in the I-26 Widening Traffic Analysis Report.

By replacing the substandard ramps and modifying the existing interchange to meet current design standards, the proposed modified interchange with US 176/Broad River Road is anticipated to contribute to an improvement in traffic safety and provide space for the construction of an additional travel lane in each direction along I-26. The proposed improvements should mitigate the existing factors identified in the Accident Analysis as contributing to a high occurrence of rear-end collisions in the area, including short ramps and merge/diverge areas, as well as a narrow clear zone at and adjacent to the overpass for US 176/Broad River Road.

The Preferred Alternative of the interchange design also provides space for the construction of an additional travel lane in each direction along I-26 to the west of the interchange and 2 additional lanes in each direction to the east of the interchange. Altogether, these design provisions would enhance the operational efficiency and safety of the corridor, thereby increasing capacity and improving levels of service in the long term.

Traffic Forecasts

A proposed average annual growth rate was estimated based on a comparison of the AADT average annual growth rates (for 1996 and 2015) and the SCSWM average annual growth rates for each of the segments. This proposed growth rates were applied to all mainline, ramp and arterial turning movement volumes within the study area to generate the design year peak hour volumes for use in the alternatives analysis. In setting the growth rate, an annual percentage that is comparable to, but higher than the observed growth rates is often desirable so a conservative analysis of future traffic conditions may be attained.

Many of the segments in the study area had estimated growth rates exceeding 1.00 percent per year based on the statewide model. Historic data of all segments exceeded 2.00 percent per year. Given the long term historic growth in the corridor, the growth rate falls in a range from 1.5 percent (based on the model assignments) and 2.5 percent per year (based on the long term growth rate from 1996 – 2015). Based on discussions with SCDOT it was determined that a growth rate of 1.5 percent would be used to the east of US 176 (Broad River Road), a growth rate of 2 percent would be used from US 176 (Broad River Road) to east of SC 202, and a growth rate of 2.5 percent would be used from SC 202 to the west.

Traffic Analysis

A series of capacity analyses were performed based on the methodologies and guidelines contained in the Transportation Research Board’s publication **HCM 2010 Highway Capacity Manual** (HCM). Various analysis and simulation software packages based on the HCM were used in performing the analyses. These included:

- a. McTrans’ *HCS 2010* (Version 6.3)
 - o Freeway Segments
 - o Ramp Merge/Diverge Areas
 - o Weaving Segments
- b. Trafficware’s *Synchro* (Version 9.1.910.24)
 - o Unsignalized Intersections
 - o Signalized Intersections
- c. Caliper’s *TransModeler* (Version 4.0 Build 6020)
 - o Network Simulation
 - o Freeway Segments
 - o Ramp Merge/Diverge Areas

Level of Service Criteria

The analysis methodologies contained in the HCM for the various facility types and users describe the operational conditions in terms of a Level of Service (LOS). The HCM defines LOS as

“...a quality measure describing operations conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver’s perception of those conditions. Safety is not included in the measures that establish service levels.”

The following discussions and tables describe the HCM LOS criteria for freeway segments, ramp merge/diverge segments, weaving segments, unsignalized intersections and signalization intersections.

Freeway Segments

The HCM characterizes the capacity of a basic freeway segment “...by three performance measures: density in passenger cars per mile per lane (pc/mi/ln), space mean speed in miles per hour (mi/h), and the ratio of demand flow rate to capacity (v/c). Each of these measures is an indication of how well traffic is being accommodated by the basic freeway segment.” **Table 2** shows the HCM LOS criteria for basic freeway segments. LOS F occurs when either the segment density exceeds 45 pc/mi/ln or when the segment v/c ratio exceeds 1.0 (regardless of the segment density).

Table 2. Freeway Segment LOS Criteria

Basic Freeway Segments	
LOS	Density (pc/mi/ln)
A	< 11
B	> 11-18
C	> 18-26
D	> 26-35
E	> 35-45
F	> 45 v/c > 1.0

Source: Table 12 – Interstate 26 Widening Traffic Analysis Report

Weaving Segments

Weaving segments occur where two or more streams of traffic traveling in the same direction are able to cross each other without traffic control devices. This typically occurs where a merge segment is followed by a diverge segment within a relative short distance (usually less than 2,800 feet). The LOS of a weaving segment is also related to the density of the segment. Regardless of the density, the weaving segment is considered to operate at LOS F when the v/c exceeds 1.0. **Table 3** shows the HCM LOS criteria for Freeway Weaving Segments.

Table 3. Weaving Segment LOS Criteria

Freeway Weaving Segments	
LOS	Density (pc/mi/ln)
A	< 10
B	> 10-20
C	> 20-28
D	> 28-35
E	> 35
F	v/c > 1.0

Source: Table 13 – Interstate 26 Widening Traffic Analysis Report

Ramp Merge and Diverge Areas

Ramp-freeway junctions occur when merging maneuvers occur (on-ramps) or when diverging maneuvers occur (off-ramps). The operation of these merge and diverge areas are affected by a number of factors, including the operation of the adjacent freeway segment and the proximity and flow on adjacent ramps. Typically, the influence area of the ramps is 1,500 feet upstream of a diverge point and downstream from a merge point. As with freeway segments and weaving segments, the LOS of a merge or diverge area is related to the density of the segment. Regardless of the density, the merge or diverge areas are considered to operate at LOS F when the freeway demand exceeds the capacity of the upstream freeway segment (at diverge areas) or the downstream freeway segment (at merge areas), as well as when the ramp demand exceeds the ramp capacity. **Table 4** shows the HCM LOS criteria for Ramp Merge and Diverge areas.

Table 4. Merge/Diverge LOS Criteria

Ramp Merge and Diverge Areas	
LOS	Density (pc/mi/ln)
A	< 10
B	> 10-20
C	> 20-28
D	> 28-35
E	> 35
F	v/c > 1.0

Source: Table 14 – Interstate 26 Widening Traffic Analysis Report

Unsignalized Intersections

The LOS for unsignalized intersections is based on the average control delay per vehicle. Since major street traffic is seldom controlled by STOP signs (except at intersections with ALL-WAY STOP control or in special circumstances), major street traffic generally will experience virtually no delay. Most of the delay will be encountered by traffic on approaches controlled by STOP signs. Under certain conditions, delay will also be encountered by left turning traffic on the major

street waiting for appropriate sized gaps in the opposing traffic flow to complete their turn. Therefore, the delay experienced by STOP controlled movements and major street left turns, rather than the entire average intersection delay, are used to identify the critical LOS at these intersections. **Table 5** shows the HCM LOS criteria for unsignalized intersections.

Table 5. Unsignalized Intersection LOS Criteria

Unsignalized Intersections	
LOS	Control Delay (sec/vehicle)
A	< 10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

Source: Table 15 – *Interstate 26 Widening Traffic Analysis Report*

Signalized Intersections

The LOS for signalized intersections is based on the average control delay per vehicle. LOS can be identified for the entire intersection, individual intersection approaches, and each movement/lane-group. **Table 6** shows the HCM LOS criteria for signalized intersections.

Table 6. Signalized Intersection LOS Criteria

Signalized Intersections	
LOS	Control Delay (sec/vehicle)
A	< 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

Source: Table 16 – *Interstate 26 Widening Traffic Analysis Report*

V. Traffic Volumes

The traffic volumes used in the analysis for Exit 97 consisted of Existing (2016) conditions, and Future (2040) No-Build and Build conditions.

Existing 2016 Traffic Volumes

Turning movement traffic count data was obtained for a number of ramp termini and other adjacent intersections within the Exit 97 interchange area from 7:00 to 9:00 AM and from 4:00 to 6:00 PM on Tuesday, August 23 2016. The turning movement count data, which are provided in **Appendix A**, included:

- US 176 & Center Food Lion Drive (right in/out)
- US 176 & North Food Lion Drive (full access/STOP controlled)
- US 176 & S-40-612 (W Shady Grove Road)
- S-40-385 Rauch-Metz Road & S-40-2805 (Broad Stone Road)

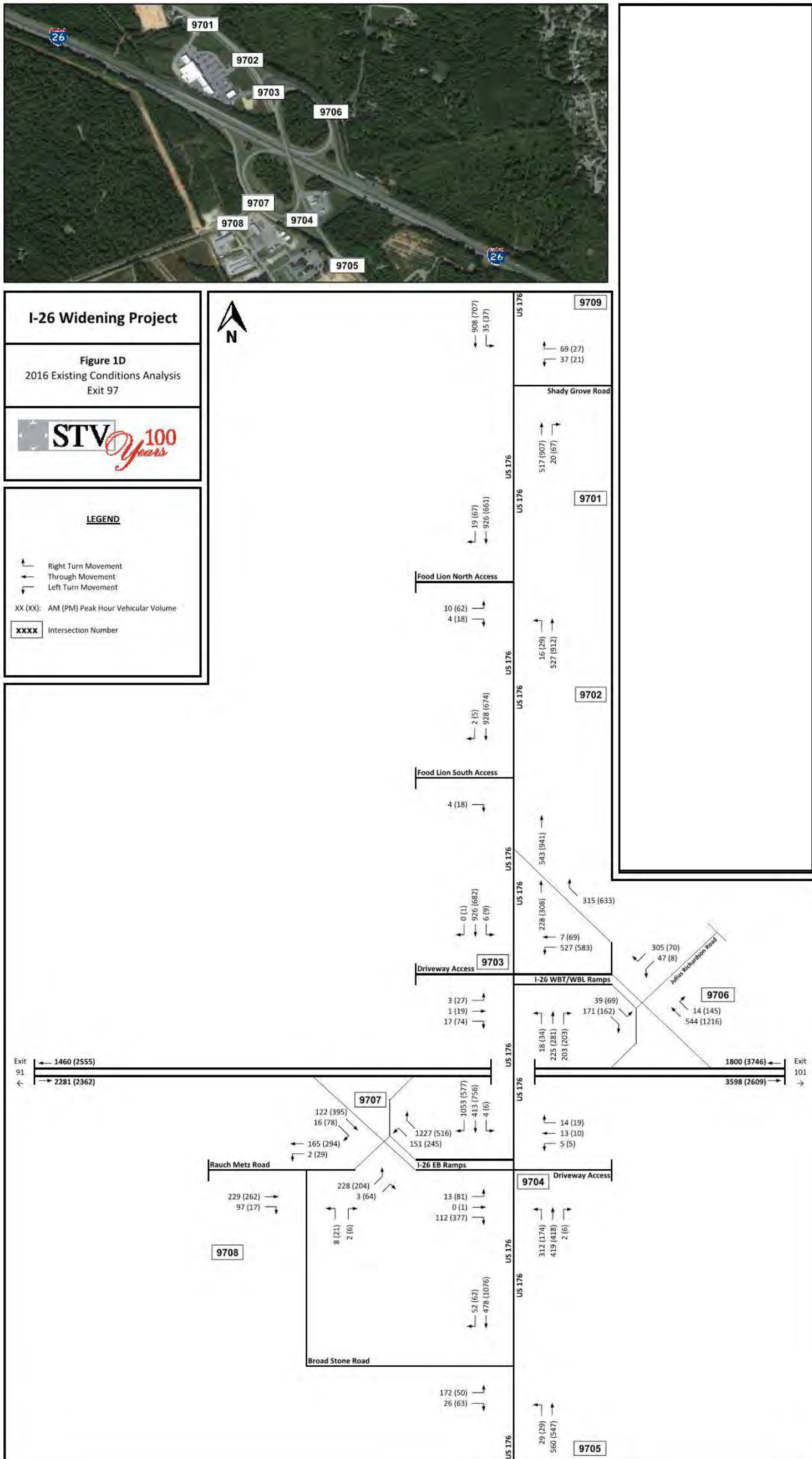
Turning movement counts were conducted for 12 hours between 7:00 AM and 7:00 PM on Tuesday, August 23, 2016 at the following locations:

- US 176 & I-26 westbound ramps/Exxon Drive
- US 176 & I-26 eastbound ramps/South Food Lion Drive
- I-26 eastbound ramp & S-40-385 (Rauch-Metz Road)
- I-26 westbound ramp & S-40-2894 (Julius Richardson Road)
- US 176 & S-40-2805 (Broad Stone Road)
- S-40-385 Rauch-Metz Road & S-40-2805 (Broad Stone Road)

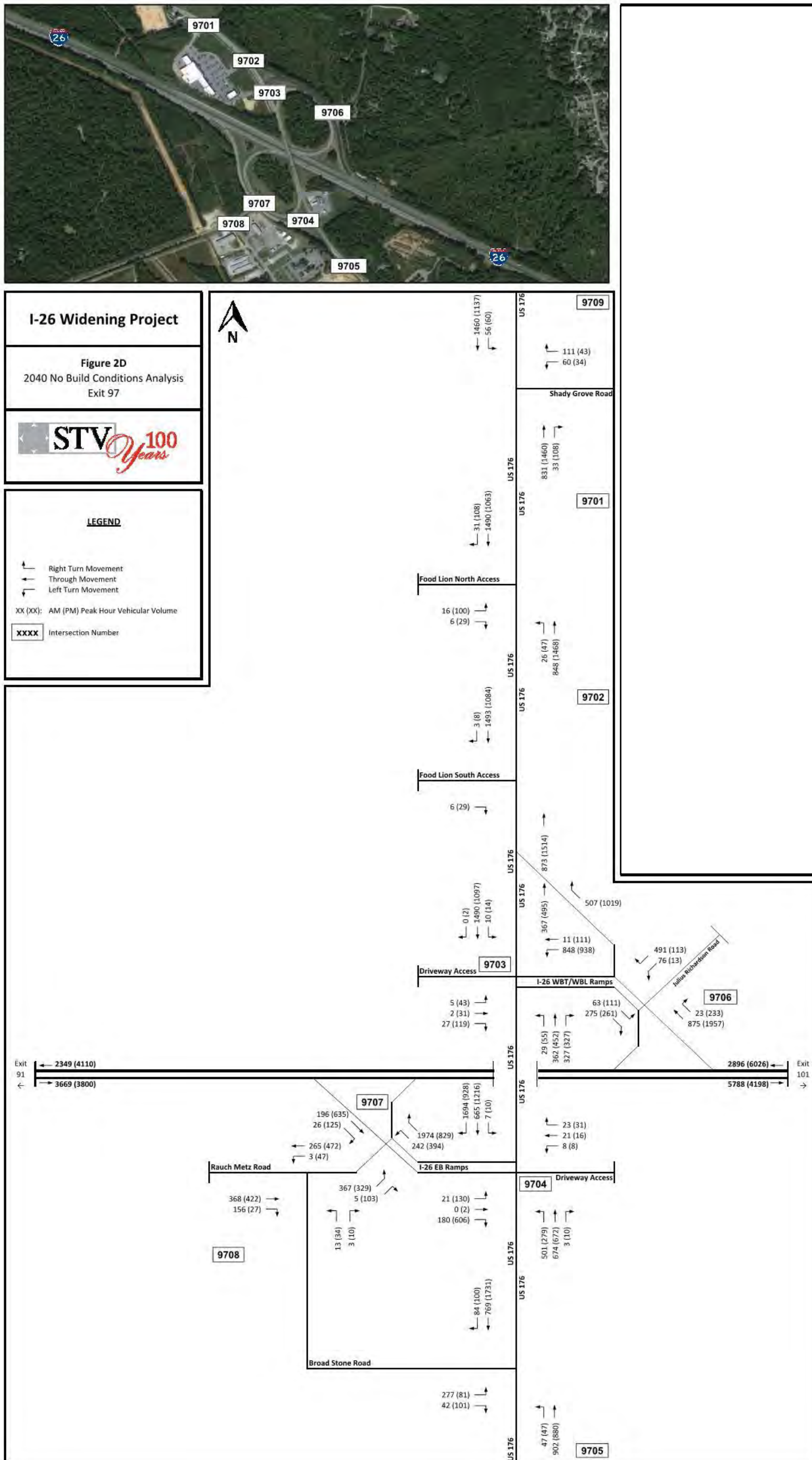
The turning movement traffic count data were evaluated and reviewed. The morning and afternoon peak hour volumes at each of the ramp termini and the adjacent intersections at each interchange were identified and were balanced between intersections. The balanced morning and afternoon peak hour volumes for the interchanges are shown in **Figure 15**.

2040 Traffic Volumes

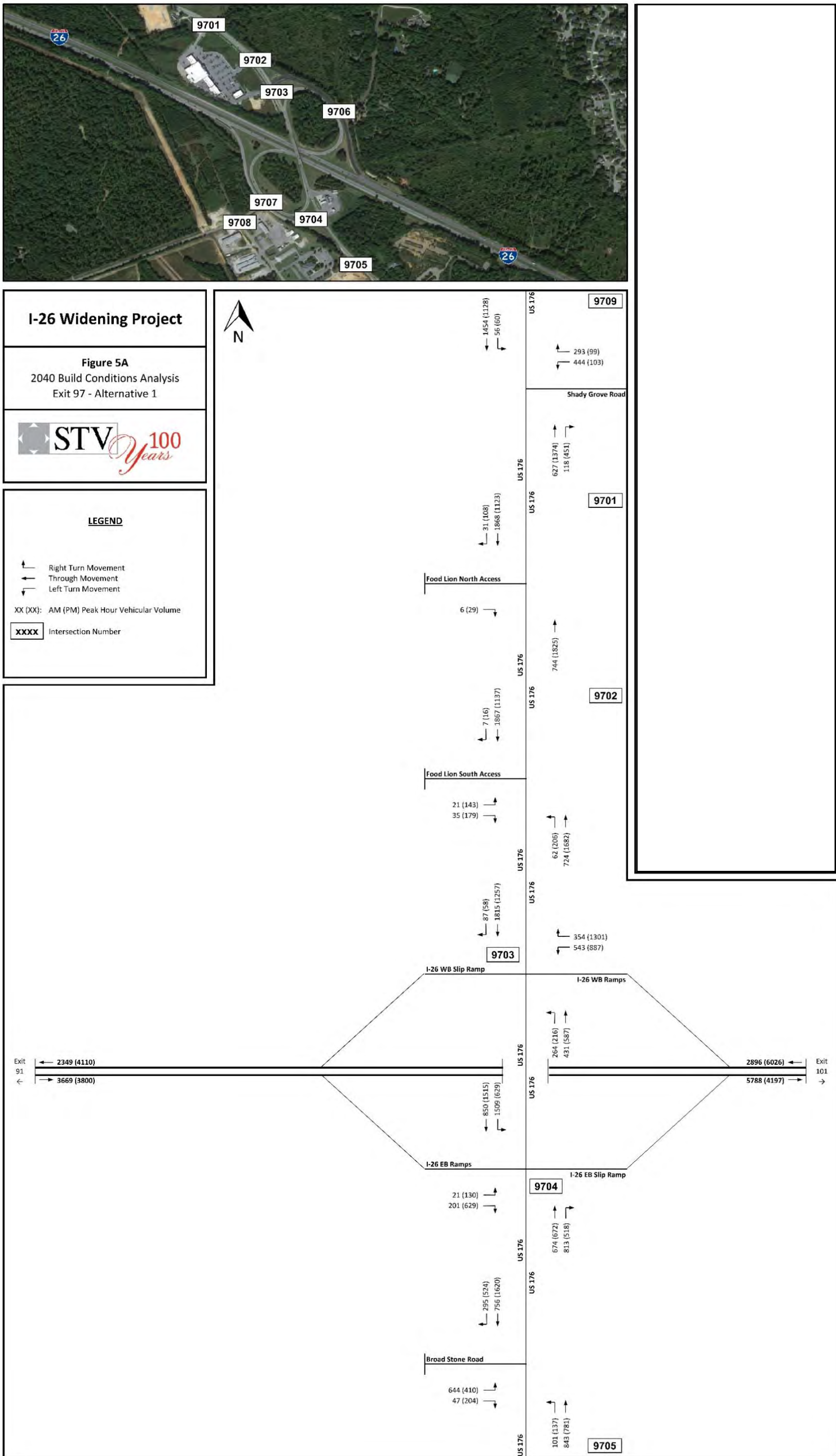
An annual growth rate of the study area of about 2.0 percent per year was applied to the freeway between Exits 91 and 101 to achieve balanced volumes through the corridor to achieve balanced volumes throughout the corridor. A similar rate was applied to the ramp traffic, and intersection turning movement volumes to develop projections of the 2040 No-Build Design Hour Traffic Volumes. The 2040 estimated peak hour turning movement volumes on the existing (No-Build) network at the Exit 97 interchange are shown in **Figure 16** and on the Preferred Alternative 1A in **Figure 17**.



Source: Figure 60, Interstate 26 Widening Traffic Analysis Report
Figure 15. Existing Peak Hour Turning Movement Volumes



Source: Figure 66, Interstate 26 Widening Traffic Analysis Report
Figure 16. 2040 Estimated No-Build Peak Hour Turning Movement Volumes



Source: Figure 93, Interstate 26 Widening Traffic Analysis Report
Figure 17. 2040 Estimated Peak Hour Turning Movement Volumes Alternative 1

VI. Traffic Operations

Freeway and Ramp Merge/Diverge Segment Analysis

The analysis of basic freeway segments within the study area were performed for existing conditions (2016), future (2040) No-Build conditions and future (2040) Build conditions. The following criteria were identified through discussions with SCDOT and used for various inputs within the freeway segment analysis:

- The 10th highest hour volumes based on the P-0112 ATR count station data for the eastbound AM design hour, and the P-0015 ATR count station data for the eastbound PM and westbound AM and PM design hours, balanced through the system, were used for the freeway segment mainline volumes.
- To develop future (2040) traffic volumes, a growth rate of 2.0 percent was applied to existing volumes from US 176 (Broad River Road) to east of SC 202.
- A peak hour factor of 0.90 was used for freeway segments and ramp areas.
- Mainline vehicle classification counts were completed in both directions east of Exit 101 and west of Exit 85. The highest observed peak hour truck percentages at the vehicle classification counts for all of the segments in each direction/peak hour were used. The highest observed truck percentages all ended up being the truck percentages observed west of Exit 85. The proportion of trucks and buses traveling on the freeway segments and ramp movements, based on SCDOT data, is:
 - Eastbound AM – 16%
 - Eastbound PM – 14%
 - Westbound AM – 23%
 - Westbound PM – 13%
- Based on the grades through the study area, the terrain was selected as “Rolling”, instead of “Level” or “Mountainous”.
- Free-flow speed was set at the posted speed limit along the segment.

The existing conditions and 2040 No-Build conditions analyses were performed using the existing number of freeway lanes present on the segments within the study area. The 2040 Build conditions analyses were performed assuming I-26 would provide three lanes in each direction from Exit 85 to Exit 101 and four lanes in each direction from Exit 101 to Exit 102. In addition, analysis results indicated that four lanes were needed between exits 97 and 101 and five lanes between exits 101 and 102 due to inadequate LOS. The Basic Freeway Segment Analysis outputs are provided in **Appendix B** and are shown in **Table 7**. The results of the ramp merge and diverge analysis for Exit 97 are shown in **Table 8** and **Table 9** respectively.

Table 7 - Freeway Segment Capacity Analysis Results

Basic Freeway Segment Analysis Results															
Direction	Segment	Existing # of lanes	Future # of lanes	AM Peak Hour						PM Peak Hour					
				2016 Existing		2040 No-Build		2040 Build		2016 Existing		2040 No-Build		2040 Build	
				LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
WB	Exit 101-97	2	4	C	19.3	E	36.5	B ²	15.5	F	46.5	F	n/a	D ²	30.9
WB	Exit 97-91	2	3	B	15.6	D	26.4	B	16.7	C	24.6	F	59.4	D	26.9
EB	Exit 91-97	2	3	C	23.6	F	54.1	C	25.8	C	22.9	F	50.9	C	25.0
EB	Exit 97-101	2	4	F	51.4	F	n/a	D ²	33.0	D	26.0	F	68.7	C ²	20.1

¹ - Weaving section treated as freeway segment

² - Widened to four lanes

Table 8 - Ramp Merge Capacity Analysis Results

Freeway Merge Analysis Results													
Direction	Merge Location	AM Peak Hour						PM Peak Hour					
		2016 Existing		2040 No-Build		2040 Build		2016 Existing		2040 No-Build		2040 Build	
		LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
WB	Exit 97 Loop	B	13.1	C	23.2	B	14.3	C	22.0	F	40.3	C	24.4
EB	Exit 97 Loop	D	32.5	F	54.6	D ¹	31.9	C	21.7	F	37.3	C	25.3

¹ - Analysis reflects 4 lanes, with 4th lane being an add-lane for acceptable operations

Table 9 - Ramp Diverge Capacity Analysis Results

Freeway Diverge Analysis Results													
Direction	Diverge Location	AM Peak Hour						PM Peak Hour					
		2016 Existing		2040 No-Build		2040 Build		2016 Existing		2040 No-Build		2040 Build	
		LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
WB	Exit 97	B	16.5	D	30.6	B	13.2	F	35.2	F	60.7	A ¹	7.4
EB	Exit 97	C	23.2	F	40.0	C	21.8	C	22.5	F	39.0	C	24.0

¹ - Analysis reflects 4 lanes and 2 Ramp Lanes

The analysis results for the freeway segments in the westbound and in the eastbound direction between Exit 91 and Exit 101 for the 2016 Existing Conditions, summarized in **Table 7**, indicate the following:

- During the morning peak hour, the freeway segments operate at LOS C or better except the eastbound segment between Exit 97-101 that operates at LOS F;
- During the afternoon peak hour, the freeway segments operate at LOS D or better except the westbound Exit 101-97 that operates at LOS F.

With traffic volumes projected to increase within the vicinity of Exit 97 at an annual rate of about 2.0 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and reductions of freeway segment LOS.

- During the 2040 No-Build morning peak hour the westbound freeway segment between Exit 97 and Exit 91 operates at LOS D. The remaining segments operate at LOS E or LOS F;
- During the 2040 No-Build afternoon peak hour all freeway segments will operate at LOS F.

The additional capacity provided by the construction of one more lane in each direction between Exits 91 and 97, and two more lanes in each direction between Exit 97 and Exit 101, will result in an improved LOS compared to the 2040 No-Build conditions and to the Existing Conditions. The 2040 Build analysis results indicate that:

- During the morning peak hour, the freeway segments operate at LOS D or better;
- During the afternoon peak hour, the freeway segments operate at LOS D or better.

The Ramp Merge Analyses outputs are provided in **Appendix C** and the summary analysis results for the ramp merge areas are shown in **Table 8**. The analysis results for the ramp merge areas indicate the following:

Using the design hour volumes for the morning and afternoon peak hours, the analysis results for the 2016 Existing Conditions indicate that:

- During the morning peak hour, all merge areas at Exit 97 operate at LOS D or better;
- During the afternoon peak hour, all merge areas at Exit 97 operate at LOS C.

With traffic volumes projected to increase on the merge ramps within the corridor at an annual rate of about 2.0 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing merge ramps capacity will result in increased density and will reduce the LOS of merge areas.

- During the 2040 No-Build morning peak hour, the westbound loop on ramp merge at Exit 97 would operate at LOS C, while the eastbound Exit 97 loop on-ramp is expected to operate at LOS F;
- During the 2040 No-Build afternoon peak hour, both merge areas at Exit 97 operate at LOS F.

The additional capacity provided by the construction of one in each direction along I-26 from Exit 91 to Exit 97, and two lanes in each direction between Exit 97 to Exit 101 will lower densities in the ramp merge areas, and result in comparable LOS compared to the Existing Conditions, and improved LOS over the 2040 No-Build condition in the afternoon peak hour.

- During the 2040 Build morning peak hour, the Exit 97 merge areas would operate at LOS D or better if the fourth lane is constructed between Exit 97 and Exit 91. Note, the 4th lane would be an add lane and the simulation analysis may be more representative of the Exit 97 eastbound on-ramp area.
- During the 2040 Build afternoon peak hour, all merge areas at Exit 97 or adjacent to it are expected to operate at LOS C.

The Ramp Diverge Analyses are also provided in **Appendix C** and summaries of the results are shown in **Table 9**. The analysis results indicate the following:

Using the design hour volumes for the morning and afternoon peak hours, the analysis results for 2016 Existing Conditions indicate that:

- During the morning peak hour, the Exit 97 diverge areas operate at LOS C or better;
- During the afternoon peak hour, the Exit 97 eastbound diverge area operates at LOS C and the westbound diverge area operates at LOS F.

With traffic volumes projected to increase within the corridor at an annual rate of 2.0 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing exit ramps will experience increased density and will reduce the diverge area LOS at the off-ramps.

- During the 2040 No-Build morning peak hour, the westbound off-ramp at Exit 97 will operate at LOS D and the eastbound off ramp at Exit 97 will operate at LOS F;
- During the 2040 No-Build afternoon peak hour the eastbound and westbound diverge areas at Exit 97 will operate at LOS F.

The additional capacity provided by the construction of a third lane in each direction along I-26 between Exit 91 and 97, and up to four lanes between Exits 97 and 101 will lower densities in the ramp diverge areas, resulting in an improvement in LOS compared to the 2040 No-Build condition and comparable to 2016 Existing conditions. The 2040 Build analysis results indicate that:

- During the morning peak hour, the Exit 97 diverge areas are projected to operate at LOS C or better;
- During the afternoon peak hour, the Exit 97 westbound diverge area is projected to operate at LOS A with the fourth lane is constructed between Exit 97 and Exit 91 and a two-lane off-ramp. This 4th lane would be a lane drop at Exit 97 and therefore, due to the limitations of HCS in analyzing lane drops the simulation analysis may be more representative of the off-ramp analysis. Additional Freeway segment analysis immediately upstream and downstream of the ramp diverge area show the area operates at LOS D. The eastbound diverge area is expected to operate at LOS C.

Existing and 2040 No Build Intersection Analysis

Capacity analyses for the signalized and unsignalized intersections at the interchanges within the study area were performed. Analyses were performed for existing conditions (existing traffic, intersection traffic control and geometry), 2040 No-Build conditions (2040 traffic, and existing intersection traffic control and geometry), and 2040 Build conditions (2040 traffic and modified intersection traffic control and geometry).

For unsignalized intersections, the intersection operation is represented by the worst approach delay and LOS of all the STOP sign controlled approaches to the intersection. For signalized intersections, the intersection operation is represented by the intersection delay and LOS.

The results of the unsignalized and signalized intersection capacity analyses for existing conditions and the 2040 No-Build conditions are shown in **Table 10** and **Figure 18**. The HCM intersection capacity outputs for each intersection are provided in **Appendix D**.

Under the existing conditions at Exit 97, atypical intersection configurations at several locations and heavy volumes lead to several intersections operating at LOS E or F in both peak hours. These intersections include:

- Broad River Road at Food Lion North Access,
- Broad River Road at Broad Stone Road,
- I-26 WB Ramps at Julius Richardson Road, and
- I-26 EB Ramps at Rauch-Metz Road.

For the intersections identified above, several improvements may be necessary to provide acceptable LOS under existing conditions, such as installing a new traffic signals on Broad River Road at Food Lion North Access and at Broad Stone Road

In general, with the forecasted increases in traffic and without improvements to the intersections, delay in the 2040 No-Build analyses can be expected to be higher than delay during the Existing Conditions analyses. In some cases, the increases in delay may still result in acceptable LOS being obtained. In other cases, the increases in delay may result in LOS E or LOS

F conditions. When these results occur, it may be necessary to provide additional capacity (such as constructing separating left and/or right turn lanes) and/or changes in the traffic control (such as installing traffic signals) to reduce delay and improve the LOS.

Under the 2040 No-Build conditions with the forecasted increases in traffic, delay can be expected to increase on the intersection approaches. Additional intersections are expected to operate at LOS E or F in the morning and afternoon peak hours, in addition to those described in existing conditions, including Broad River Road at I-26 westbound right turn Slip Ramp, and Broad River Road at I-26 westbound ramp. However, due to unprocessed volume from upstream queuing, the No-Build conditions may appear better than the Existing conditions in some locations.

The operation of the intersections on Broad River Road at the I-26 WB Ramps may require capacity or traffic control improvements, such as an additional through lane on Broad River Road in both directions, to provide acceptable LOS during the 2040 No-Build operating conditions.

The analysis results for the existing and 2040 No-Build conditions at Exit 97 for the Broad River Road (US 176) interchange intersections are illustrated in **Figure 18**.

2040 Build Intersection Analysis – Preferred Alternative (Alternative 1)

The Broad River Road (US 176) interchange is expected to be modified as part of the I-26 widening project. The 2040 Build analyses for the intersections within the Exit 97 interchange area were performed for three alternatives in the I-26 Mainline Study.

Alternative 1, which replaces the existing Exit 97 interchange with a diverging diamond interchange, was selected as the Preferred Alternative. Other elements of the alternative concept include:

- Shifting Julius Richardson Road traffic to West Shady Grove Road
- Shifting Rauch-Metz Road traffic to Broad Stone Road
- Eliminate the existing intersection of Broad River Road and the I-26 westbound ramps/shopping center access
- Widen Broad River Road between Broad Stone Road and the Food Lion North Access
- Upgraded acceleration/deceleration lanes on I-26
 - Eastbound on-ramp: 1325' (1625' including taper)
 - Eastbound off-ramp: 990' (1290' including taper)
 - Westbound on-ramp: 770' (1070' including taper)

Capacity analyses for the signalized and unsignalized intersections of the Preferred Alternative were performed for the 2040 Build conditions which included the 2040 traffic volumes and modified intersection traffic control and geometry to the interchange at Exit 97. The traffic operations analysis of the Preferred Alternative identified areas where traffic control improvements were projected to be needed to provide acceptable operating LOS. The results of

the unsignalized and signalized intersection capacity analyses for the 2040 Build Preferred Alternative (with and without additional improvements) are shown in **Table 11**. **Table 12** also summarizes the storage length and queuing for 2040 Build Conditions. The conceptual design of Alternative 1 for the Broad River Road (US 176) interchange intersections and the results of the capacity analyses (with additional improvements) are illustrated in **Figure 19**.

Table 10 - Intersection Capacity Analysis Results

Intersection #	Intersection Name	2016 Existing Conditions				2040 No Build Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Exit 97									
9701	Broad River Road (US 176) at Food Lion North Access ¹	E	45.8	F	260.3	F	859.1	err ²	err ²
9702	Broad River Road (US 176) at Food Lion South Access	incompatible with HCM 2000 due to free movements							
9712	Broad River Road (US 176) at I-26 WBR Slip Ramp ¹	B	14.2	F	55.5	F	60.9	F	531.7
9703	Broad River Road (US 176) at I-26 WBT / WBL Ramps	F	93.1	D	51.8	F	320.5	F	211.7
9704	Broad River Road (US 176) at I-26 EB Ramps	incompatible with HCM 2000 due to five-legged intersection							
9705	Broad River Road (US 176) at Broad Stone Road	F	214.1	F	198.2	F	8,373.8	F	4,604.9
9706	I-26 WB Ramps at Julius Richardson Road ¹	F	83.0	F	84.6	F	789.9	err ²	err ²
9707	I-26 EB Ramps at Rauch-Metz Road ¹	err ²	err ²	F	222.6	err ²	err ²	err ²	err ²
9708	Rauch-Metz Road at Broad Stone Road ¹	B	12.7	B	14.8	C	18.2	D	27.8
9709	Broad River Road (US 176) at Shady Grove Road ¹	E	41.3	F	56.0	B	10.5	B	12.6
¹ Intersection unsignalized under all scenarios; worst approach LOS and delay reported. ² Queue unable to be processed per HCM 2000 methodology; error reported. ³ Values from <i>Interchange Modification Report: I-26 at S-48 (Columbia Avenue) Interchange Improvements</i> .									

Source: Table 21 – Interstate 26 Widening Traffic Analysis Report



Source: Figure 76, Interstate 26 Widening Traffic Analysis Report
Figure 18. Exit 97 – Broad River Road (US 176) Interchange Intersection LOS Summary

Table 11- Intersection Capacity Analysis Results - 2040 Base vs 2040 Build Exit 97

Intersection #	Intersection Name	2040 No Build Conditions				2040 Build Conditions				2040 Build Conditions with Improvements			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Alternative 1: DDI													
9701	Broad River Road (US 176) at Food Lion North Access ¹	F	859.1	err ²	err ²	C	21.5	B	14.9	C	21.5	B	14.9
9702	Broad River Road (US 176) at Food Lion South Access ³	incompatible with HCM 2000 due to free movements				F	611.4	err ⁵	err ⁵	A	7.4	B	14.2
9712	Broad River Road (US 176) at I-26 WBR Slip Ramp ¹	F	60.9	F	531.7	intersection removed; shifted to 9713							
9703	Broad River Road (US 176) at I-26 WBT/WBL Ramps	F	320.5	F	211.7	B	16.6	C	21.1	B	10.3	B	10.8
9704	Broad River Road (US 176) at I-26 EB Ramps ²	incompatible with HCM 2000 due to five-legged intersection				C	21.8	C	22.5	B	17.3	C	24.1
9705	Broad River Road (US 176) at Broad Stone Road ³	F	8,373.8	F	4,604.9	F	9,323.3	err ⁵	err ⁵	B	15.3	B	19.3
9706	I-26 WB Ramps at Julius Richardson Road ¹	F	789.9	err ²	err ²	intersection removed; shifted to 9709							
9707	I-26 EB Ramps at Rauch-Metz Road ¹	err2	err2	err2	err2	intersection removed; shifted to 9705							
9708	Rauch-Metz Road at Broad Stone Road ¹	C	18.2	D	27.8	free-flow under Build Conditions							
9709	Broad River Road (US 176) at Shady Grove Road ³	B	10.5	B	12.6	F	6,032.1	F	5,129.5	C	26.7	C	29.9
9713	Broad River Road (US 176) at I-26 WBR Slip Ramp	added under Build Conditions				B	14.7	F	541.8	A	1.8	B	10.8
9714	Broad River Road (US 176) at I-26 EBR Slip Ramp ⁴					C	16.2	F	601.8	A	0.0	A	0.0
9723	Broad River Road (US 176) at I-26 WBL Slip Ramp					B	14.7	B	14.0	B	14.6	B	18.5
9724	Broad River Road (US 176) at I-26 EBL Slip Ramp ¹					B	11.2	B	12.8	B	11.2	B	12.8
¹ Intersection unsignalized under all scenarios; worst approach LOS and delay reported. ² Intersection signalized under 2040 Build Conditions; otherwise, worst approach LOS and delay reported. ³ Intersection signalized under 2040 Build Conditions with Improvements; otherwise, worst approach LOS and delay reported. ⁴ Lane added and YIELD control removed under 2040 Build Conditions with Improvements; zero delay reported per HCM 2000 methodology. ⁵ Delay unable to be processed per HCM 2000 methodology; error reported.													

Source: Table 23 – Interstate 26 Widening Traffic Analysis Report

Table 12 - 2040 Build Intersection Queue Lengths Exit 97

Intersection #	Intersection Name	Movement			95th Percentile Queue Length (ft)						Available Storage Length (ft)				
		2040 No Build Conditions	2040 Build Conditions	2040 Build Conditions w/ Improvements	2040 No Build Conditions		2040 Build Conditions		2040 Build Conditions w/ Improvements		2040 No Build	2040 Build	2040 Build Conditions w/ Improvements	2040 Build Final Plans	
					AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak					
Alternative 1: DDI															
9701	Broad River Road (US 176) at Food Lion North Access (South Access in Final Plans)	NBL	-	-	25	0	-	-	-	-	250	-	-	-	
		NBT ¹	NBT	NBT	0	0	0	0	0	0	525	525	525	675	
		SBT ¹	SBTR	SBTR	0	0	0	0	0	0	1,700	1,700	1,700	525	
		SBR			0	0					250				
		EBLR	-	-	100	err ³	-	-	-	-	-	-	-	-	-
EBC	EBR	EBR	-	-	0	0	0	0	0	-	-	-	-		
9702	Broad River Road (US 176) at Food Lion South Access (North Access in Final Plans)	-	NBL	NBL	incompatible with HCM 2000 due to free movements		25	50	25 ^m	75 ^m	-	325	325	200	
		NBT	NBT	NBT			0	0	25	300 ^m	350	675	675	525	
		SBT ¹	SBTR	SBTR			0	0	775 [#]	250	525	525	525	525	1,700
		SBR ¹					-	-	25	150 [#]	-	-	-	-	200
		EBC	EBLR	EBR			175	err ³	25	50	-	-	-	-	85
9703	Broad River Road (US 176) at I-26 WBT/WBL Ramps	NBL	-	-	25	75	-	-	-	-	400	-	-	-	
		NBT	NBT	NBT	300	400	75 [#]	100	150 [#]	125	400	550	550	550	
		SBL	-	-	25	25	-	-	-	-	350	-	-	-	
		SBTR	SBT	SBT	2,875 [#]	2,100 [#]	525	400	50	25	350	650	650	650	
9704	Broad River Road (US 176) at I-26 EB Ramps	NBLTR	NBT	NBT	incompatible with HCM 2000 due to five-legged intersection		250	275	200	200 ^m	525	875	875	875	
		SBLT	SBT	SBT			200 ^m	400	300 ^m	550 ^m	1,425	550	550	550	
9705	Broad River Road (US 176) at Broad Stone Road	NBLT	NBL	NBL	0	25	25	150	50	100 [#]	500	150	150	170	
		NBLT	NBT	NBT	0	0	0	0	225	100		500	500	500	
		SBT	SBT	SBT	0	0	0	0	100	650 [#]	525	725	875	875	
		SBR ⁴	SBR	SBR	0	0	0	0	0	0	100	725	725	290	
		EBL	EBL	EBL	err ³	err ³	err ³	err ³	225	225 ^m	-	-	-	-	
9709	Broad River Road (US 176) at Shady Grove Road	EBR	EBR	EBR	25	325	25	err ³	25	100	250	250	250	250	
		NBTR	NBT	NBT	0	0	0	0	525	1,225 [#]	1,700	2,225	2,225	2,225	
		NBTR	NBR	NBR			0	0	75	50		2,225	2,225	2,225	
		SBLT	SBL	SBL	0	25	0	25	50	75 [#]	2,150	100	100	200	
		SBLT	SBT	SBT			0	0	550 [#]	125		2,150	2,150	2,150	
WBLR	WBL	WBL	err ³	err ³	err ³	err ³	425 [#]	150 [#]	-	100	100	265			
9713	Broad River Road (US 176) at I-26 WBR Slip Ramp	WBR	WBR	WBR	added under Build Conditions		75	2,550	50	525 [#]	added under Build Conditions	1,300	1,300	2,200	
		EBR ¹	EBR ^{1,2}	50			1,350	0	0	1,400		1,400	1,900		
		WBL ¹	WBL ¹	275 [#]			325	275 [#]	375 [#]	1,200		1,200	2,275		
		EBR ¹	EBR ¹	0			25	0	25	1,500		1,500	1,800		

Source: Table 25, Interstate 26 Widening Traffic Analysis Report

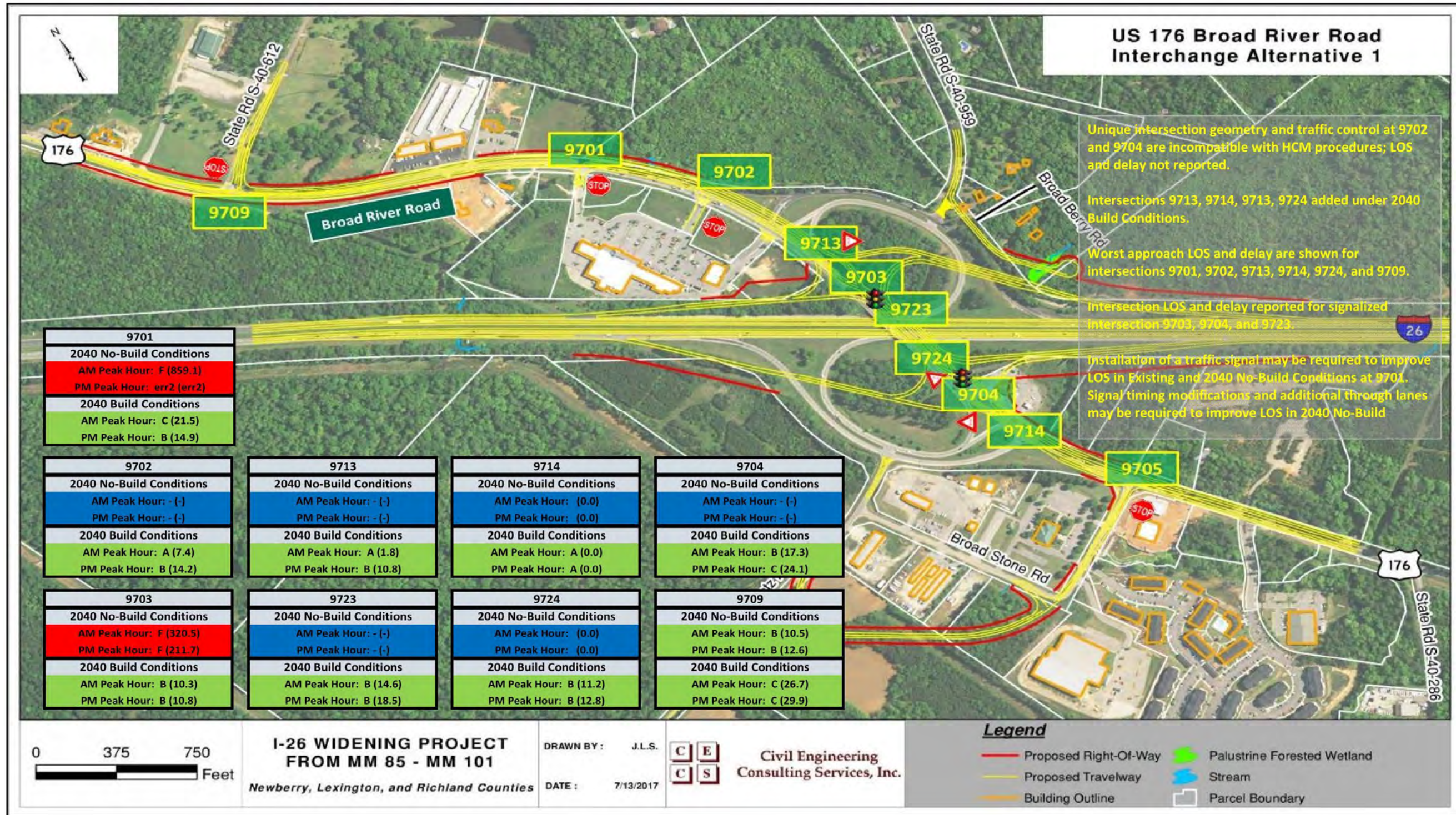


Figure 19. Exit 97 – Broad River Road (US 176) Preferred Alternative

TransModeler Network Analysis

TransModeler, a microsimulation software, was used to analyze the Existing, No-Build, and Build alternative freeway networks. A TransModeler microsimulation model consists of a large amount of component database and executable files that are run through the TransModeler software. The model then is initiated within TransModeler through a single project file. The main components of the model are network files, traffic control and signal timing plans, vehicle detector layout and configuration, trip tables for both autos and trucks, traffic counts, and parameter files. This section illustrates how to develop these main components for creating a base year model of existing conditions. The microsimulation model was developed for the 20-mile interstate section of the project and was based on a calibrated base model for the area.

There are several limitations of using HCS, which is a macroscopic, deterministic model that uses HCM methodologies. The HCS analysis may show differing conditions than existing operations and conditions in the field because it does not consider upstream and downstream traffic impacts and is unable to model interactions between the two. The HCS model is a spot check at a certain location; therefore upstream and downstream operations are not taken into consideration and have no effect on the analyses. This is not the case for actual conditions, as upstream or downstream congestion may have direct impacts at a specific segment causing a ripple effect. TransModeler evaluates each segment and lane by taking into consideration vehicle interaction and driver behaviors, as well as the operational impacts for both the upstream and downstream traffic conditions.

The existing conditions and 2040 No-Build conditions TransModeler analysis was performed using the existing number of freeway lanes present on the segments within the study area, similar to the HCS analysis. Therefore, the same TransModeler simulation network was used for existing and No-Build conditions. The only difference between the existing and No-Build condition is the input trip table volumes and a proposed widening project along Broad River Road. The 2040 No-Build conditions volumes were developed using the growth rates determined based on discussions with SCDOT. It was determined that a growth rate of 1.5 percent would be used from the east end of the study area to east of US 176 (Broad River Road), 2.0 percent would be used from US 176 (Broad River Road) to the east of SC 202, and a growth rate of 2.5 percent would be used from SC 202 to the west. The existing truck percentages for the model were developed utilizing classification counts along the mainline along with intersection counts along the arterials. These inputs were combined to develop an Origin-Destination (OD) matrix for both medium and heavy trucks. These truck volumes were then scaled up to 2040 volumes by the same proportions as the overall volume growth.

The 2040 Build AM and PM TransModeler models for the 20-mile study area of I-26 were developed by modifying the 2040 No-Build models to incorporate the widening of I-26 in each direction as well as the Preferred Alternatives for each interchange. Synchro was used to input the recommended traffic signal timing information into the network for the arterial intersections.

Each simulation was run for one hour with 30 minutes of seeding time to load the network. 10 repetitions were used for both the AM and PM peak periods.

The Basic Freeway Segment Analysis outputs for the existing conditions, 2040 No-Build conditions, and the Preferred Alternative conditions are in **Appendix E** and a summary of results are shown in **Table 13**.

The widening of I-26 through Exit 97 is necessary to accommodate the projected increase in traffic volume within the corridor. This widening will result in segment densities adjacent to Exit 97 in the 2040 Build condition being comparable to those in existing conditions.

The analysis results for the freeway segment analysis for the Existing Conditions, summarized in **Table 13**, indicate the following:

- During the morning peak hour, the eastbound segment from Exit 97 to Exit 101 operates at an LOS E, the other freeway segments operate at LOS C;
- During the afternoon peak hour, the westbound segment from Exit 101 to Exit 97 operates at LOS F and the other freeway segments operate at LOS D or better.

With traffic volumes projected to increase within the corridor at an annual rate of approximately 2.0 percent per year, and if I-26 is not widened, the increased volumes traveling on the existing interstate during the 2040 No-Build conditions will result in increased density and reductions of freeway segment LOS. However, due to unprocessed volume from upstream queuing, the No-Build conditions may appear better than the Existing conditions in some locations.

- During the 2040 No-Build morning peak hour, the westbound segment from Exit 97 to 91 is expected to operate at an LOS E. All other segments are expected to operate at LOS D or better.
- During the 2040 No-Build afternoon peak hour, the eastbound segment from Exit 91 to 97 and the westbound segment from Exit 101 to Exit 97 are expected to operate at an LOS F. All other segments are expected to operate at LOS C.

The additional capacity provided by the construction of a third in each direction along I-26 between Exit 85 and Exit 97 and a third and fourth lane in each direction along I-26 between Exit 97 and Exit 101 (the fourth lane was determined to be necessary based on the HCS analysis) will result in substantial improvement in LOS compared to the 2040 No-Build condition, with LOS comparable to those experienced under existing conditions. The 2040 Build analysis results indicate that:

- During the morning peak hour, all freeway segments operate at LOS C;
- During the afternoon peak hour, the westbound segment from Exit 101 to Exit 97 is expected to operate at LOS D and other all freeway segments operate at LOS C.

The summary of the Ramp Merge Analyses results for the Build condition, compared to the Existing and No-Build conditions are shown in **Table 14**. The outputs for the Build condition analyses are provided in **Appendix F**.

The widening of I-26 through Exit 97 to accommodate the projected increase in traffic volume within the corridor. This widening will result in the Exit 97 merge areas in the 2040 Build condition having densities comparable to those in existing conditions.

The analysis results for the ramp merge areas, summarized in **Table 14**, indicate the following:

Using the design hour volumes for the morning and afternoon peak hours, the analysis results for the Existing conditions indicate that:

- During the morning peak hour, the Exit 97 eastbound loop on-ramp merge area operates at LOS E, and westbound loop on-ramp merge area operate at LOS B;
- During the afternoon peak hour, the Exit 97 eastbound and westbound ramp merge areas operate at LOS C.

With traffic volumes projected to increase within the corridor for 2040 No-Build conditions, and if I-26 is not widened, the increased traffic volumes will result in increased density and may reduce the merge area LOS. However, due to unprocessed volume from upstream queuing, the No-Build conditions may appear better than the Existing conditions in some locations.

- During the morning peak hour, the Exit 97 eastbound loop on-ramp merge area operates at LOS D and the westbound loop on-ramp merge area operates at LOS B;
- During the afternoon peak hour, the Exit 97 eastbound and westbound loop on-ramp merge areas operate at LOS B.

The additional capacity provided by the construction of a third lane in each direction west of Exit 97 and a fourth lane in each direction east of Exit 97 will reduce density and provide an improvement in LOS compared to the 2040 No-Build condition, with LOS comparable to that experienced under existing conditions. The 2040 Build analysis results indicate that:

- During the morning peak hour, the Exit 97 eastbound merge ramp operates at LOS C and westbound ramp merge area operate at LOS B;
- During the afternoon peak hour, the Exit 97 eastbound and westbound ramp merge areas operate at LOS B and LOS C, respectively.

The summary of the Ramp Diverge Analyses results for the Build condition, compared to the Existing and No-Build conditions are shown in **Table 15**. The outputs for the Build condition analyses are also provided in **Appendix F**.

The widening of I-26 to three lanes to the west of Exit 97 and four lanes to the east of Exit 97 will result in the Exit 97 diverge areas in the 2040 Build condition having densities comparable to those in existing conditions.

The analysis results for the ramp diverge areas, summarized in **Table 15** indicate the following:

Using the design hour volumes for the morning and afternoon peak hours, the analysis results for the Existing conditions indicate that:

- During the morning peak hour, the Exit 97 eastbound and westbound ramp diverge areas operate at LOS B;
- During the afternoon peak hour, the Exit 97 eastbound ramp diverge operates at LOS B and the westbound ramp diverge areas operate at LOS E.

With traffic volumes projected to increase within the corridor for 2040 No-Build conditions, and if I-26 is not widened, the increased traffic volumes will result in higher density and lower LOS at the diverge areas.

- During the morning peak hour, the Exit 97 eastbound diverge area is expected to operate at an LOS E and the westbound ramp diverge area is expected to operate at LOS C;
- During the afternoon peak hour, the Exit 97 eastbound and westbound ramp diverge areas operate at LOS F.

The additional capacity provided by the construction of a third lane in each direction west of Exit 97 and a fourth lane in each direction east of Exit 97 will result in a reduction of density and an improvement in LOS compared to the 2040 No-Build condition, with LOS comparable to those experienced under existing conditions. The 2040 Build analysis results indicate that:

- During the morning peak hour, the Exit 97 eastbound and westbound ramp diverge areas operate at LOS B;
- During the afternoon peak hour, the Exit 97 eastbound diverge area is expected to operate at an LOS B and the westbound ramp diverge area is expected to operate at LOS C.

Table 13: Basic Freeway Segment Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions				2040 Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound												
Exit 91 to Exit 97	C	23.2	C	23.7	C	21.7	F	78.2	C	20.4	C	20.8
Exit 97 to Exit 101	E	35.9	C	25.5	D	32.2	C	20.1	C	25.7	B	17.5
I-26 Westbound												
Exit 101 to Exit 97	C	22.2	F	54.7	D	31.5	F	115.3	B	15.1	D	26.3
Exit 97 to Exit 91	C	19.0	D	27.8	E	36.6	C	24.5	B	16.2	C	23.4

¹ Per Highway Capacity Manual 2010 criteria.

² Density expressed as passenger cars/per mile/per lane.

Source: Table 32 – *Interstate 26 Widening Traffic Analysis Report*

Table 14: Freeway Merge Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions				2040 Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound												
Exit 97 Loop	E	40.6	C	20.2	D	31.9	B	16.1	C	23.5	B	14.3
I-26 Westbound												
Exit 97 Loop	B	13.4	C	20.3	B	17.5	B	16.2	B	12.8	C	19.5

¹ Per Highway Capacity Manual 2010 criteria.

² Density expressed as passenger cars/per mile/per lane.

Source: Table 33 – *Interstate 26 Widening Traffic Analysis Report*

Table 15: Freeway Diverge Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions				2040 Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound												
Exit 97	B	17.2	B	16.9	E	38.3	F	133.5	B	17.2	B	17.6
I-26 Westbound												
Exit 97	B	16.1	E	40.9	C	24.7	F	86.7	B	12.9	C	23.1

¹ Per Highway Capacity Manual 2010 criteria.
² Density expressed as passenger cars/per mile/per lane.

Source: Table 34 – Interstate 16 Widening Traffic Analysis Report

VII. Interchange Justification

A policy statement for justifying the need for additional or modified access to the existing sections of an Interstate System was first published in the Federal Register on October 22, 1990 entitled “Access to the Interstate System”. It was then modified and updated on February 11, 1998, on August 27, 2009 and on May 22, 2017. The objectives of this policy are to ensure that all new or revised access points do not adversely impact the operations and safety of the Interstate System, and all new or revised access points have been vetted through a systematic evaluation process.

In order to explain the intent and requirements of this new policy, U. S. Department of Transportation Federal Highway Administration published a Memorandum on May 22, 2017. This FHWA Guide was followed in preparing the current Interchange Modification Report (IMR) for the I-26/Exit 97 Interchange in Richland County, South Carolina.

Policy Point 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

The intent of the Policy Point 1 is to require detailed operational and safety analysis of the relevant interstate segments and provide a comparison of the no-build and build conditions that are anticipated to occur through the design year of the project.

The analysis of the interstate facility and Exit 97 is an extension of the previous project-wide traffic operations and safety analysis as summarized in the *I-26 Widening Traffic Analysis Report* and the *I-26 Widening Project MM 85 – MM 101 Traffic Safety Analysis Report*.

The analysis of the interstate facility includes the portion of I-26 between Columbia Avenue (S-32-48) interchange (Exit 91) and the Broad River Road (S-40-76, US 176) interchange (Exit 101), including the proposed modification of Broad River Road (US 176) interchange (Exit 97). The analysis was performed using methodologies and procedures outlined in the Transportation Research Board's *Highway Capacity Manual* and used the HCS-2010 analysis and TransModeler simulation model software.

The analysis of the 2040 Build condition of the Preferred Alternative (Alternative 1) illustrates that the project would not have any significant negative impact on the safety and the operation of the facilities within the project area. The analysis shows Interstate 26 mainline operations and ramp merge/diverge areas are estimated to operate at LOS D or better during the 2040 morning peak hour and LOS E or better during the 2040 afternoon peak hour. Without the proposed improvement, the freeway segments and ramp merge/diverge areas would operate between LOS C to LOS E during the 2040 No-Build morning peak hour, and between LOS B to LOS F during the 2040 No-Build afternoon peak hour.

Exit 91 (Columbia Avenue), the interchange adjacent to the west of Exit 97, is expected to be modified to provide a Diverging Diamond Interchange. The DDI concept was evaluated and selected as the Preferred Alternative in the *Interchange Modification Report, I-26 at S-48 (Columbia Avenue) Interchange Improvements*. Exit 101 (Broad River Road), the interchange adjacent to the east of Exit 97, is not expected to be modified as a part of this project.

Exit 91 - Columbia Avenue (S-32-48) - is located approximately 5.30 miles northwest of the Exit 97 interchange. Exit 101 - Broad River Road (S-40-76, US 176) – is located approximately 4.95 miles southeast of the Exit 97 interchange. With interchange spacing exceeding 3 miles to the next adjacent interchange from Exit 97, there are no anticipated operational concerns related to the spacing between interchanges. Sufficient distance exists between upstream and downstream merging/diverging areas at the adjacent interchanges to eliminate the influence of traffic movements within these areas, and analysis shows the freeway segments are projected to operate at LOS D or better.

The Accident Analysis Report identifies rear end collisions and no collision with motor vehicle as the most frequent types of crashes within the study area. The report also identifies driving too fast for conditions as the main cause of rear end crashes. The presence of median barriers and guardrail fences are noted as the first harmful event for no collision with motor vehicle crashes. The Accident Analysis Report points out that the geometric conditions resulting from merge/diverge areas of loop ramps seem to play a role in the frequency of the crashes and that merging distance at on-ramps and diverging distances at off-ramps should be improved to SCDOT standards where these standards are not already met. Study area hot spots along the interchange

arterials include frequent crashes at Exit 91 along Columbia Avenue at business driveways to the west of the eastbound off-ramp intersection. It is anticipated that access controls implements as part of the proposed Exit 91 DDI improvement will address these concerns.

Modifying the Exit 97 interchange to eliminate the loop ramps may also reduce crashes on the free segments and the merge areas adjacent to the loop ramps. Replacing the current ParClo interchange at Exit 97 with the proposed DDI, is anticipated to contribute to an improvement in traffic safety.

The preferred alternative of the Exit 97 interchange design also provides space for the construction of additional travel lanes in each direction along I-26. Altogether, these design provisions would enhance the operational efficiency and safety of the corridor, thereby increasing capacity and improving levels of service in the long term.

However, pedestrian facilities are not incorporated into the design due to the rural nature of the interchange area.

A conceptual signing plan is included in **Appendix G**.

Policy Point 2

The proposed access connects to a public road only and will provide for all traffic movements. Less than “full interchanges” may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

The intent of the Policy Point 2 is to require implementation of an interchange design for the new access that allows for all relevant movements for general purpose traffic, whenever feasible.

The existing Broad River Road (US 176) interchange is a partial cloverleaf interchange that provides for all traffic movements. All of the ramps are located on the northeast and southwest sides of the interchange. Spacing between the existing ramps are short. In addition, Julius Richardson Road intersects the westbound ramps and Rauch-Metz Road intersects the eastbound ramp, creating mid-ramp intersections that violate driver’s expectations.

As illustrated in the design concept for the Preferred Alternative, the proposed modification of Exit 97 to a DDI would continue to provide full access for all traffic movements. It would shift ramp movements away from the two-way frontage roads directly to intersections with Broad River Road, and provide ramps that meet or exceed current design standards, improving access to Broad River Road and the surrounding roadway network.

APPENDIX E

I-26 Widening Jurisdictional Determination

(SAC 2018-00748)



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, CHARLESTON DISTRICT
69A HAGOOD AVENUE
CHARLESTON, SOUTH CAROLINA 29403-5107

REPLY TO
ATTENTION OF:

AUG 02 2018

RECEIVED

AUG 6 2018

Environmental Management
SCDOT

Regulatory Division

SC Department of Transportation (SCDOT)
Ms. Siobhan Gordon
PO Box 191
Columbia, South Carolina 29202-0191

Dear Ms. Gordon:

This letter is in response to your request for a Preliminary Jurisdictional Determination (PJD) (SAC-2018-00748) received in our office on May 29, 2018, for an approximately 1,020-acre site located along I-26, from Mile Marker (MM) 85 to MM 101, which goes through Newberry, Lexington, and Richland Counties, South Carolina (from Latitude: 34.2320 °N, Longitude: 81.4413 °W to Latitude: 34.1064 °N, Longitude: 81.1825 °W). The review area for this PJD includes portions of areas already reviewed by this office and for which previous PJDs have been issued. Previously issued SAC-2014-01110 pertains to an area from MM 89-MM 101 and SAC-2016-00168 covers an area from MM 75-MM 89. This letter supersedes the portions of those PJDs for which the boundaries overlap. This letter does NOT supersede the area for which an approved JD, SAC-2015-01451, was completed for the area around Exit 91, for the S-48 Columbia Avenue project. The review area for that JD is excluded from the current review area. The review area is detailed on the drawings provided by the applicant entitled, "Project Corners," pages 1-26, dated July 2018, with an associated table of Latitude and Longitude points. Overlap with previous PJDs and the exclusion of the AJD are shown on the drawings provided by the applicant entitled "Prior JD Boundaries," pages 1-26, dated July 2018. The site in question is shown on the enclosed depiction entitled "Aquatic Resources," pages 1-125, dated by the Corps July 17, 2018, submitted by SCDOT. A PJD is used to indicate that this office has identified the approximate location(s) and boundaries of wetlands and/or other aquatic resources that are presumed to be waters of the United States on the site pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. § 1344).

Based on a review of aerial photography, topographic maps, National Wetlands Inventory maps, soil survey information, Wetland Determination Data Forms, and information from PJDs SAC-2014-01110 and SAC-2016-00168, it has been concluded that the boundaries shown on the referenced depiction are a reasonable approximation of the aquatic resources found within the site that are presumed to be subject to regulatory jurisdiction of the Corps of Engineers. The site in question contains approximately 1.0144 acres of federally defined wetlands and approximately 0.536 acre and 26,030.46 linear feet of other aquatic resources that are presumed to be waters of the United States that are subject to regulatory jurisdiction under Section 404 of the CWA.

You are cautioned that the boundaries of the delineated wetlands and/or other aquatic resources that are presumed to be subject to regulatory jurisdiction of the Corps of Engineers shown on the enclosed depiction are approximate and subject to change.

By providing this PJD, the Corps of Engineers is making no legally binding determination of any type regarding whether jurisdiction exists over the particular aquatic resource(s) in question. In this regard, this PJD is not a definitive determination of the presence or absence of areas within the Corps of Engineers' jurisdiction, and, therefore, it does not have an expiration date. A PJD is "preliminary" in the sense that a recipient of a PJD can later request and obtain an Approved Jurisdictional Determination (AJD) for a definitive, official determination that there are, or that there are not, jurisdictional aquatic resources on a site, including the identification of the geographic limits of the jurisdictional aquatic resources. In order for a definitive determination of jurisdiction to be provided, you must submit a request for an AJD.

You should be aware that a permit from this office may be required for certain activities in the areas identified as wetlands and/or other aquatic resources that are presumed to be subject to regulatory jurisdiction of the Corps of Engineers, and these areas may be subject to restrictions or requirements of other state or local government entities. A PJD may be used as the basis of a permit decision; however, for purposes of computation of impacts, compensatory mitigation requirements, and other resource protection measures, a permit decision made on the basis of a PJD will treat all aquatic resources that would be affected in any way by the permitted activity on the site as jurisdictional. If you intend to request an AJD in the future, you are advised not to commence work in these wetlands and/or other aquatic resources that are presumed to be jurisdictional prior to receiving the AJD. Enclosed is a Preliminary Jurisdictional Determination Form describing the areas in question and clarifying the option to request an AJD.

Please note that this is a PJD, and as such is not an appealable action under the Corps of Engineers' administrative appeal procedures defined at 33 CFR 331. If a permit application is forthcoming as a result of this PJD, a copy of this letter, as well as the depiction should be submitted as part of the application. Otherwise, a delay could occur in confirming that a PJD was performed for the proposed project area.

It should also be noted that some or all of these areas may be regulated by other state or local government entities. Specifically, you are encouraged to contact the South Carolina Department of Health and Environmental Control to determine the limits of their jurisdiction.

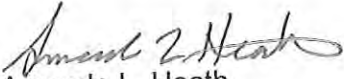
This PJD has been conducted for the purpose of identifying the approximate location(s) of aquatic resources that are presumed to be subject to regulatory jurisdiction of the Corps of Engineers on the particular site identified in this request. This PJD may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

Enclosed are two copies of the Preliminary Jurisdictional Determination Form signed by our office. Please sign both copies, retain one copy for your records and return one signed copy to this office in the enclosed self-addressed envelope within 30 days of receipt of this letter.

In all future correspondence concerning this matter, please refer to file number SAC-2018-00748. A copy of this letter is being forwarded to certain State and/or Federal agencies

for their information. If you have any questions concerning this matter, please contact Laura M. Boos, Project Manager, at (803) 253-3902.

Sincerely,


Amanda L. Heath
Chief, Special Projects Branch

Enclosures:

Preliminary Jurisdictional Determination Form
Notification of Appeal Options
Self-addressed envelope
"Aquatic Resources," pages 1-125, dated by the Corps July 17, 2018

Copies Furnished:

Civil Engineering Consulting Services, Inc.
Ms. Kally McCormick
2000 Park Street
Columbia, South Carolina 29201

South Carolina Department of
Health and Environmental Control
Mr. Chuck Hightower
Bureau of Water
2600 Bull Street
Columbia, South Carolina 29201



Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD:

B. NAME AND ADDRESS OF PERSON REQUESTING PJD:

Applicant:

SC Department of Transportation
(SCDOT)
Ms. Siobhan Gordon
PO Box 191
Columbia, South Carolina 29202-0191

Consultant:

Civil Engineering Consulting Services
Inc.
Ms. Kally McCormick
2000 Park Street
Columbia, South Carolina 29201

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: SAC-2018-00748, I-26 and Columbia Avenue

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: The project is located along I-26, from Mile Marker (MM) 85 to MM 101, which goes through Newberry, Lexington, and Richland Counties, South Carolina (from Latitude: 34.2320 °N, Longitude: 81.4413 °W to Latitude: 34.1064 °N, Longitude: 81.1825 °W). The review area for this PJD includes portions of areas already reviewed by this office and for which previous PJDs have been issued. Previously issued SAC-2014-01110 pertains to an area from MM 89-MM 101 and SAC-2016-00168 covers an area from MM 75-MM 89. This review supersedes the portions of those PJDs for which the boundaries overlap. This letter does NOT supersede the area for which an approved JD, SAC-2015-01451, was completed for the area around Exit 91, for the S-48 Columbia Avenue project. The review area for that JD is excluded from the review for the area documented on this form.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: South Carolina County/parish/borough: Newberry, Lexington, and Richland Counties
City: Little Mountain, Chapin, and Columbia.

Center coordinates of site (lat/long in degree decimal format):

Lat.: 34.1813 ° N Long.: 81.3237 ° W

Universal Transverse Mercator: NAD 83

Name of nearest waterbody: Crims Creek, Rocky Creek, Risters Creek, Wateree Creek, Wildhorse Branch, Metz Branch

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date: July 23, 2018

Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

SAC-2018-00748 I-26 and Columbia Avenue

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)		Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Non-wetlands waters 1A	34.110834	-81.186329	200.38	LF	Non-wetland water	Section 404
Non-wetlands waters 1B	34.112197	-81.189096	42.3087	LF	Non-wetland water	Section 404
Non-wetlands waters 1C	34.112276	-81.189254	120.5872	LF	Non-wetland water	Section 404
Non-wetlands waters 1D	34.106366	-81.183077	43.6764	LF	Non-wetland water	Section 404
Non-wetlands waters 2	34.11714	-81.192914	74.029	LF	Non-wetland water	Section 404
Non-wetlands waters 4	34.149497	-81.239807	46.1545	LF	Non-wetland water	Section 404
Non-wetlands waters 6	34.141903	-81.238558	66.2305	LF	Non-wetland water	Section 404
Non-wetlands waters 7A	34.125921	-81.202096	169.69	LF	Non-wetland water	Section 404
Non-wetlands waters 7B	34.125145	-81.202446	113.2471	LF	Non-wetland water	Section 404
Non-wetlands waters 8A	34.131084	-81.207426	166.73	LF	Non-wetland water	Section 404
Non-wetlands waters 8B	34.130977	-81.207271	83.9399	LF	Non-wetland water	Section 404

SAC-2018-00748 I-26 and Columbia Avenue

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Non-wetlands waters 8C	34.130475	-81.207914	139.5987	LF	Non-wetland water Section 404
Non-wetlands waters 9	34.134321	-81.211493	219.55	LF	Non-wetland water Section 404
Non-wetlands waters 10	34.134805	-81.212378	105.81	LF	Non-wetland water Section 404
Non-wetlands waters 11	34.138604	-81.220784	600.53	LF	Non-wetland water Section 404
Non-wetlands waters 12	34.141885	-81.228193	380.89	LF	Non-wetland water Section 404
Non-wetlands waters 13	34.142706	-81.230024	224.01	LF	Non-wetland water Section 404
Non-wetlands waters 15	34.152706	-81.255487	216.57	LF	Non-wetland water Section 404
Non-wetlands waters 18	34.162244	-81.281073	150.71	LF	Non-wetland water Section 404
Non-wetlands waters 19A	34.168681	-81.296459	425.5841	LF	Non-wetland water Section 404
Non-wetlands waters 19B	34.168866	-81.296499	100.7297	LF	Non-wetland water Section 404

SAC-2018-00748 I-26 and Columbia Avenue

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)		Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Non-wetlands waters 19C	34.168428	-81.295787	165.897	LF	Non-wetland water	Section 404
Non-wetlands waters 20	34.169806	-81.299272	320.47	LF	Non-wetland water	Section 404
Non-wetlands waters 24	34.170424	-81.300882	603.8219	LF	Non-wetland water	Section 404
Non-wetlands waters 25A	34.172058	-81.305806	77.5016	LF	Non-wetland water	Section 404
Non-wetlands waters 25B	34.171948	-81.308319	28.9979	LF	Non-wetland water	Section 404
Non-wetlands waters 26	34.173185	-81.309908	264.54	LF	Non-wetland water	Section 404
Non-wetlands waters 27	34.174324	-81.313541	1157.422	LF	Non-wetland water	Section 404
Non-wetlands waters 28	34.186381	-81.337543	96.3934	LF	Non-wetland water	Section 404
Non-wetlands waters 29	34.187304	-81.339186	432.8848	LF	Non-wetland water	Section 404
Non-wetlands waters 30A	34.189818	-81.343753	36.9237	LF	Non-wetland water	Section 404

SAC-2018-00748 I-26 and Columbia Avenue

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)		Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Non-wetlands waters 30B	34.189046	-81.343761	156.0062	LF	Non-wetland water	Section 404
Non-wetlands waters 31	34.19523	-81.353547	831.617	LF	Non-wetland water	Section 404
Non-wetlands waters 32	34.196927	-81.356752	291.6689	LF	Non-wetland water	Section 404
Non-wetlands waters 33A	34.200204	-81.36266	587.6989	LF	Non-wetland water	Section 404
Non-wetlands waters 33B	34.199056	-81.360594	752.7767	LF	Non-wetland water	Section 404
Non-wetlands waters 33C	34.198287	-81.36052	58.8861	LF	Non-wetland water	Section 404
Non-wetlands waters 33D	34.198181	-81.360497	59.5288	LF	Non-wetland water	Section 404
Non-wetlands waters 35	34.206453	-81.374711	479.335	LF	Non-wetland water	Section 404
Non-wetlands waters 36A	34.207705	-81.377707	383.44	LF	Non-wetland water	Section 404
Non-wetlands waters 36B	34.207532	-81.377273	367.5944	LF	Non-wetland water	Section 404
Non-wetlands waters 36C	34.20803	-81.379984	132.4025	LF	Non-wetland water	Section 404

SAC-2018-00748 I-26 and Columbia Avenue

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)		Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Non-wetlands waters 36D	34.207884	-81.379827	90.8191	LF	Non-wetland water	Section 404
Non-wetlands waters 37	34.209984	-81.383	110.92	LF	Non-wetland water	Section 404
Non-wetlands waters 38A	34.212238	-81.388689	27.12	LF	Non-wetland water	Section 404
Non-wetlands waters 38B	34.211837	-81.389611	438.6744	LF	Non-wetland water	Section 404
Non-wetlands waters 38C	34.211507	-81.389071	60.8738	LF	Non-wetland water	Section 404
Non-wetlands waters 38D	34.211537	-81.388925	114.0294	LF	Non-wetland water	Section 404
Non-wetlands waters 39A	34.212337	-81.388967	79.3628	LF	Non-wetland water	Section 404
Non-wetlands waters 40A	34.224184	-81.409541	2291.55	LF	Non-wetland water	Section 404
Non-wetlands waters 40B	34.221169	-81.408927	133.8686	LF	Non-wetland water	Section 404

SAC-2018-00748 I-26 and Columbia Avenue

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)		Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Non-wetlands waters 40C	34.220609	-81.408544	232.0763	LF	Non-wetland water	Section 404
Non-wetlands waters 40D	34.21925	-81.40851	59.9361	LF	Non-wetland water	Section 404
Non-wetlands waters 40E	34.218672	-81.408309	267.7515	LF	Non-wetland water	Section 404
Non-wetlands waters 43	34.222495	-81.414865	259.83	LF	Non-wetland water	Section 404
Non-wetlands waters 44	34.223033	-81.413705	249.9278	LF	Non-wetland water	Section 404
Non-wetlands waters 45A	34.223477	-81.414117	2287.5326	LF	Non-wetland water	Section 404
Non-wetlands waters 45B	34.224191	-81.413337	265.2399	LF	Non-wetland water	Section 404
Non-wetlands waters 46	34.223195	-81.418078	144.9112	LF	Non-wetland water	Section 404
Non-wetlands waters 47	34.223732	-81.420274	946.9449	LF	Non-wetland water	Section 404

SAC-2018-00748 I-26 and Columbia Avenue

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)		Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Non-wetlands waters 48	34.231245	-81.438614	78.51	LF	Non-wetland water	Section 404
Non-wetlands waters 49	34.231205	-81.440527	113.09	LF	Non-wetland water	Section 404
Non-wetlands waters 51A	34.230666	-81.439229	854.2145	LF	Non-wetland water	Section 404
Non-wetlands waters 51B	34.230713	-81.439146	61.703	LF	Non-wetland water	Section 404
Non-wetlands waters 51C	34.229976	-81.437652	168.6555	LF	Non-wetland water	Section 404
Non-wetlands waters 54A	34.223085	-81.420266	3032.02	LF	Non-wetland water	Section 404
Non-wetlands waters 54B	34.22247	-81.418196	72.3604	LF	Non-wetland water	Section 404
Non-wetlands waters 54C	34.222299	-81.417505	422.292	LF	Non-wetland water	Section 404
Non-wetlands waters 59	34.221487	-81.41513	0.0019	LF	Non-wetland water	Section 404

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)		Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Non-wetlands waters 60	34.218582	-81.411321	595.396	LF	Non-wetland water	Section 404
Non-wetlands waters 103	34.126158	-81.203471	115.77	LF	Non-wetland water	Section 404
Non-wetlands waters 104	34.168653	-81.291292	123.74	LF	Non-wetland water	Section 404
Non-wetland waters 107	34.174892	-81.318139	436.2189	LF	Non-wetland water	Section 404
Non-wetlands waters 108	34.103077	-81.178291	87.78	LF	Non-wetland water	Section 404
Non-wetlands waters 109	34.224593	-81.424935	65.87	LF	Non-wetland water	Section 404
Non-wetlands waters 110	34.168164	-81.290997	107.325	LF	Non-wetland water	Section 404
Non-wetlands waters D	34.14583	-81.23515	241.4175	LF	Non-wetland water	Section 404
Non-wetlands waters H	34.157695	-81.268643	453.4717	LF	Non-wetland water	Section 404
Non-wetlands waters IA	34.148277	-81.243841	228.909	LF	Non-wetland water	Section 404

SAC-2018-00748 I-26 and Columbia Avenue

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)		Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Non-wetlands waters IB	34.148852	-81.243557	71.064	LF	Non-wetland water	Section 404
Non-wetlands waters J	34.180253	-81.328249	80.325	LF	Non-wetland water	Section 404
Wetland A	34.119468	-81.195281	0.0186	ACRE	Wetland	Section 404
Wetland B	34.121156	-81.196849	0.1082	ACRE	Wetland	Section 404
Wetland C	34.014599	-81.244278	0.0146	ACRE	Wetland	Section 404
Wetland D	34.145767	-81.235359	0.2156	ACRE	Wetland	Section 404
Wetland E	34.140223	-81.233661	0.0633	ACRE	Wetland	Section 404
Wetland F	34.152798	-81.253795	0.0249	ACRE	Wetland	Section 404
Wetland G	34.207884	-81.377932	0.0344	ACRE	Wetland	Section 404
Wetland H	34.157981	-81.267682	0.0874	ACRE	Wetland	Section 404
Wetland I	34.14831	-81.243893	0.0118	ACRE	Wetland	Section 404
Wetland J	34.180694	-81.327747	0.0306	ACRE	Wetland	Section 404
Wetland K	34.224365	-81.424345	0.061	ACRE	Wetland	Section 404
Wetland L	34.180694	-81.327747	0.1159	ACRE	Wetland	Section 404

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)		Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Wetland M	34.167748	-81.291172	0.1111	ACRE	Wetland	Section 404
Wetland O	34.224365	-81.424345	0.067	ACRE	Wetland	Section 404
Wetland P	34.16948	-81.290957	0.05	ACRE	Wetland	Section 404
Non-wetlands waters Pond A	34.10465	-81.181329	0.138	ACRE	Non-wetland water	Section 404
Non-wetlands waters Pond B	34.170007	-81.290194	0.141	ACRE	Non-wetland water	Section 404
Non-wetlands waters Pond C	34.158044	-81.270726	0.257	ACRE	Non-wetland water	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and

thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "may be" waters of the U.S. and/or that there "may be" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

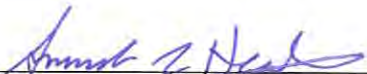
SUPPORTING DATA. Data reviewed for PJD (check all that apply)

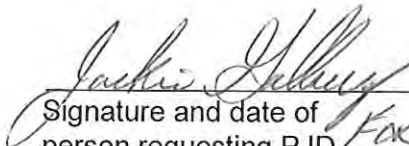
Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
SCDOT Map: "Aquatic Resources," pages 1-125
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report. Rationale: Although the Corps may not agree with all of the information provided by the agent describing delineated waters, the Corps agrees with the conclusions and boundary established from site information documented.
 - Office does not concur with data sheets/delineation report.
- Data sheets prepared by the Corps:
- Corps navigable waters' study: 1977 Navigability Survey
 - U.S. Geological Survey Hydrologic Atlas: HA 730-G, 1990
 - USGS NHD data. USGS 8 and 12 digit HUC maps. 03050106-07
- U.S. Geological Survey map(s). Cite scale & quad name: 1:24k, Little Mountain, Chapin, Richtex
- Natural Resources Conservation Service Soil Survey. Citation: Newberry County Soils Survey, Maps 44, 45; Lexington County Soils Survey, Maps 1, 4, 8; Richland County Soils Survey, Maps 5, 11, 12, 19, 20 (Ata, Ce, CfB2, CfC2, CfD2, Co, EnB, GaB2, GaC2, GeB, GeC, HaC, HeB, HeC, HrB, KrB, NaB, NaC, NaD, NaE, OaB, PaD2, PaE2, PaF2, RnE2, TaE, ToA, W, WnB, WyB2, WyC2)

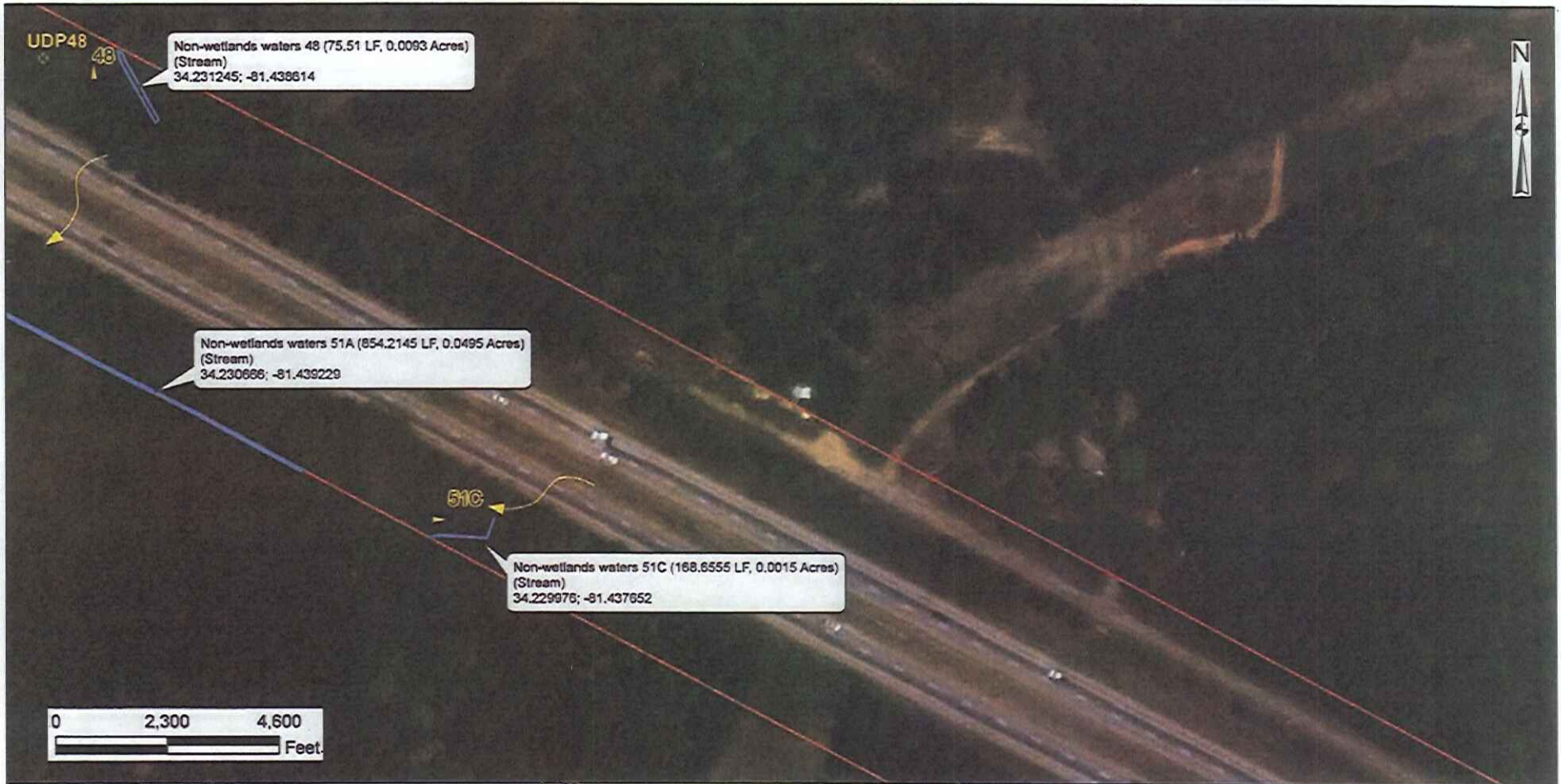
- National wetlands inventory map(s). Cite name: PEM1A, PUBHh, PEM1Ch, PAB4Kx
- State/local wetland inventory map(s):
- FEMA/FIRM maps:
- 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date):
1999/11207:108, 1999/11209:178,
1999/11207:27 and Other
(Name & Date): Photos provided by the
applicant, dated April 2018 and July
2018.
- Previous determination(s). File no. and date of response letter: SAC-2016-00168
(May 12, 2016) and SAC-2014-01110 (March 7, 2016)
- Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.


FOR: Laura Boos
Project Manager

 8-6-18
Signature and date of
person requesting PJD *For Ms. Boudier*
(REQUIRED, unless obtaining the
signature is impracticable)¹

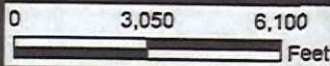
¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.



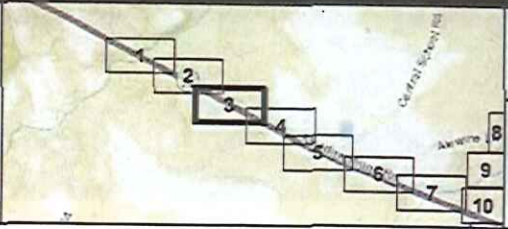
<p>South Carolina Department of Transportation</p>	<p>Legend</p> <ul style="list-style-type: none"> Data Point Photo Point Non-wetlands waters SAC-2018-00748 (I-26 MM 85-101) Flow Direction Pasture Forested Wetland Pasture Emergent Wetland 		<p>I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748</p>	
			<p>Source: ESRI Base Map Aerial Photography 2015</p>	<p>AQUATIC RESOURCES</p> <p>Drawn By: RHH QA/QC: KLM July 2018</p>

Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Boundary



- Legend**
- Data Point
 - ▲ Photo Point
 - Non-aquatic waters
 - SAC-2018-00748 (S-20 MM 85-101)
 - Pasture Forested Wetland
 - Pasture Emergent Wetland
 - ~ Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

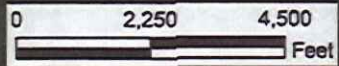
Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

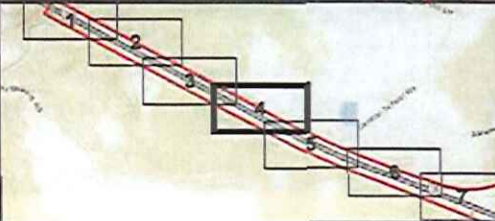
Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Boundary



Legend

- Data Point
- Palustrine Forested Wetland
- Photo Point
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 SB MM 85-101)
- Flow Direction



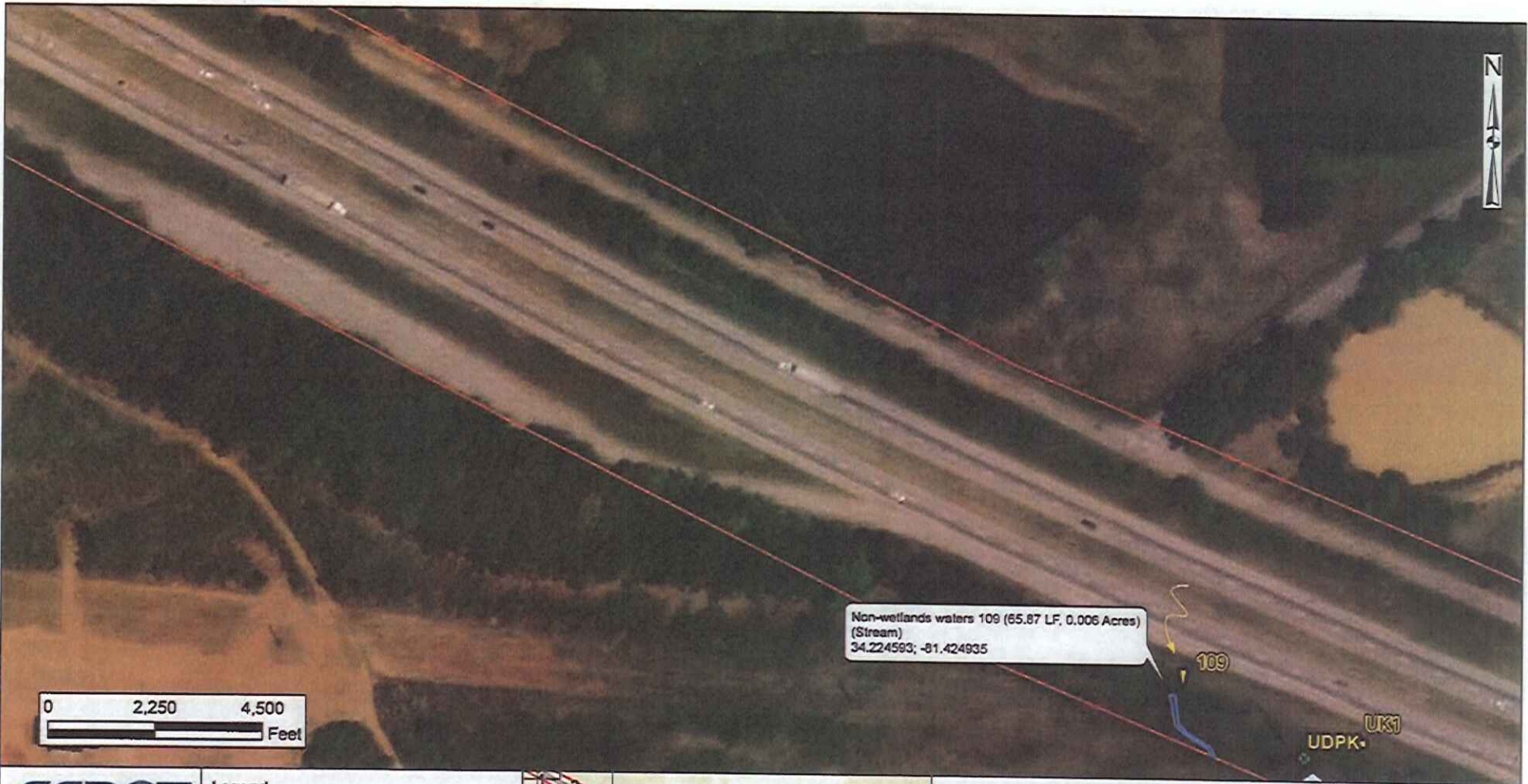
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

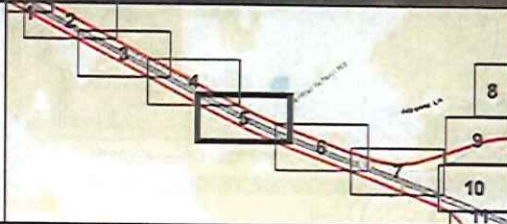
AQUATIC RESOURCES

Drawn By: RHM
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



- Legend**
- Data Point
 - ◀ Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - ▭ Palustrine Forested Wetland
 - ▭ Palustrine Emergent Wetland
 - Flow Direction



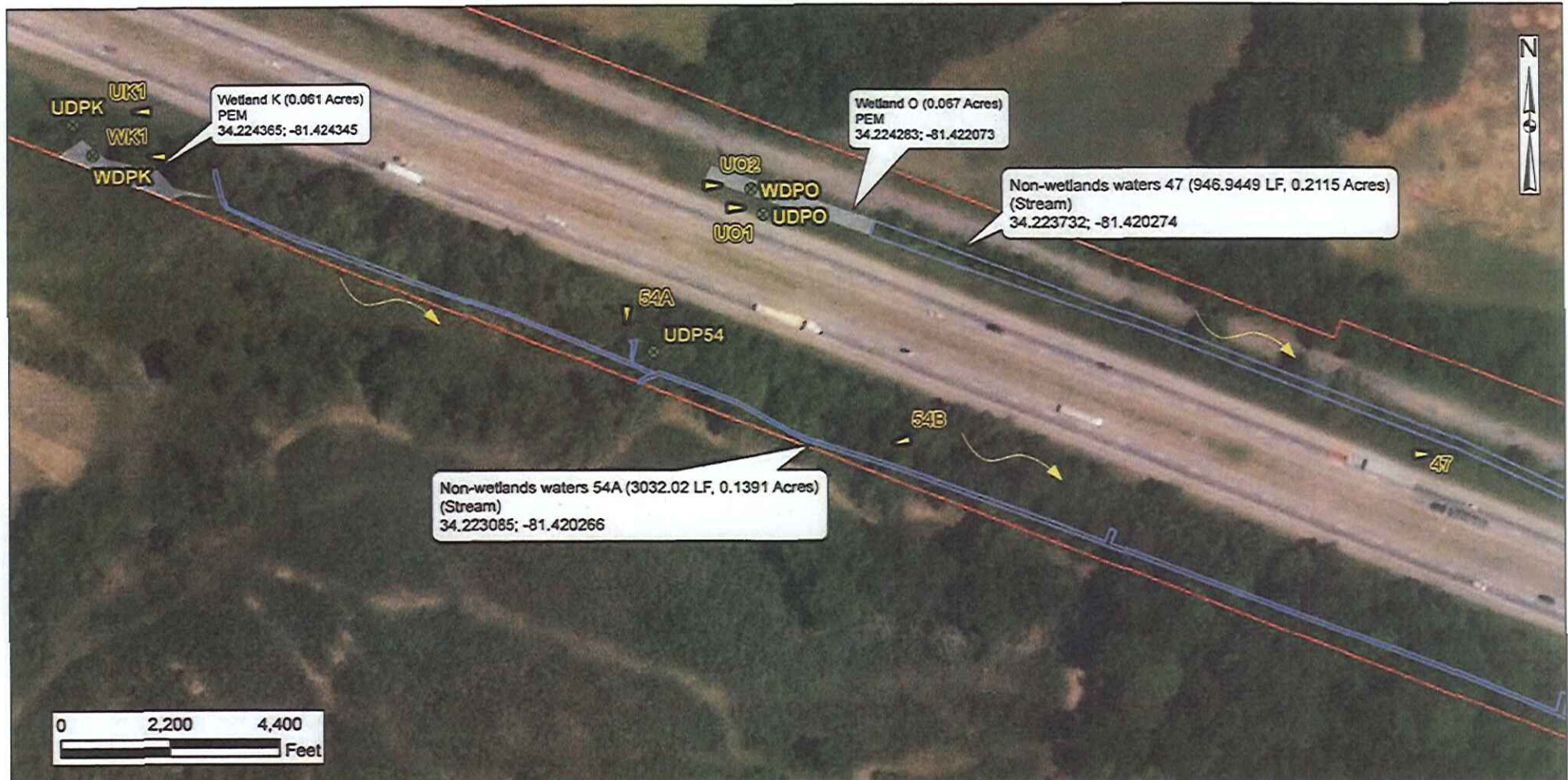
I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES

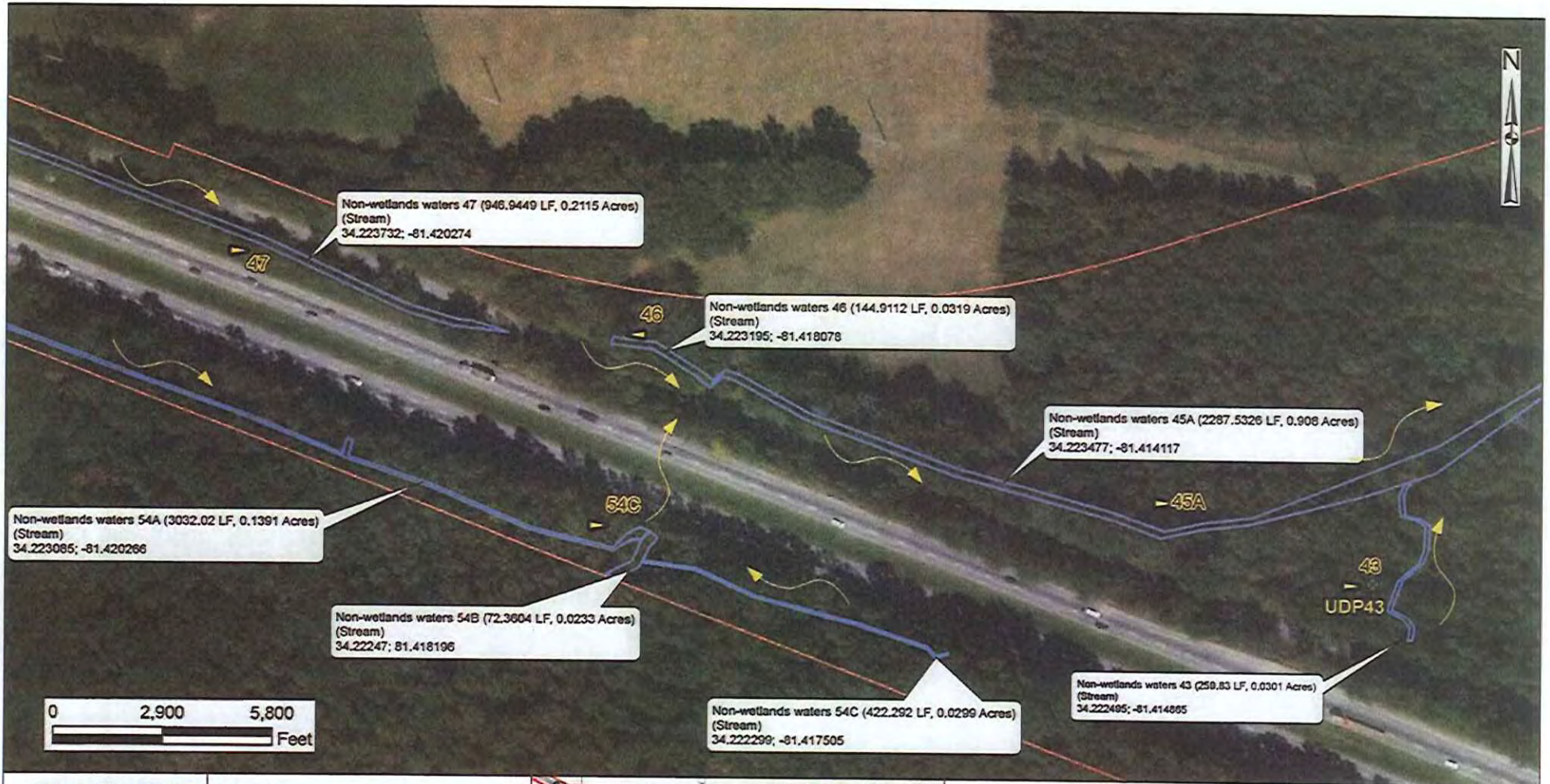
Drawn By: RHH
 QAVQC: KLM
 July 2018

Dated by Corps: July 17, 2018

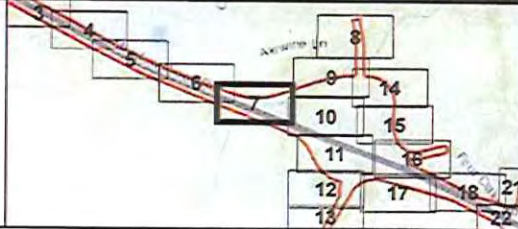


<p>South Carolina Department of Transportation</p>	<p>Legend</p> <ul style="list-style-type: none"> ● Data Point ◀ Photo Point ■ Non-wetlands waters ▭ SAC-2018-00748 (I-26 MM 85-101) ▭ Palustrine Forested Wetland ▭ Palustrine Emergent Wetland ↗ Flow Direction 		<p>I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748</p>	
			<p>AQUATIC RESOURCES</p> <p>Source: ESRI Base Map Aerial Photography 2015</p>	<p>Drawn By: RHH QA/OC: KLM July 2018</p>

Dated by Corps: July 17, 2018



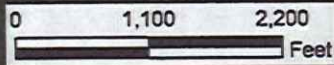
Legend	
	Date Point
	Photo Point
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction
	Palustrine Forested Wetland
	Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES	
	Drawn By: RHH QA/QC: KLM July 2018	Page 7 of 125

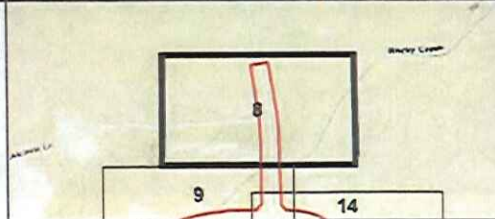
Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Boundary



Legend

- Data Point
- Palustrine Forested Wetland
- Photo Point
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

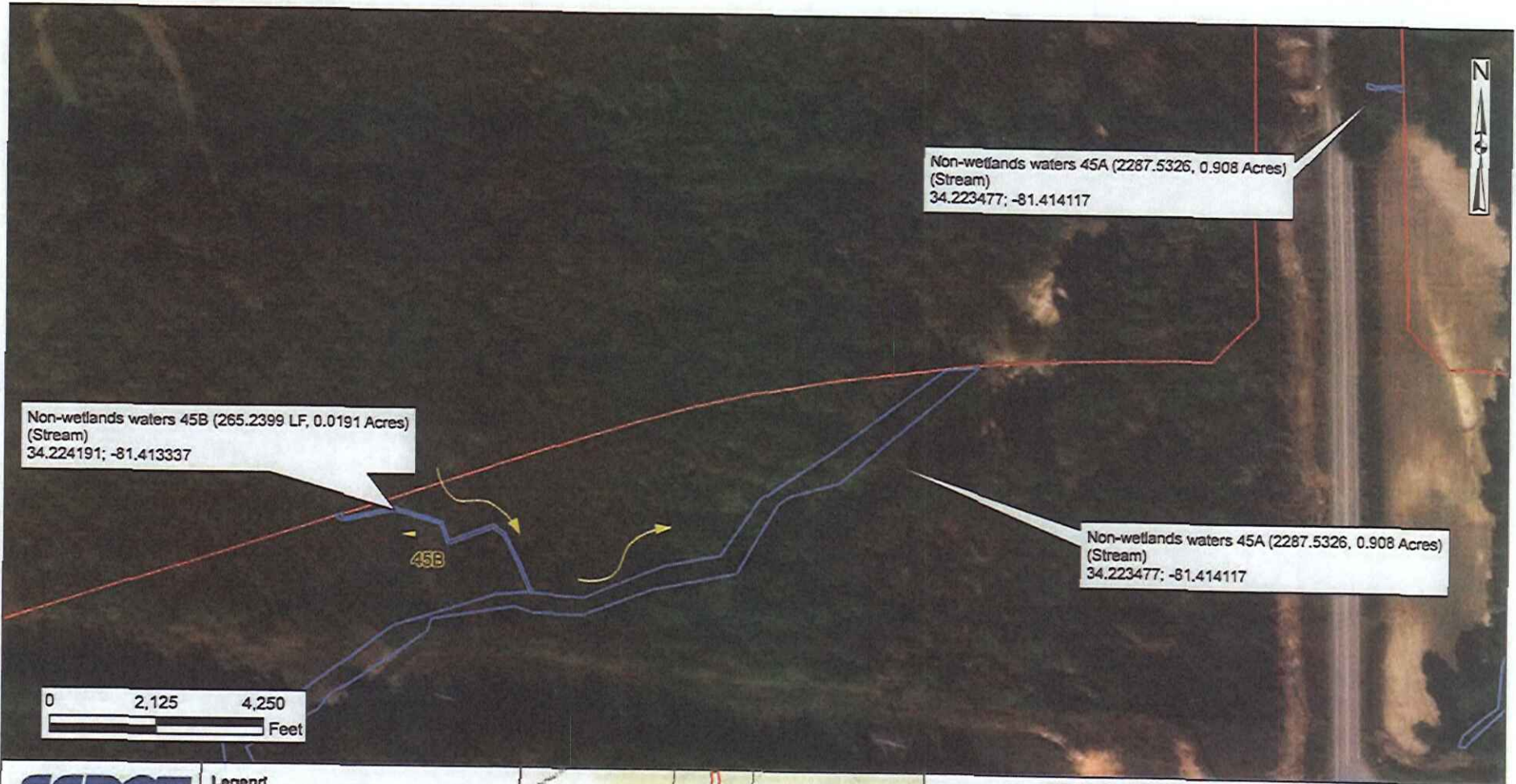
Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

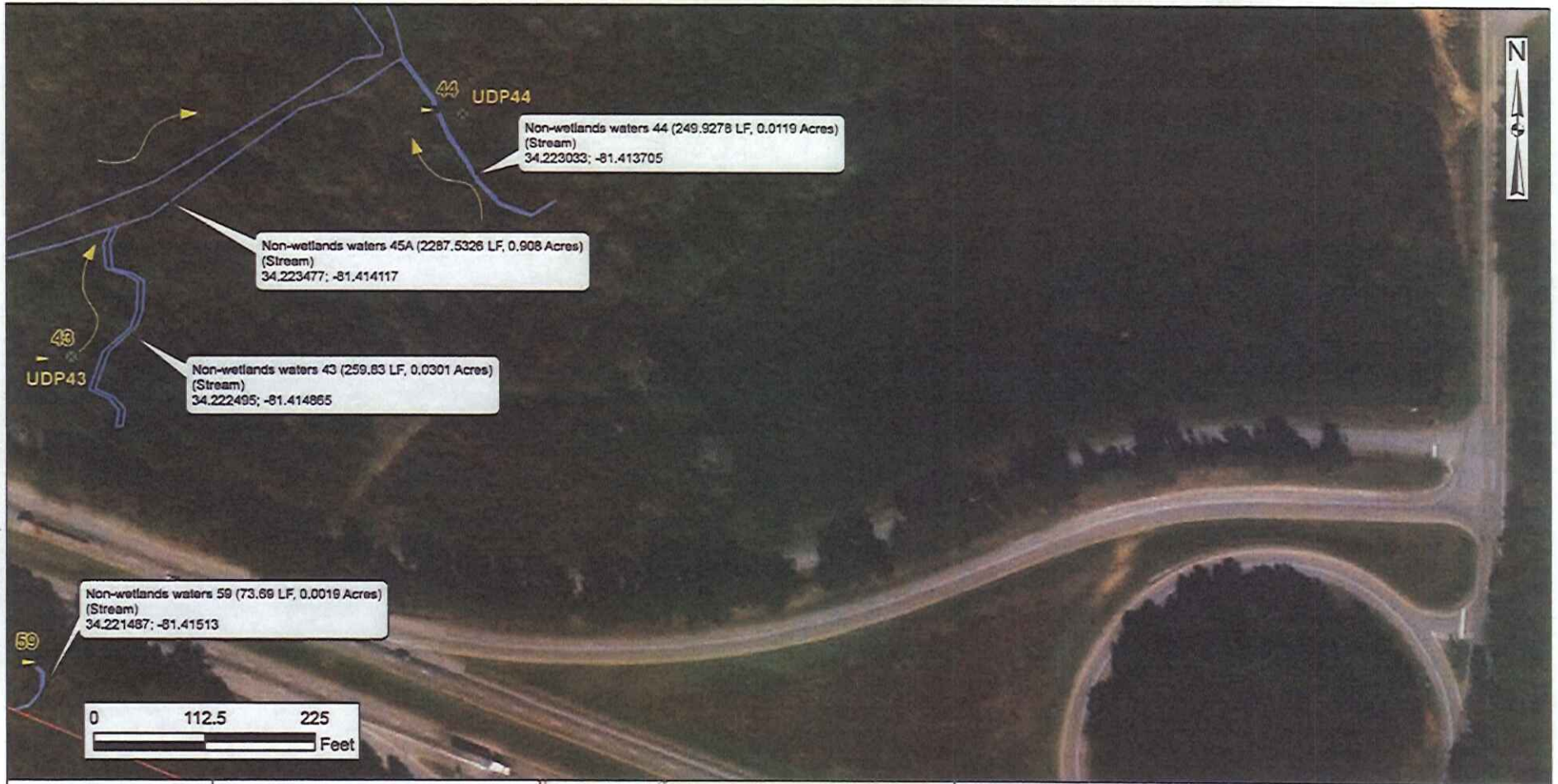
Page 8 of 125

Dated by Corps: July 17, 2018



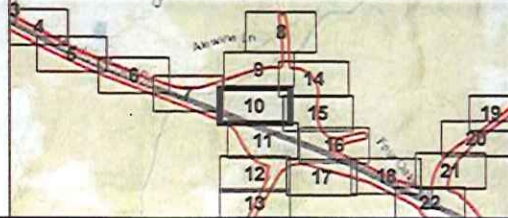
<p>South Carolina Department of Transportation</p>	<p>Legend</p> <ul style="list-style-type: none"> Data Point Palustrine Forested Wetland Palustrine Emergent Wetland Non-wetlands waters SAC-2018-00748 (I-26 MM 85-101) Flow Direction 		<p>I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748</p>	
			<p>Source: ESRI Base Map Aerial Photography 2015</p>	<p>AQUATIC RESOURCES</p> <p>Drawn By: RHH QA/QC: KLM July 2018</p>

Dated by Corps: July 17, 2018



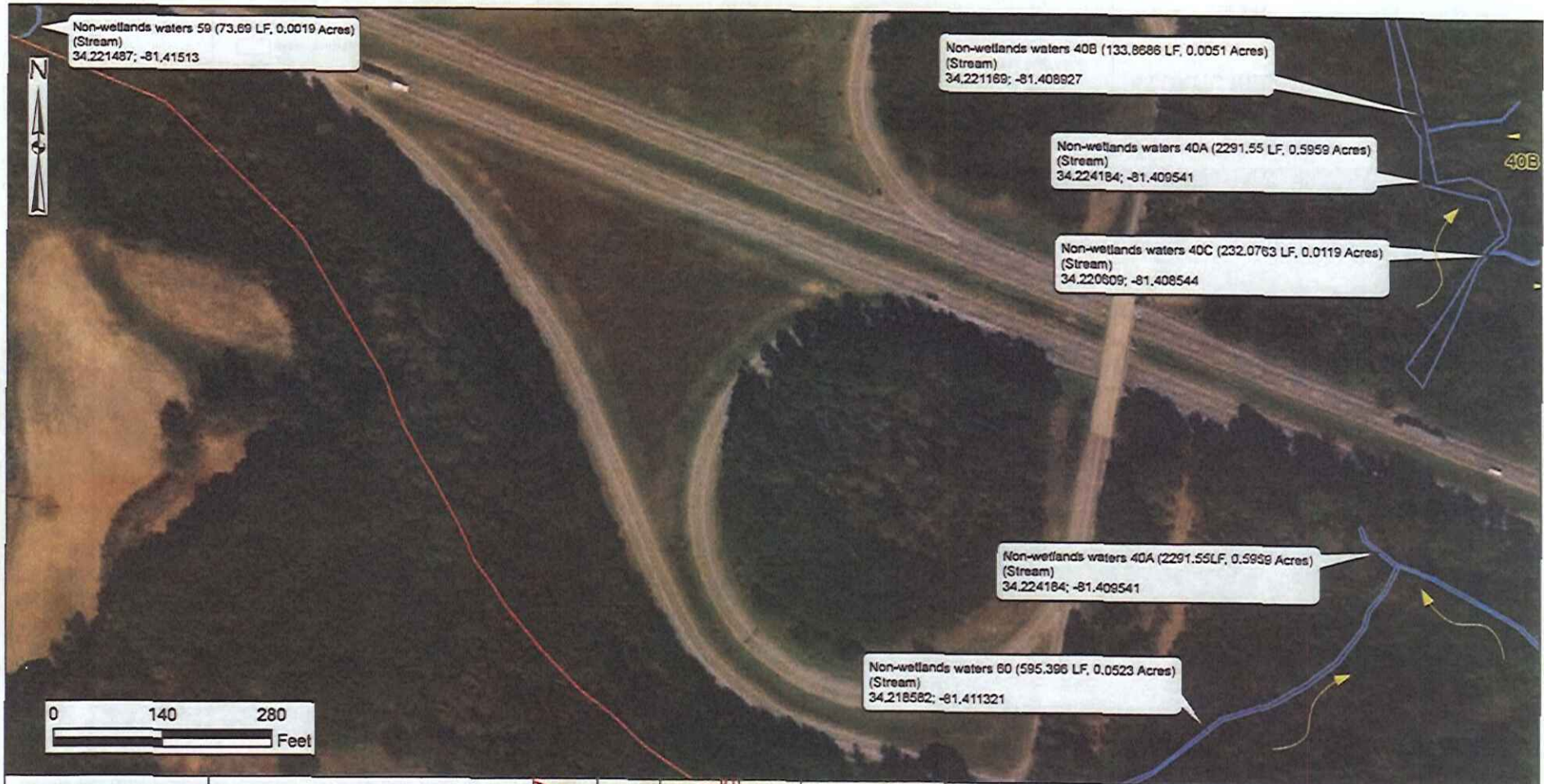
Legend

- Data Point
- Palustrine Forested Wetland
- Palustrine Emergent Wetland
- ▬ Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- ~ Flow Direction
- ▬ Photo Point

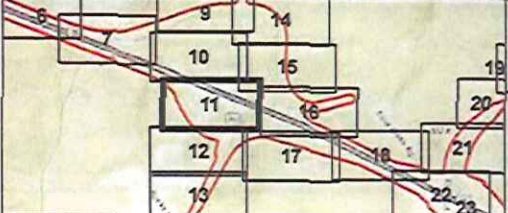


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748	
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018
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Dated by Corps: July 17, 2018



Legend	
	Data Point
	Photo Point
	Non-wetlands waters
	SAC-2018-00748 (6-26 MM 85-101)
	Flow Direction
	Palustrine Forested Wetland
	Palustrine Emergent Wetland



<p>I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208</p>		
<p>Source: ESRI Base Map Aerial Photography 2015</p>	<p>AQUATIC RESOURCES</p> <p>Drawn By: RHH QA/QC: KLM July 2018</p>	<p>Page 11 of 125</p>

Dated by Corps: July 17, 2018

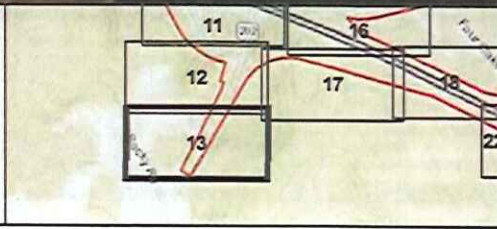


<p>South Carolina Department of Transportation</p>	Legend ● Data Point ○ Photo Point Non-wetlands waters SAC-2018-00748 (I-26 MM 85-101) Flow Direction	Pasture/Forested Wetland Pasture/Emergent Wetland	I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208		
				Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018

Dated by Corps: July 17, 2018

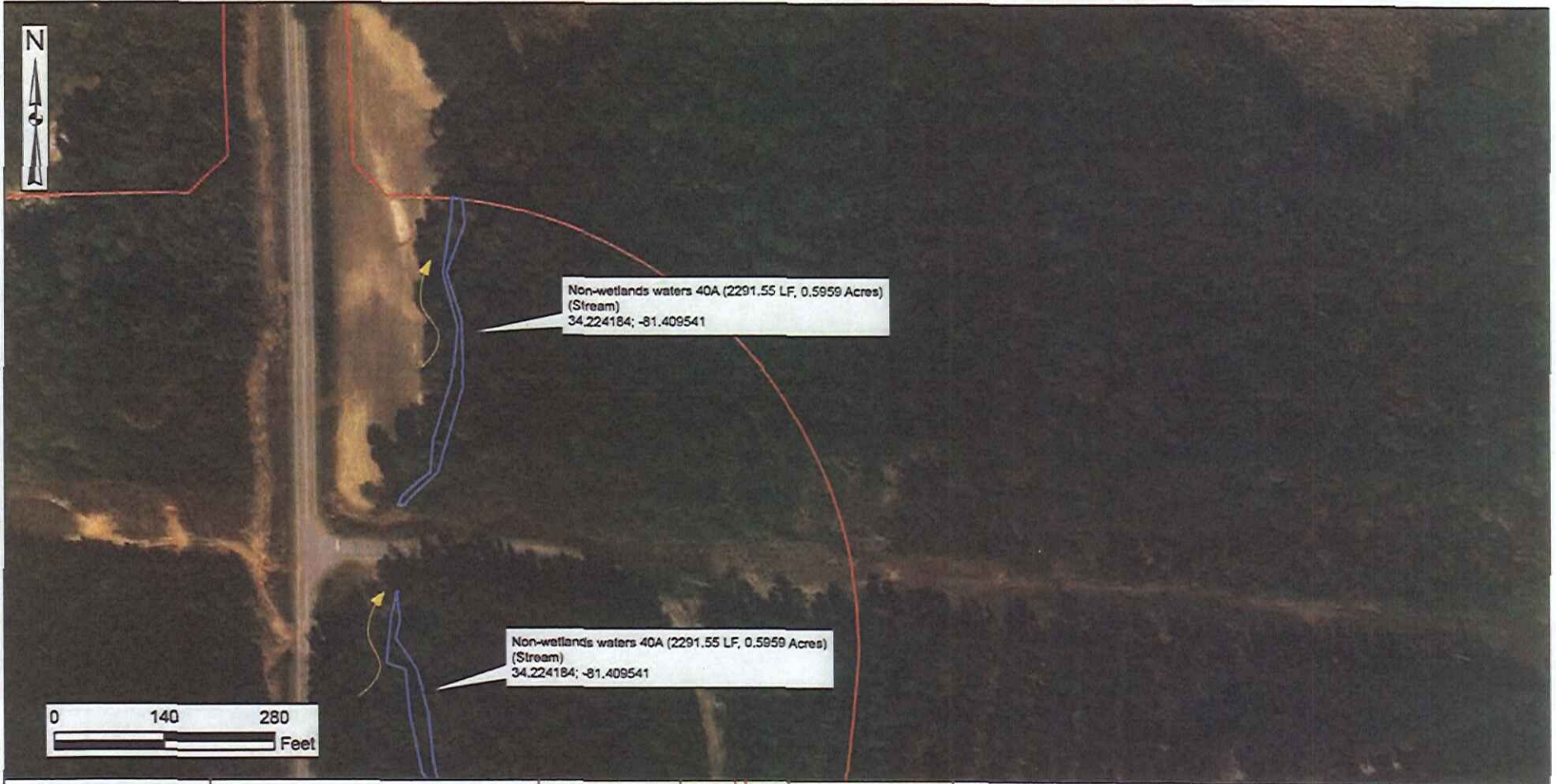


- Legend**
- Data Point
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland
 - Non-wetlands waters
 - SAC-2018-00748 (S-20 MM 85-101)
 - Flow Direction



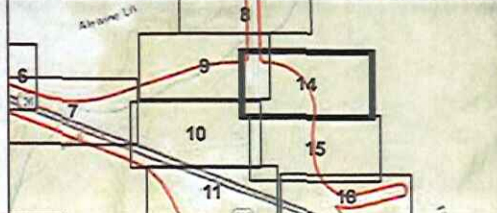
<p>I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748</p>	
<p>Source: ESRI Base Map Aerial Photography 2015</p>	<p>AQUATIC RESOURCES</p> <p>Drawn By: RHH QA/QC: KLM July 2018</p>
<p>Page 13 of 125</p>	

Dated by Corps: July 17, 2018



Legend

- Data Point
- Photo Point
- Non-wetlands waters
- SAC-2018-00748 (p-26 MM 85-101)
- Flow Direction
- Palustrine Forested Wetland
- Palustrine Emergent Wetland



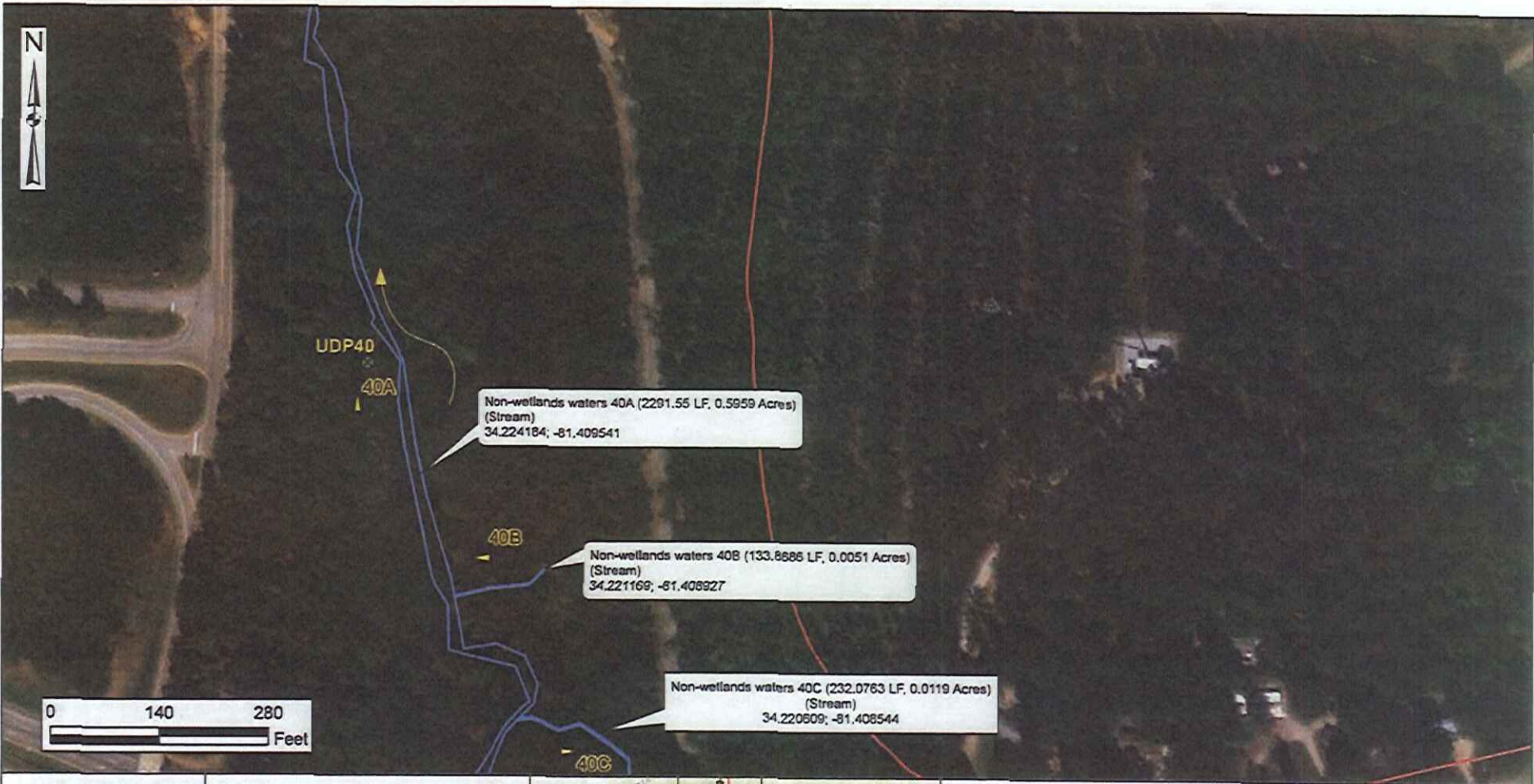
I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

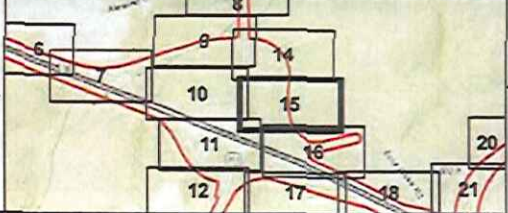
AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018



Legend	
Data Point	Palustrine Forested Wetland
Photo Point	Palustrine Emergent Wetland
Non-wetlands waters	
SAC-2018-00748 (I-26 MM 85-101)	
Flow Direction	



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

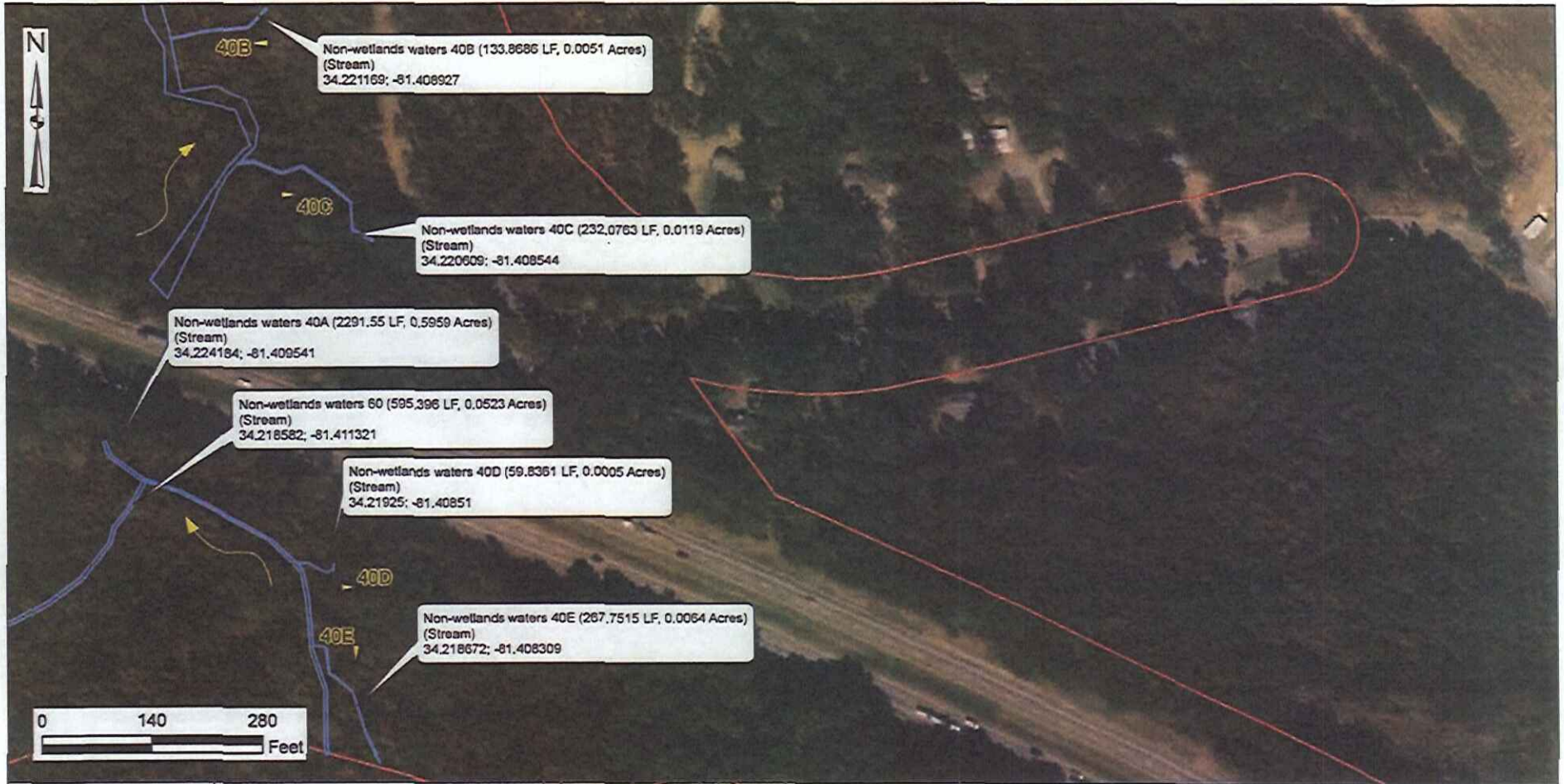
Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHM
QA/QC: KLM
July 2018

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Dated by Corps: July 17, 2018

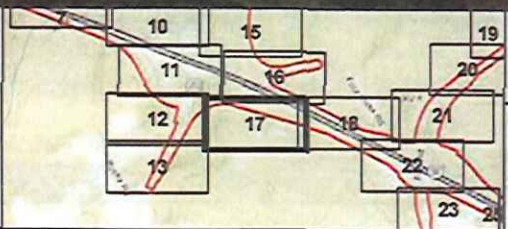


<p>South Carolina Department of Transportation</p>	Legend <ul style="list-style-type: none"> ● Data Point ○ Photo Point — Non-wetlands waters SAC-2015-00748 (I-26 MM 85-101) ■ Palustrine Forested Wetland ■ Palustrine Emergent Wetland Flow Direction 		I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208	
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Dated by Corps: July 17, 2018



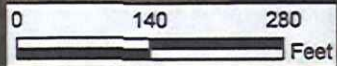
- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018	Page 17 of 125

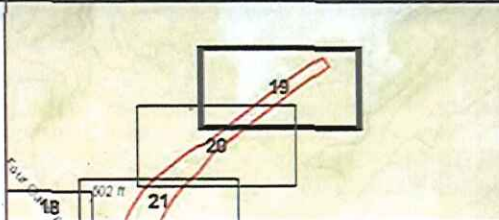
Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- Palustrine Forested Wetland
- Photo Point
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (439 MM 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

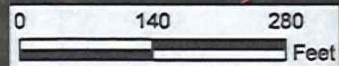
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018





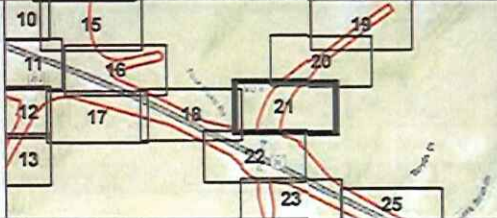
No Aquatic Resources Identified within Project Study Area



	Legend <ul style="list-style-type: none">● Data Point◡ Photo Point■ Non-wetlands waters□ SAC-2018-00748 (I-26 MM 85-101)~ Flow Direction■ Pasture Forested Wetland■ Pasture Emergent Wetland		I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748	
			Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018

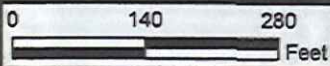
Dated by Corps: July 17, 2018



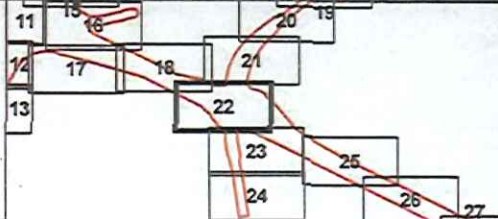
 <p>South Carolina Department of Transportation</p>	Legend <ul style="list-style-type: none"> Data Point Palustrine Forested Wetland Palustrine Emergent Wetland Non-wetlands waters SAC-2018-00748 (I-26 MM 85-101)  Flow Direction 		I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748	
			Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHM QA/QC: KLM July 2018

Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - Palustrine Forested Wetland
 - Photo Point
 - Palustrine Emergent Wetland
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Flow Direction



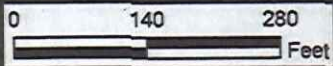
I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018

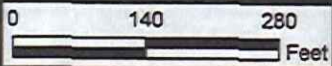


<p>South Carolina Department of Transportation</p>	<p>Legend</p> <ul style="list-style-type: none"> Data Point Palustrine Forested Wetland Palustrine Emergent Wetland Non-wetlands waters SAC-2018-00748 (5-29 MM 85-101) Flow Direction 		<p>I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748</p>	
			<p>Source: ESRI Base Map Aerial Photography 2015</p>	<p>AQUATIC RESOURCES</p> <p>Drawn By: RHH QA/QC: KLM July 2018</p>

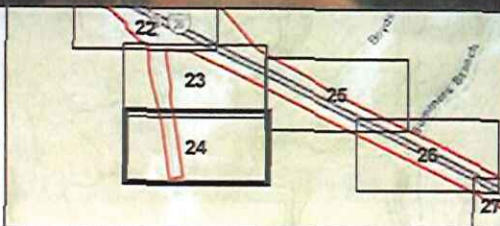
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland
 - ~ Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

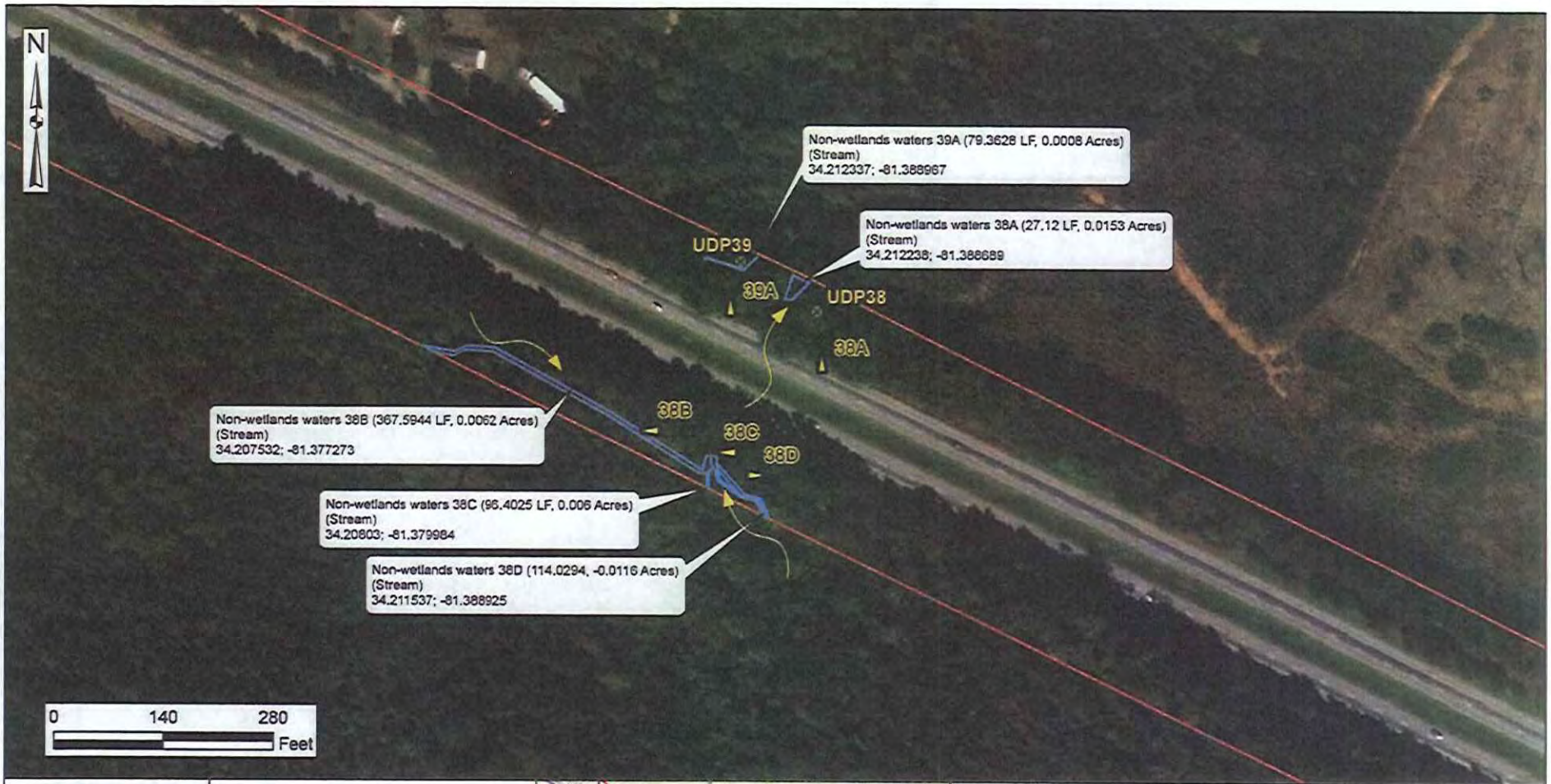
Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

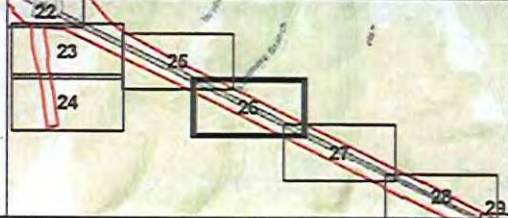


<p>South Carolina Department of Transportation</p>	Legend <ul style="list-style-type: none"> ● Data Point ◁ Photo Point ■ Non-wetlands waters □ SAC-2018-00748 (I-26 MM 85-101) ■ Palustrine Forested Wetland ■ Palustrine Emergent Wetland ~ Flow Direction 		I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748	
			Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018

Dated by Corps: July 17, 2018

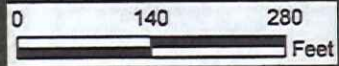
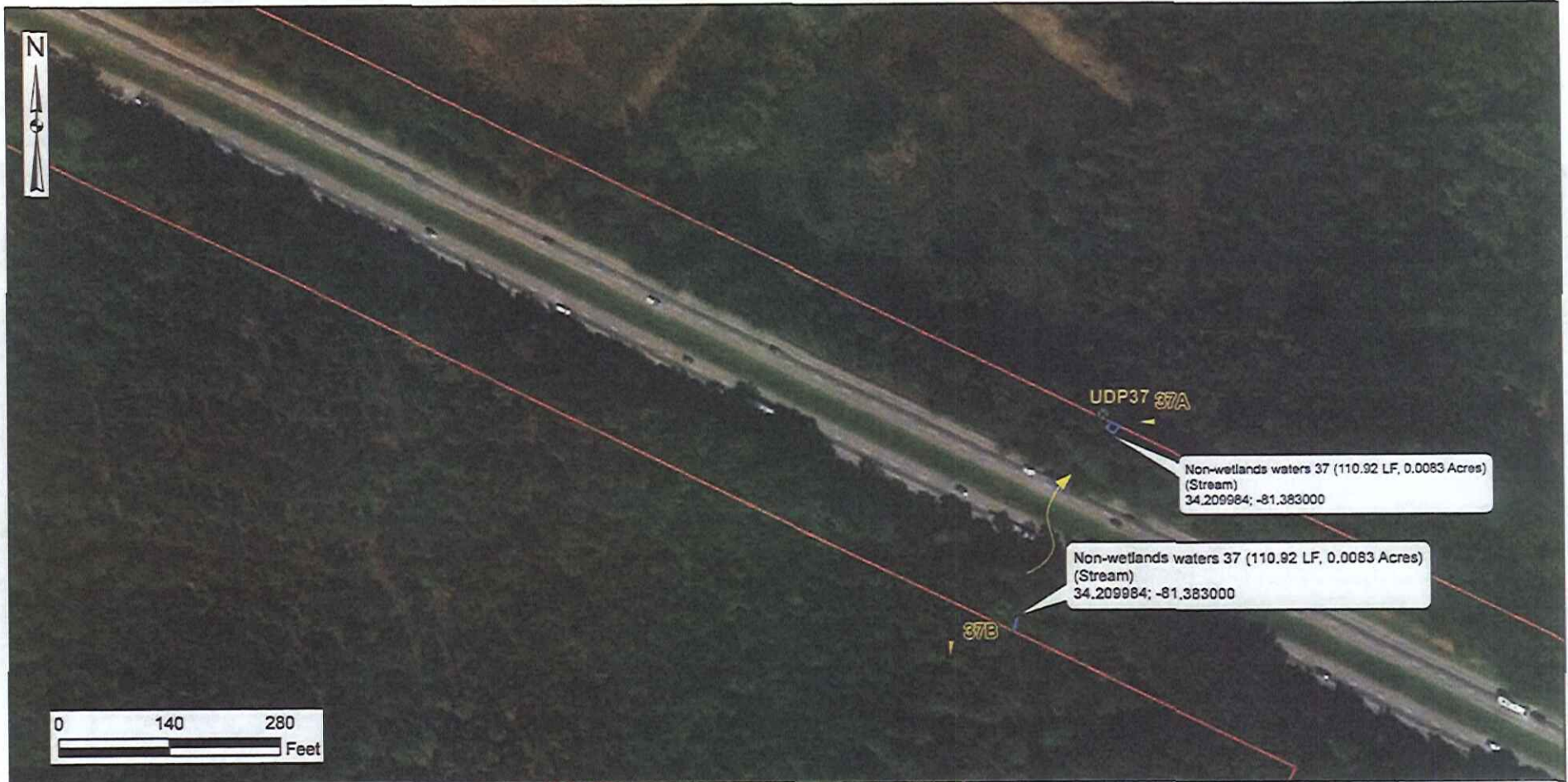


Legend	
	Data Point
	Palustrine Forested Wetland
	Palustrine Emergent Wetland
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction

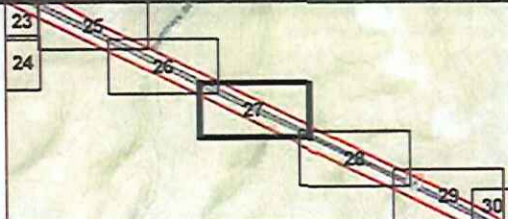


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018	Page 26 of 125

Dated by Corps: July 17, 2018



- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

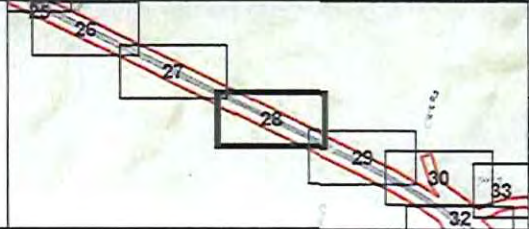
AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018



Legend	
	Data Point
	Photo Point
	Non-wetlands waters
	SAC-2018-00748 (953 Acres)
	Flow Direction
	Palustrine Forested Wetland
	Palustrine Emergent Wetland



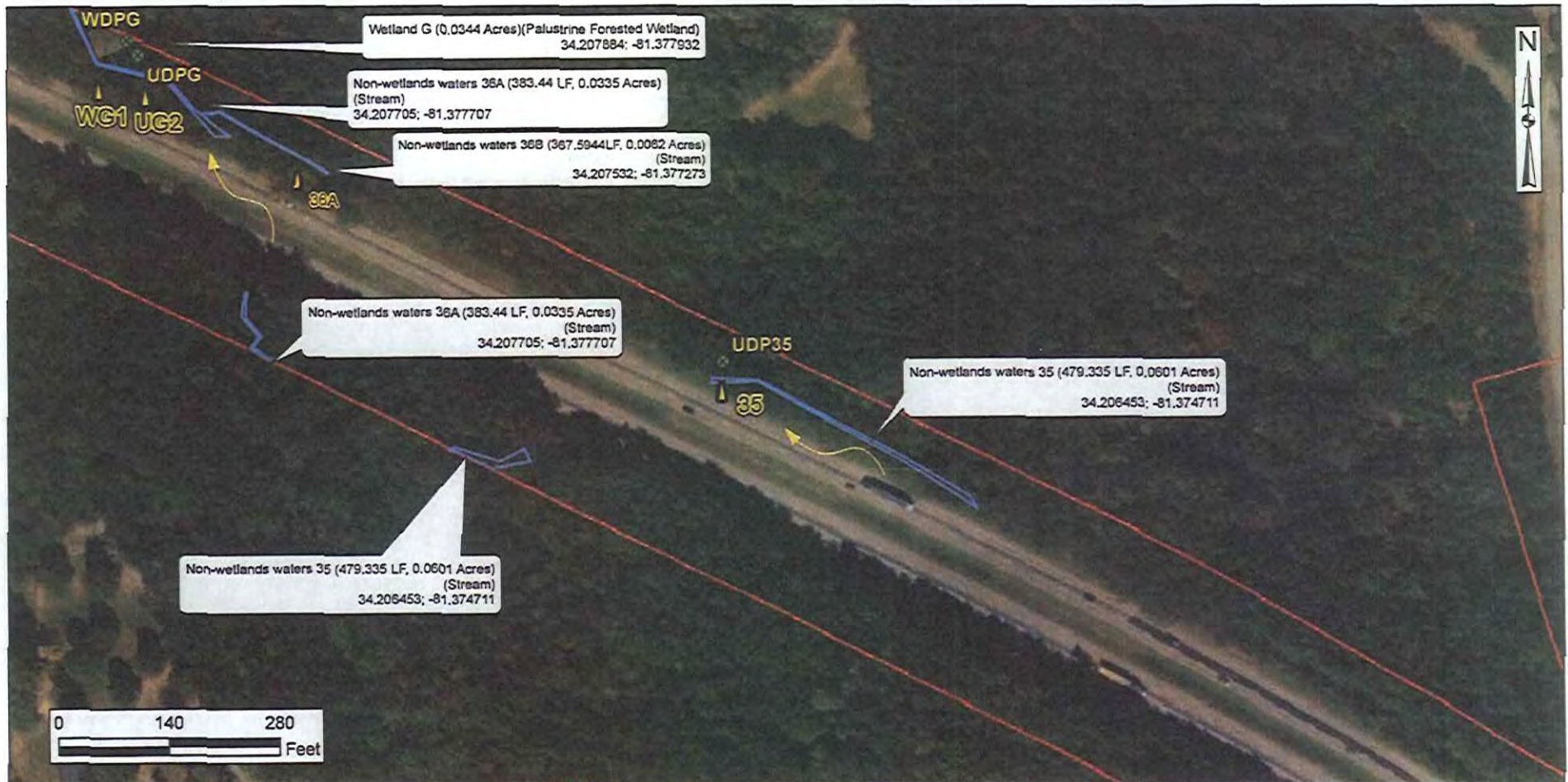
I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES

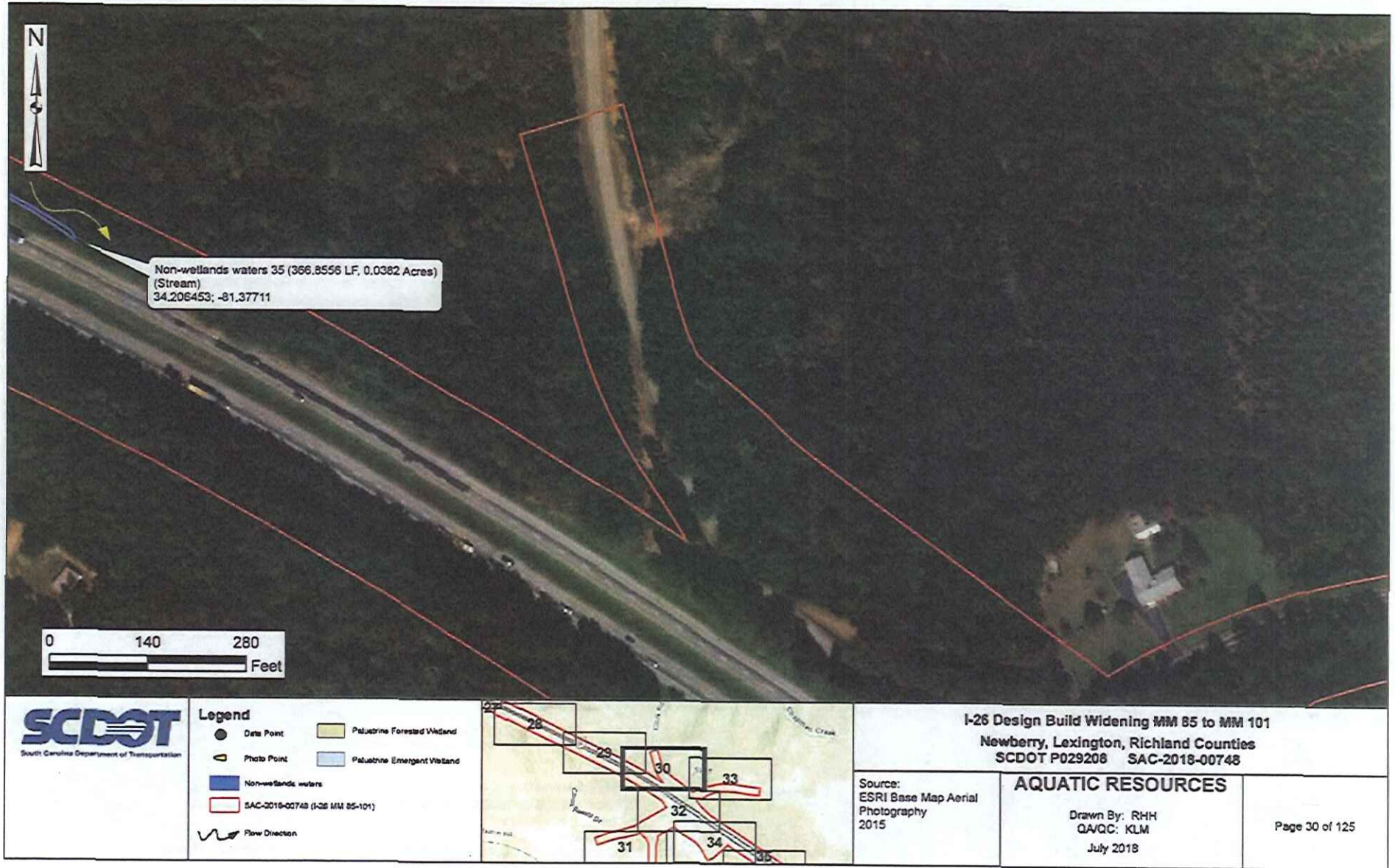
Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018



<p>South Carolina Department of Transportation</p>	<p>Legend</p> <ul style="list-style-type: none"> ● Data Point ◀ Photo Point ■ Non-wetlands waters □ SAC-2018-00748 (I-26 MM 85-101) ↗ Flow Direction ■ Palustrine Forested Wetland ■ Palustrine Emergent Wetland 		<p>I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748</p>	
			<p>Source: ESRI Base Map Aerial Photography 2015</p>	<p>AQUATIC RESOURCES</p> <p>Drawn By: RHH QA/QC: KLM July 2018</p>

Dated by Corps: July 17, 2018

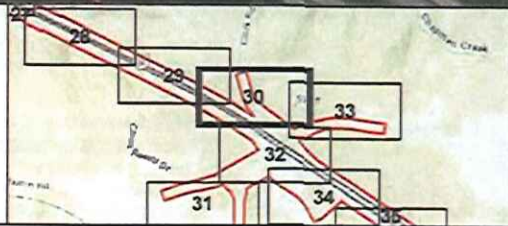


Non-wetlands waters 35 (366.8556 LF, 0.0362 Acres)
 (Stream)
 34,206453; -81,37711

0 140 280
 Feet



- Legend**
- Data Point
 - ◀ Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - ~ Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES

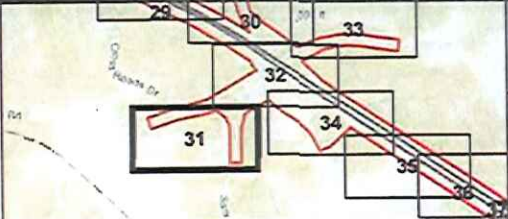
Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018



Legend

- Data Point
- Palmetto Forested Wetland
- Palmetto Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

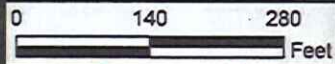
AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018

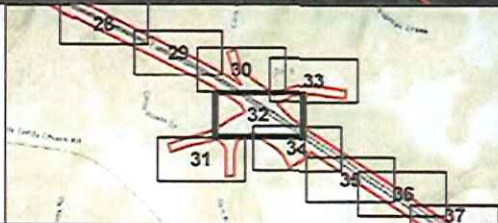


No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- Palustrine Forested Wetland
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

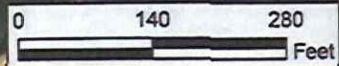
Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

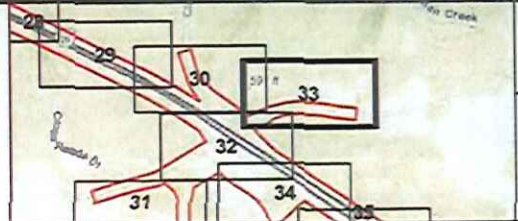
Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - Palustrine Forested Wetland
 - Photo Point
 - Palustrine Emergent Wetland
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Flow Direction



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES

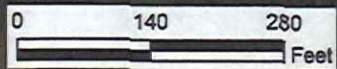
Drawn By: RHH
 QA/QC: KLM
 July 2018

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Dated by Corps: July 17, 2018

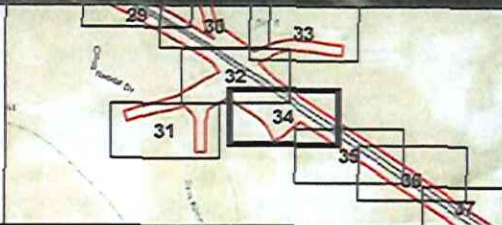


No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Palustrine Forested Wetland
-  Photo Point
-  Palustrine Emergent Wetland
-  Non-wetlands waters
-  SAC-2014-00748 (I-26 MM 85-101)
-  Flow Direction



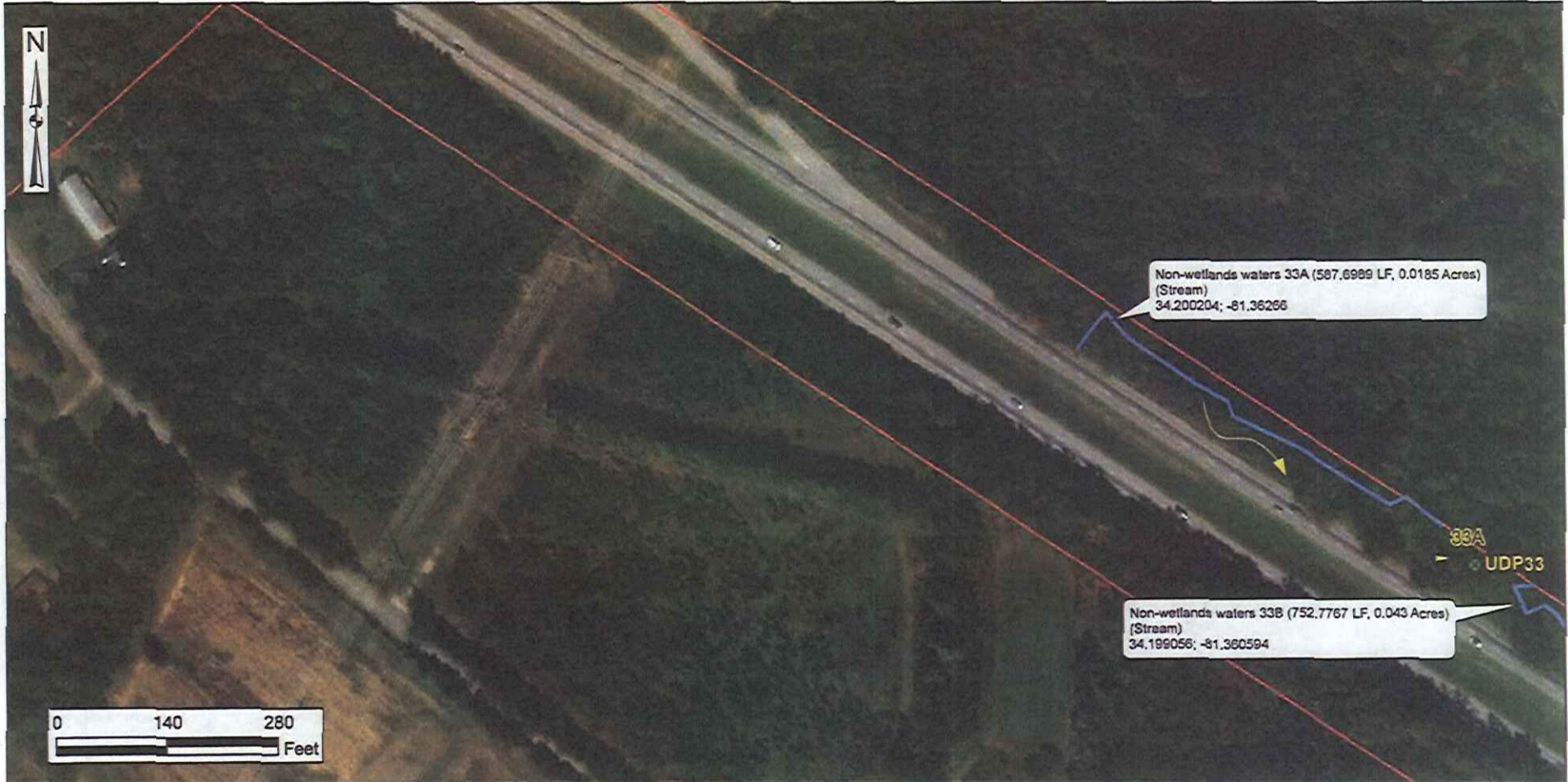
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

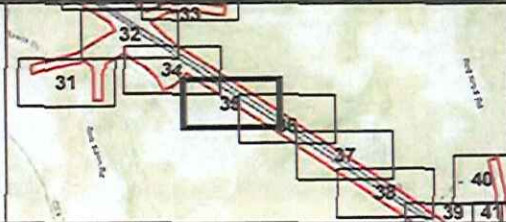
Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



Legend

- Data Point
- Photo Point
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Palustrine Forested Wetland
- Palustrine Emergent Wetland
- Flow Direction



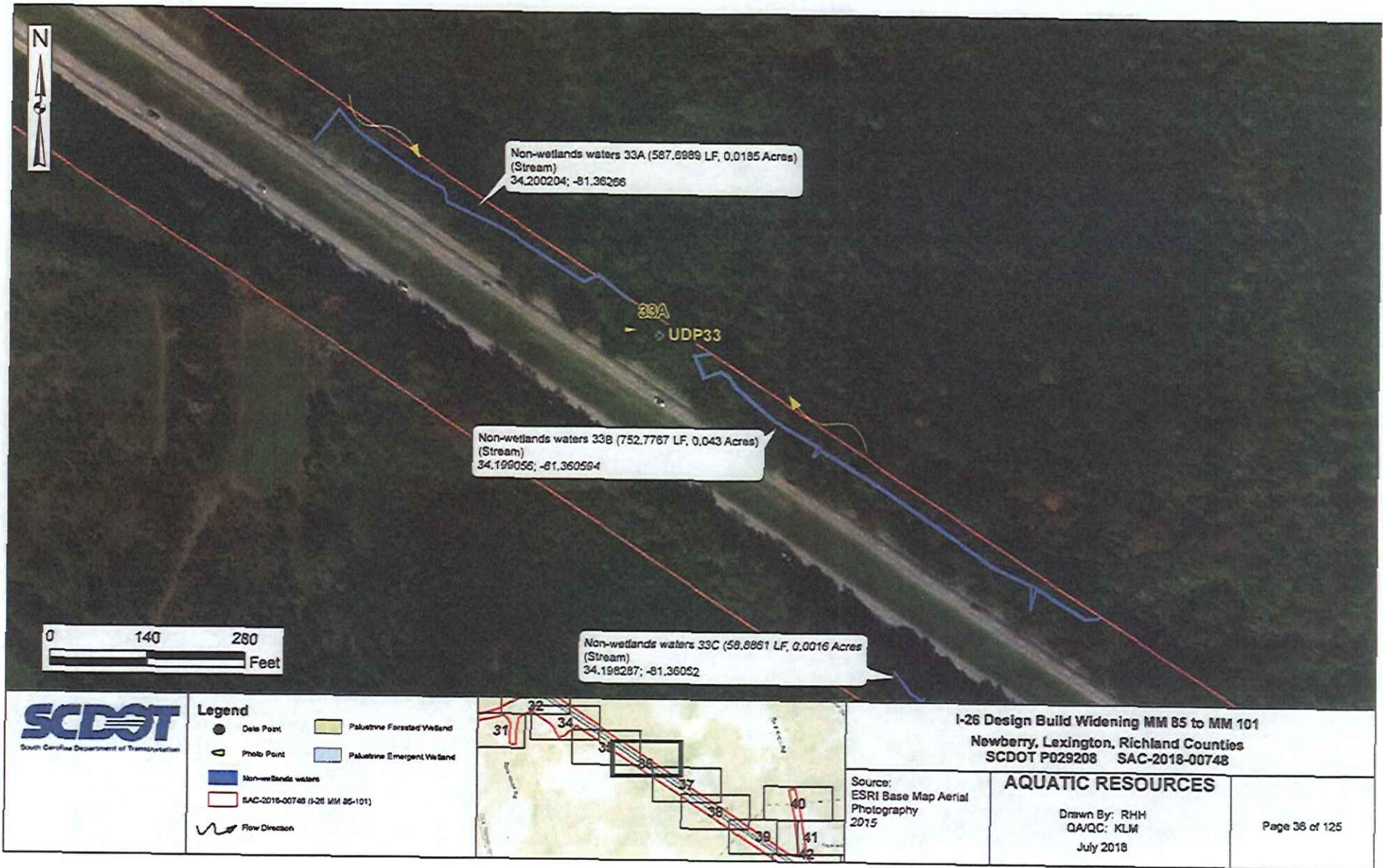
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

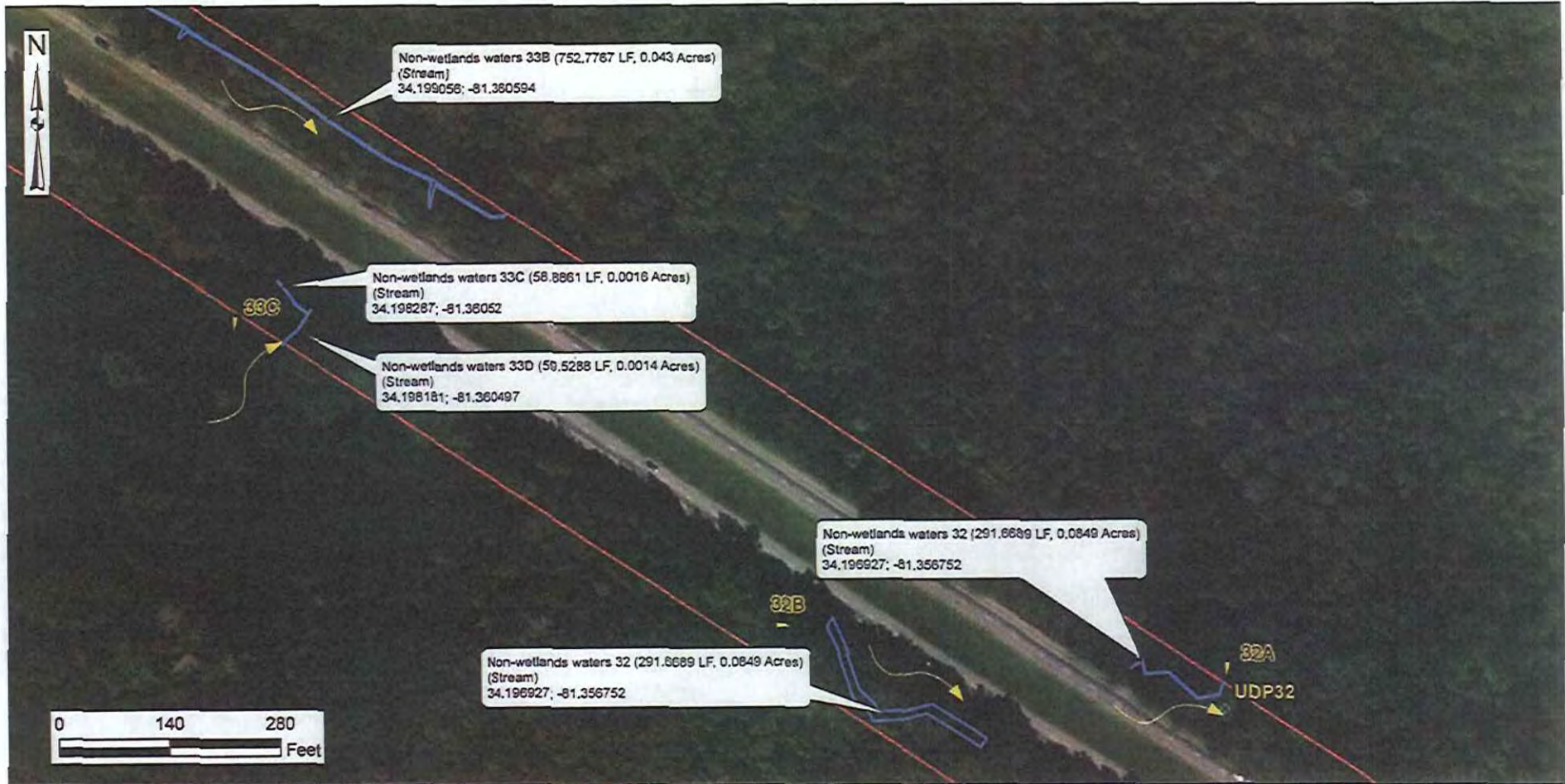
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



Dated by Corps: July 17, 2018



Legend	
	Date Point
	Palustrine Forested Wetland
	Palustrine Emergent Wetland
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

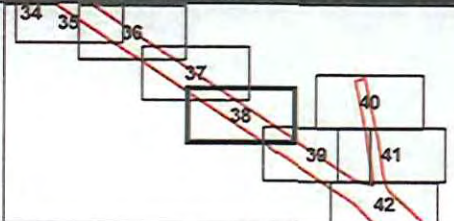
AQUATIC RESOURCES
Drawn By: RHM
QA/QC: KLM
July 2018

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Dated by Corps: July 17, 2018

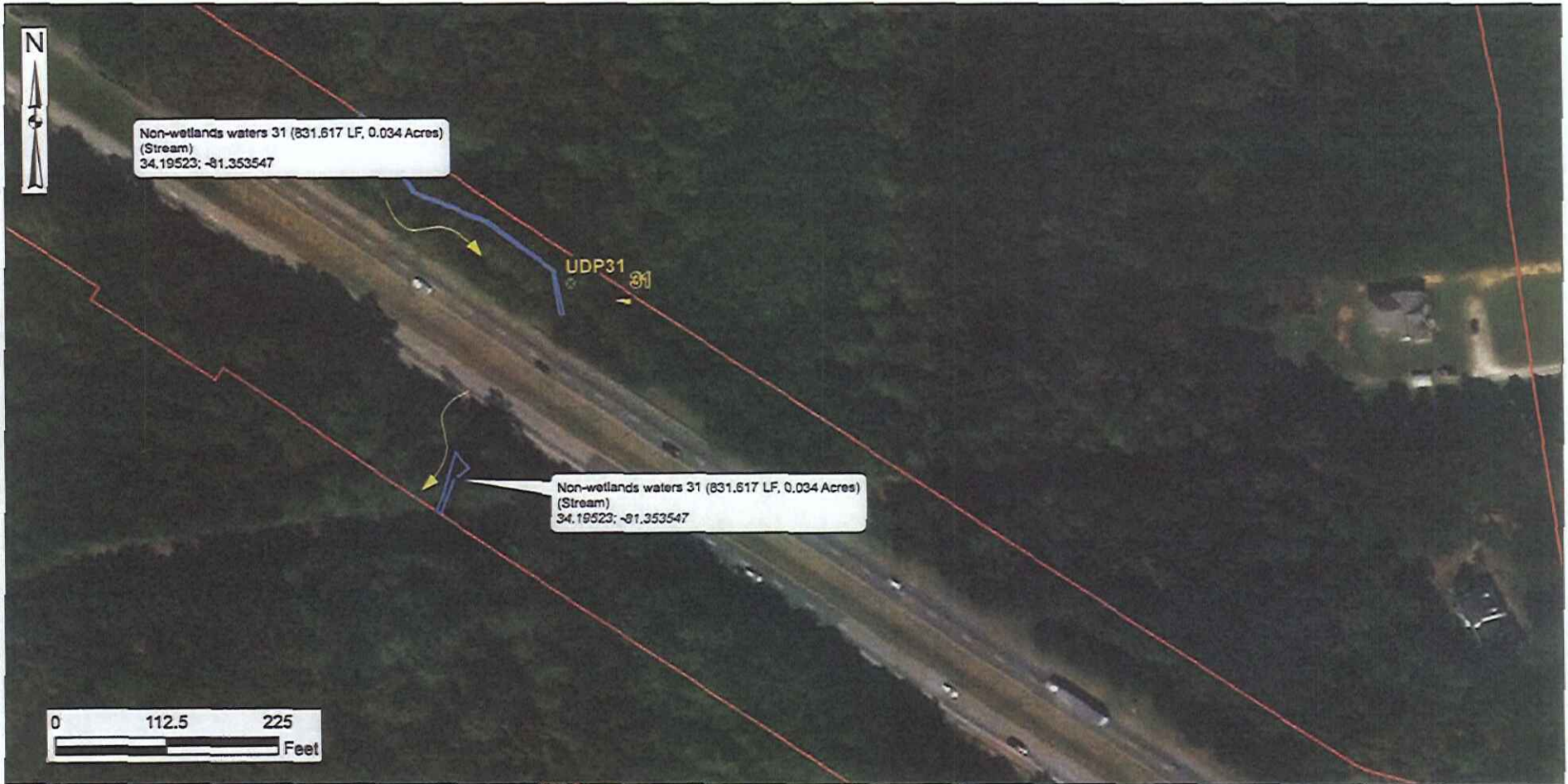


Legend	
	Data Point
	Palustrine Forested Wetland
	Photo Point
	Palustrine Emergent Wetland
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction

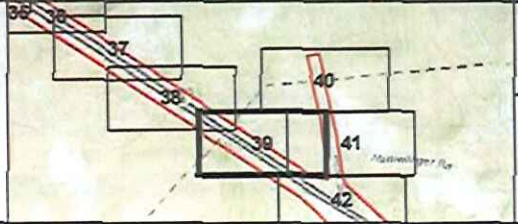


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018	Page 38 of 125

Dated by Corps: July 17, 2018



- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - SAC-2016-00748 (I-26 MM 85-101)
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland
 - Flow Direction

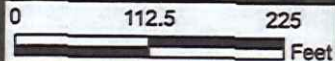


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018	Page 39 of 125

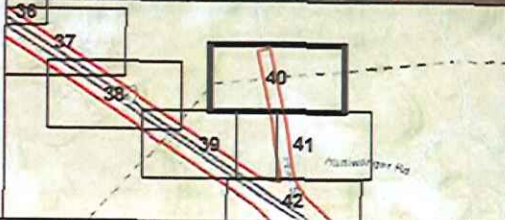
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - SAC-2016-00748 (I-26 MM 85-101)
 - ▨ Palustrine Forested Wetland
 - ▨ Palustrine Emergent Wetland
 - ~ Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

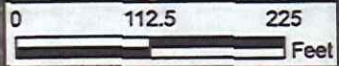
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

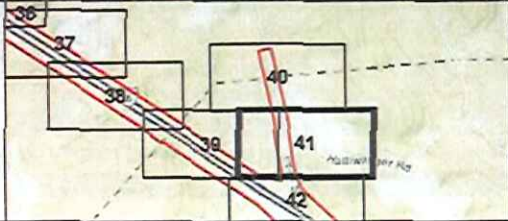
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Flow Direction



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

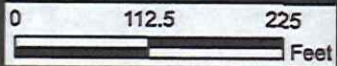
AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018







Dated by Corps: July 17, 2018

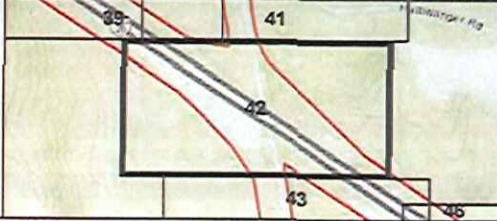


No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Palustrine Forested Wetland
-  Palustrine Emergent Wetland
-  Non-wetlands waters
-  SAC-2018-00748 (I-26 MM 85-101)
-  Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



- Legend**
- Data Point
 - Pelustrine Forested Wetland
 - Pelustrine Emergent Wetland
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Flow Direction



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

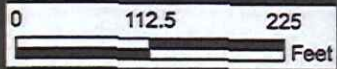
AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018

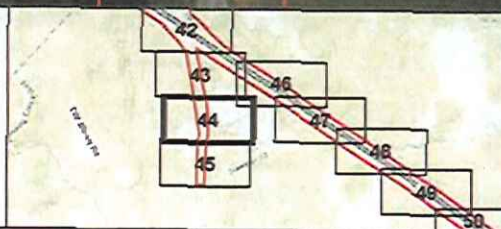


No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- ◁ Photo Point
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- ~ Flow Direction
- Palustrine Forested Wetland
- Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRJ Base Map Aerial
Photography
2015

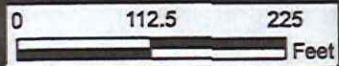
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018








Dated by Corps: July 17, 2018

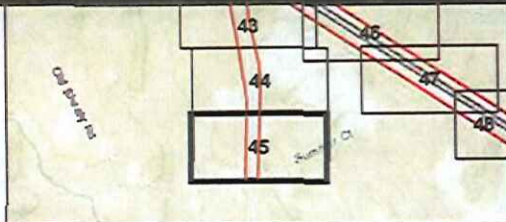


No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Palustrine Forested Wetland
-  Photo Point
-  Palustrine Emergent Wetland
-  Non-wetlands waters
-  SAC-2018-00748 (I-26 MM 85-101)
-  Flow Direction



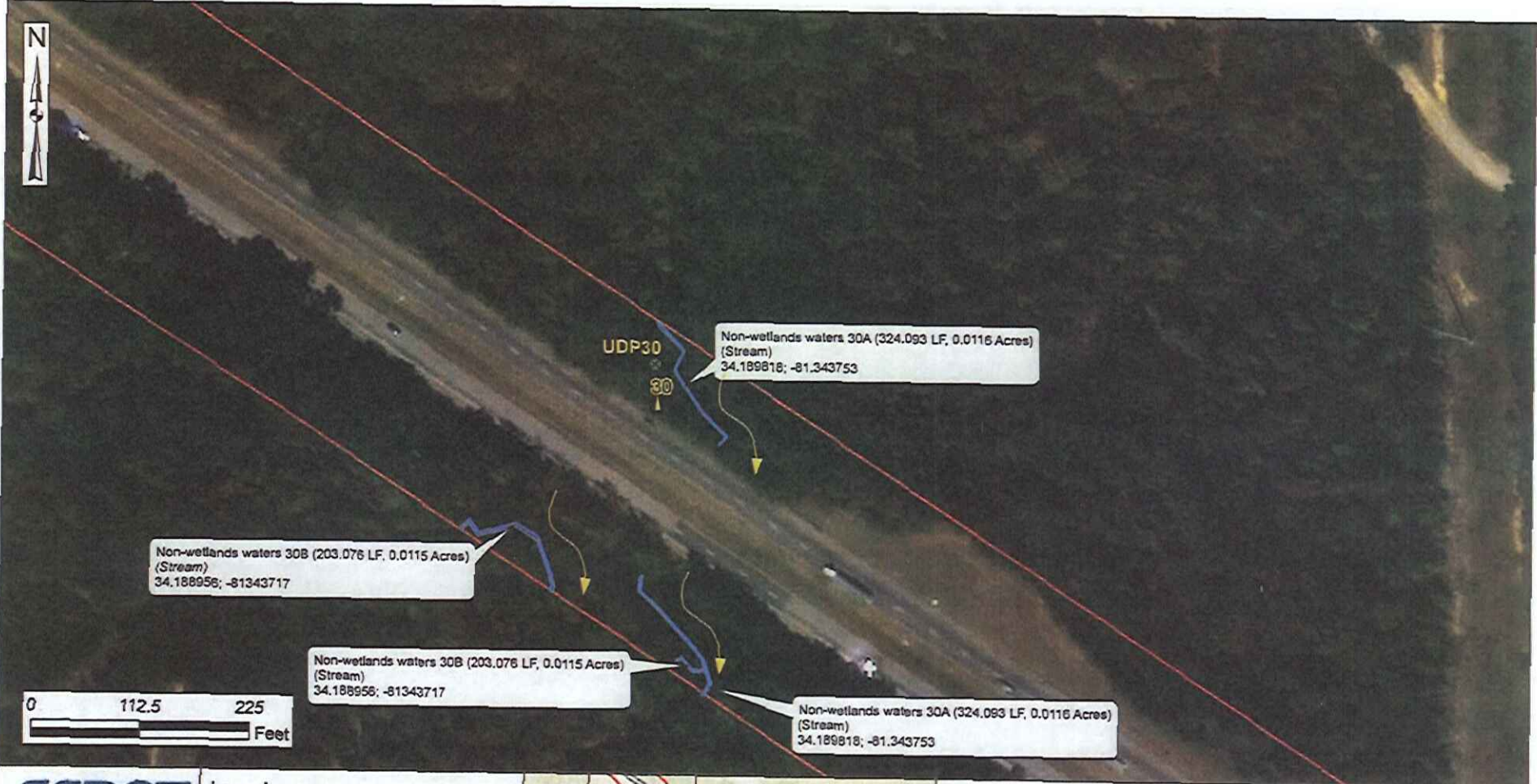
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

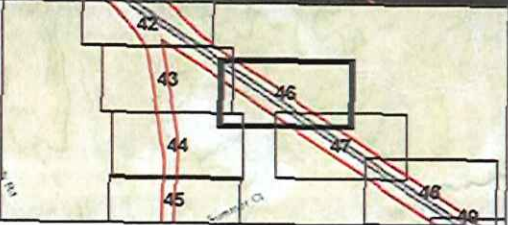
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - ~ Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

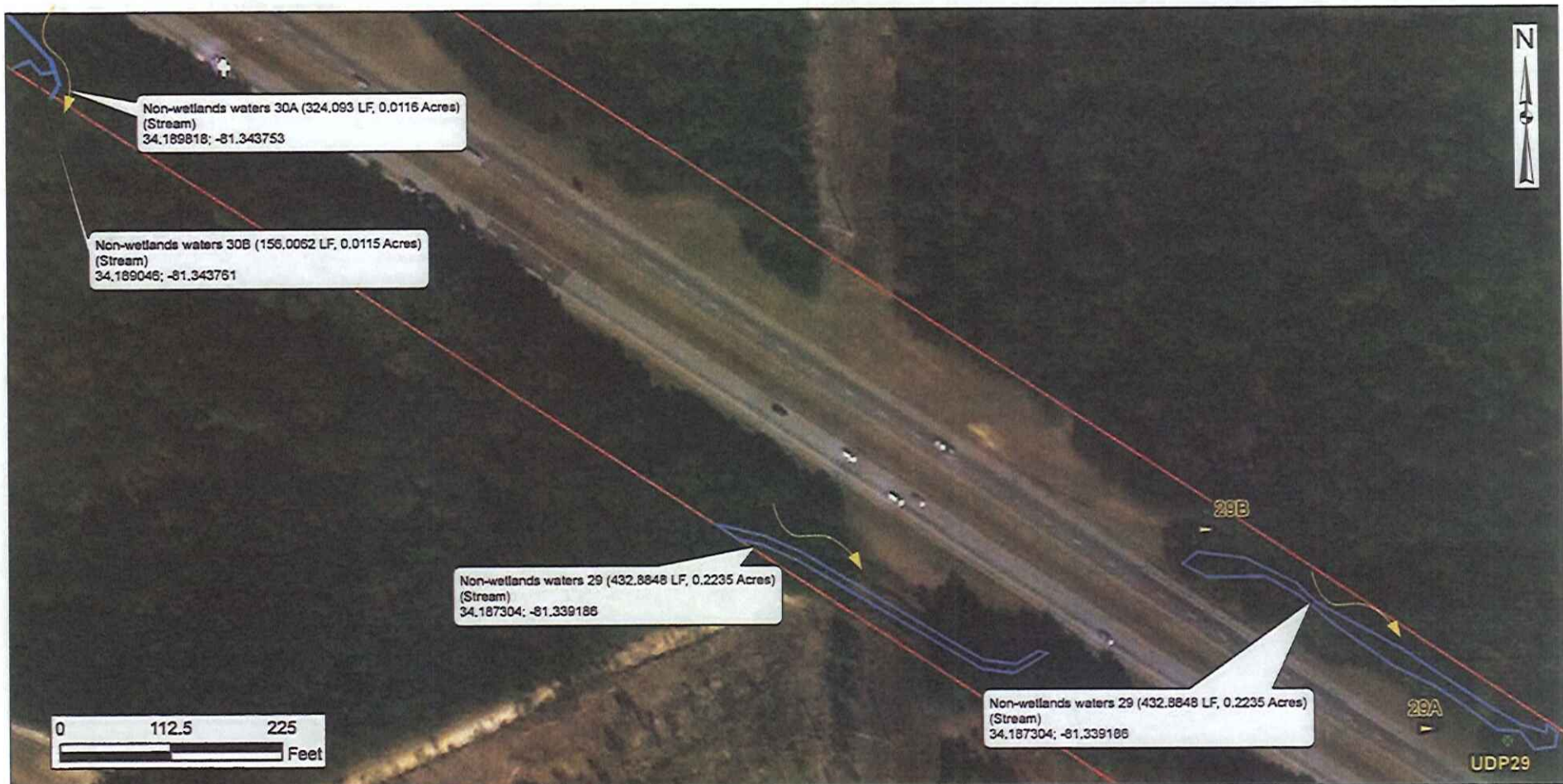
Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

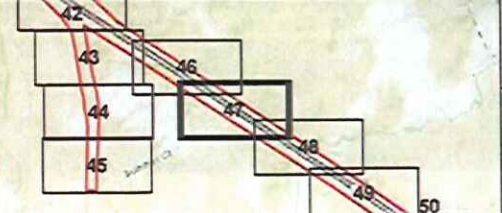
Drawn By: RHM
QA/QC: KLM
July 2018

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Dated by Corps: July 17, 2018



Legend	
	Data Point
	Photo Point
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction
	Palustrine Forested Wetland
	Palustrine Emergent Wetland



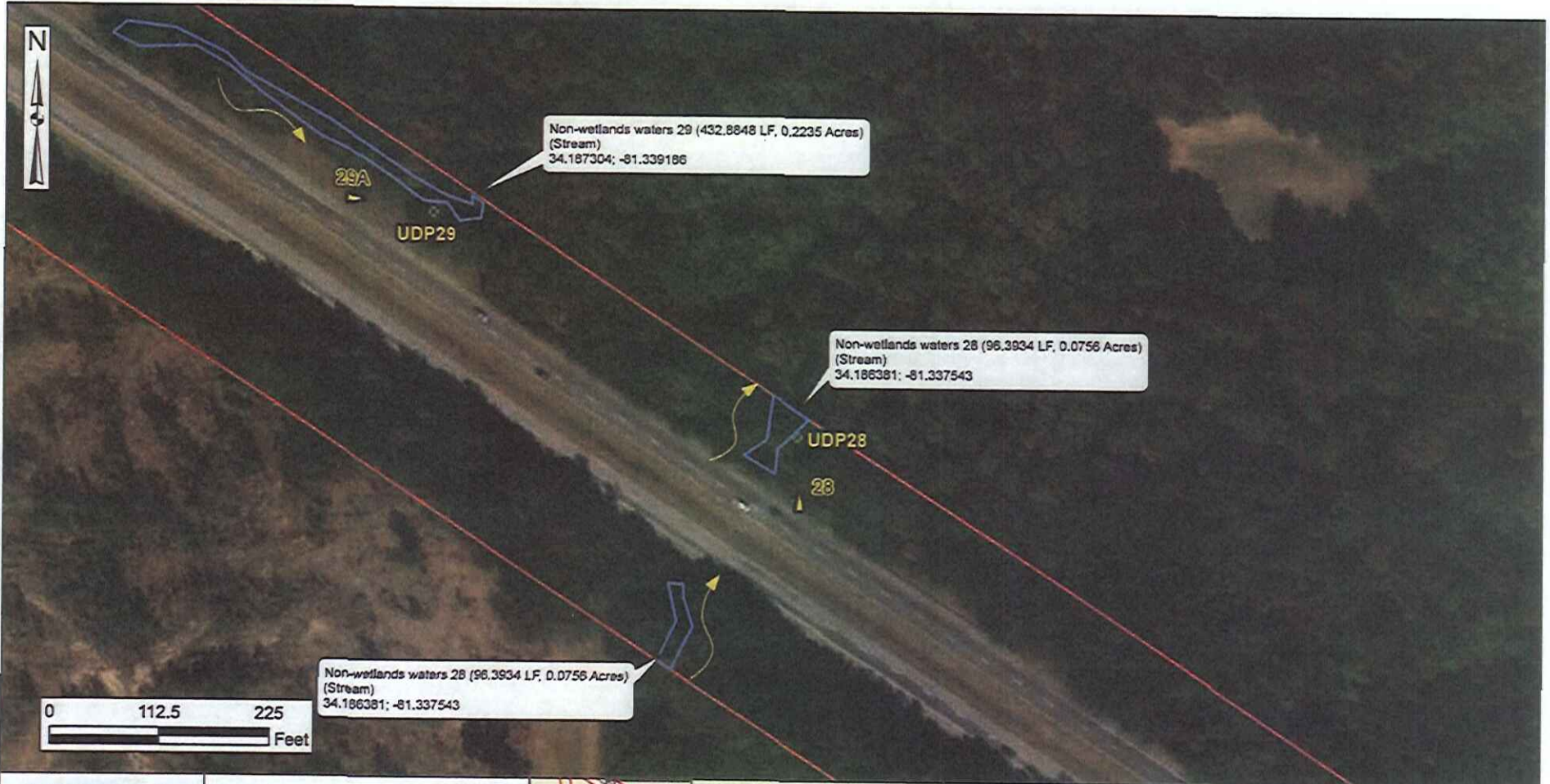
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

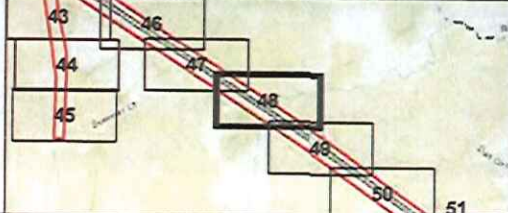
AQUATIC RESOURCES
Drawn By: RHH
QA/QC: KLM
July 2018

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Dated by Corps: July 17, 2018



Legend	
	Data Point
	Palustrine Forested Wetland
	Palustrine Emergent Wetland
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES
Drawn By: RHH
QA/QC: KLM
July 2018

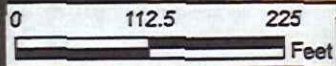
Page 48 of 125

Dated by Corps: July 17, 2018



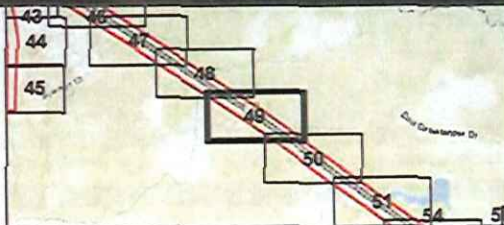
No Aquatic Resources Identified within Project Study Area

UDP106 103



Legend

- Data Point
- Palustrine Forested Wetland
- Photo Point
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

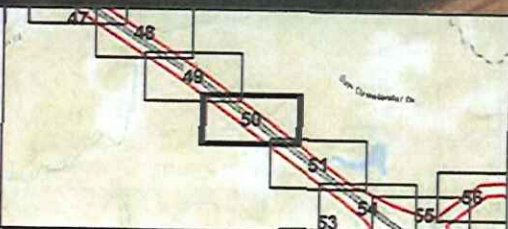
Page 49 of 125

Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - ◁ Photo Point
 - Non-wetlands wetaria
 - SAC-2018-00748 (I-26 MM 85-101)
 - ~ Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



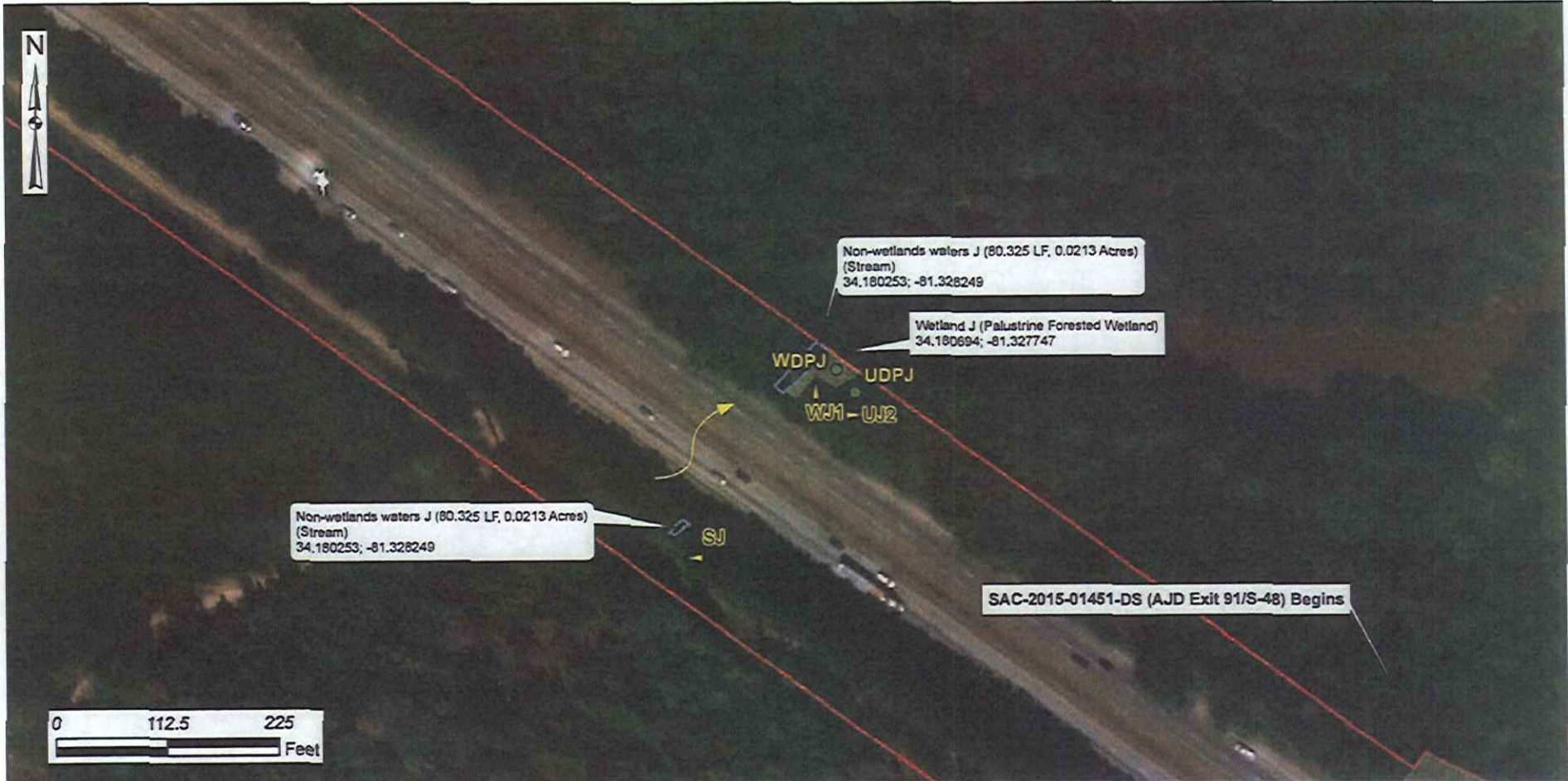
I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

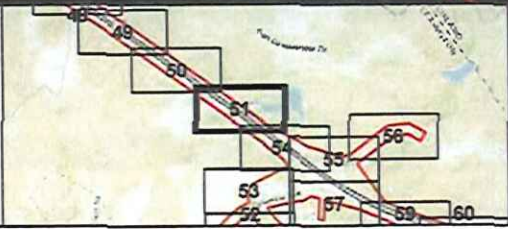
AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018



Legend	
	Data Point
	Palustrine Forested Wetland
	Palustrine Emergent Wetland
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

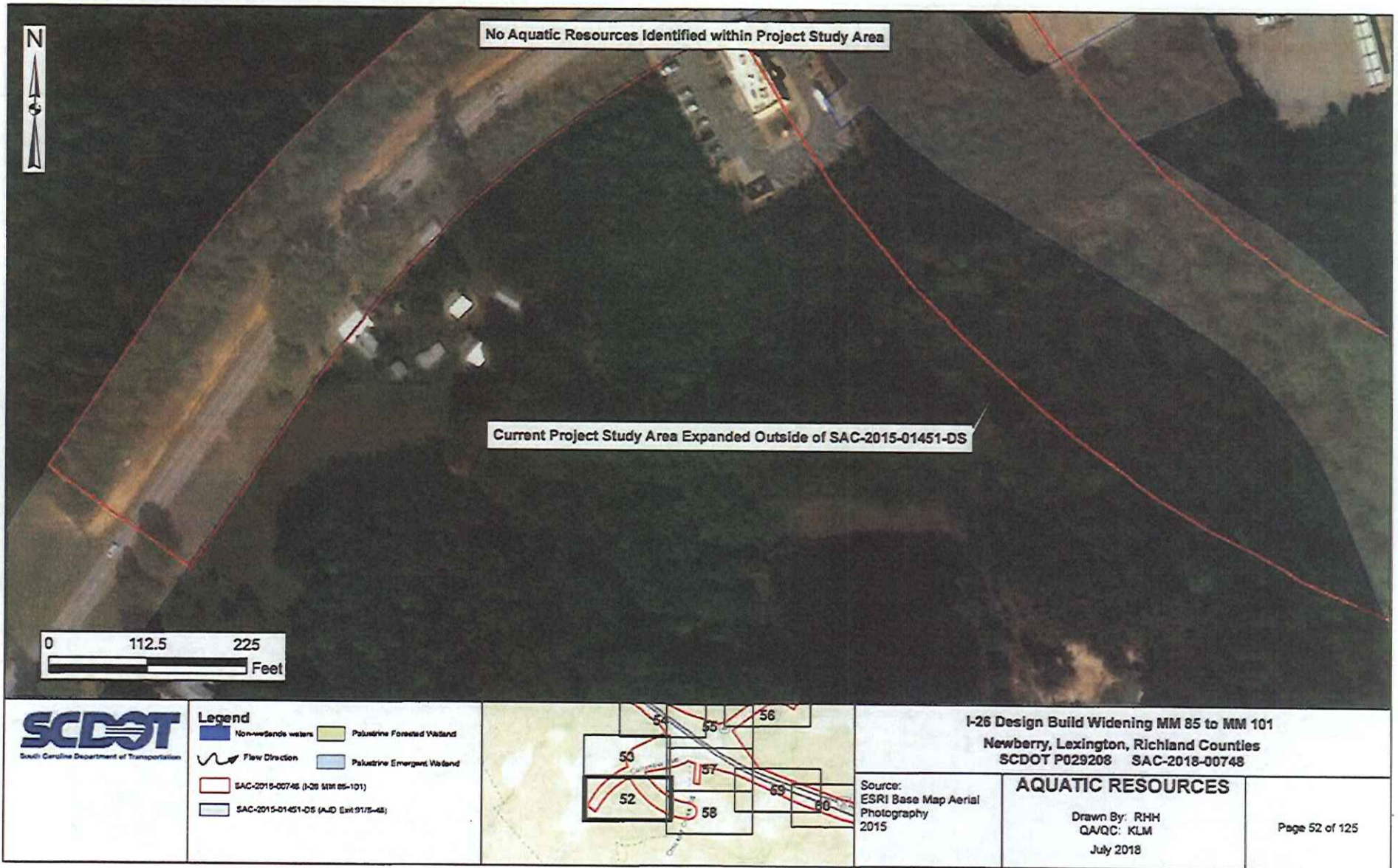
Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

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Dated by Corps: July 17, 2018

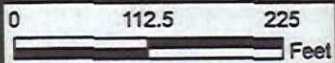


Dated by Corps: July 17, 2018










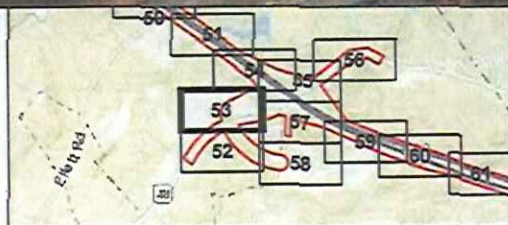
No Aquatic Resources Identified within Project Study Area

Current Project Study Area Expanded Outside of SAC-2015-01451-DS



Legend

-  Data Point
-  Pasture Forested Wetland
-  Photo Point
-  Pasture Emergent Wetland
-  Non-wetlands waters
-  SAC-2015-00748 (I-26 MM 85-101)
-  Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

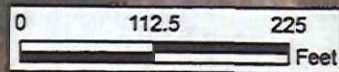
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

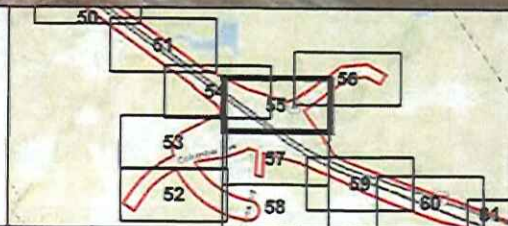
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Dated by Corps: July 17, 2018

SAC-2015-01451-DS Overlays Current Project Study Area



- Legend**
- Non-wetlands waters
 - Flow Direction
 - SAC-2018-00748 (I-26 MM 85-101)
 - SAC-2015-01451-DS (A/D Exit 91/5-45)
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00478

Source:
ESRI Base Map Aerial
Photography
2015

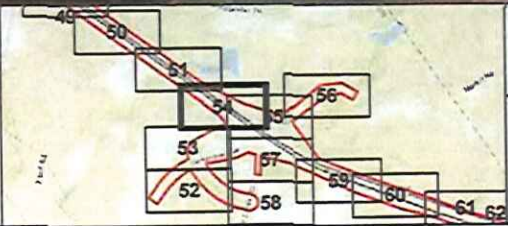
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



Legend	
	Non-wetlands water
	Pasture Forested Wetland
	Flow Direction
	Pasture Emergent Wetland
	SAC-2018-00748 (I-26 MM 95-101)
	SAC-2015-01451-05 (AID Exit 91/5-48)

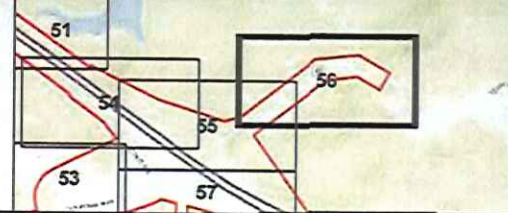


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES	Page 54 of 125
Drawn By: RHH QA/QC: KLM July 2018		

Dated by Corps: July 17, 2018

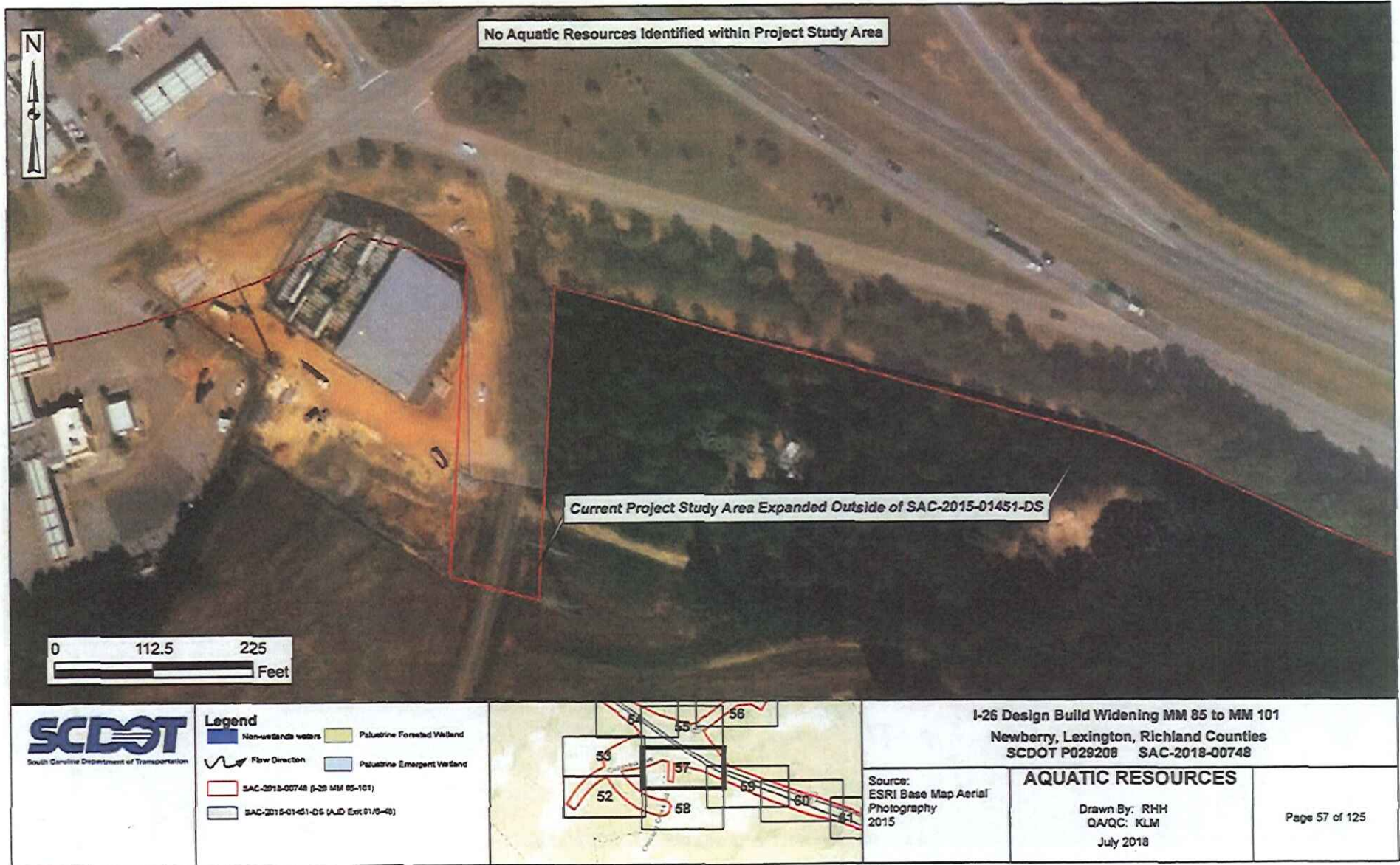


Non-wetlands waters	Palustrine Forested Wetland
Flow Direction	Palustrine Emergent Wetland
SAC-2018-00748 (I-26 MM 85-101)	
SAC-2015-01451-DS (A&D Ext 01/8-48)	



I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018	Page 56 of 125

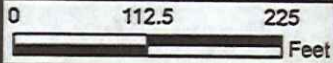
Dated by Corps: July 17, 2018



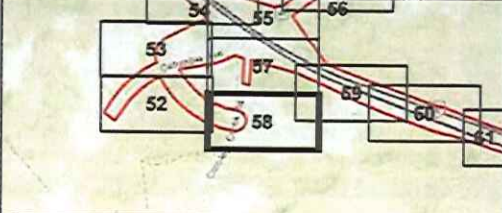
Dated by Corps: July 17, 2018



Current Project Study Area Expanded from SAC-2015-01451-DS



Legend	
	Non-wetlands waters
	Palustrine Forested Wetland
	Flow Direction
	Palustrine Emergent Wetland
	SAC-2018-00748 (9-28 MM 85-101)
	SAC-2015-01451-DS (AJC Ext 91/3-48)



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES

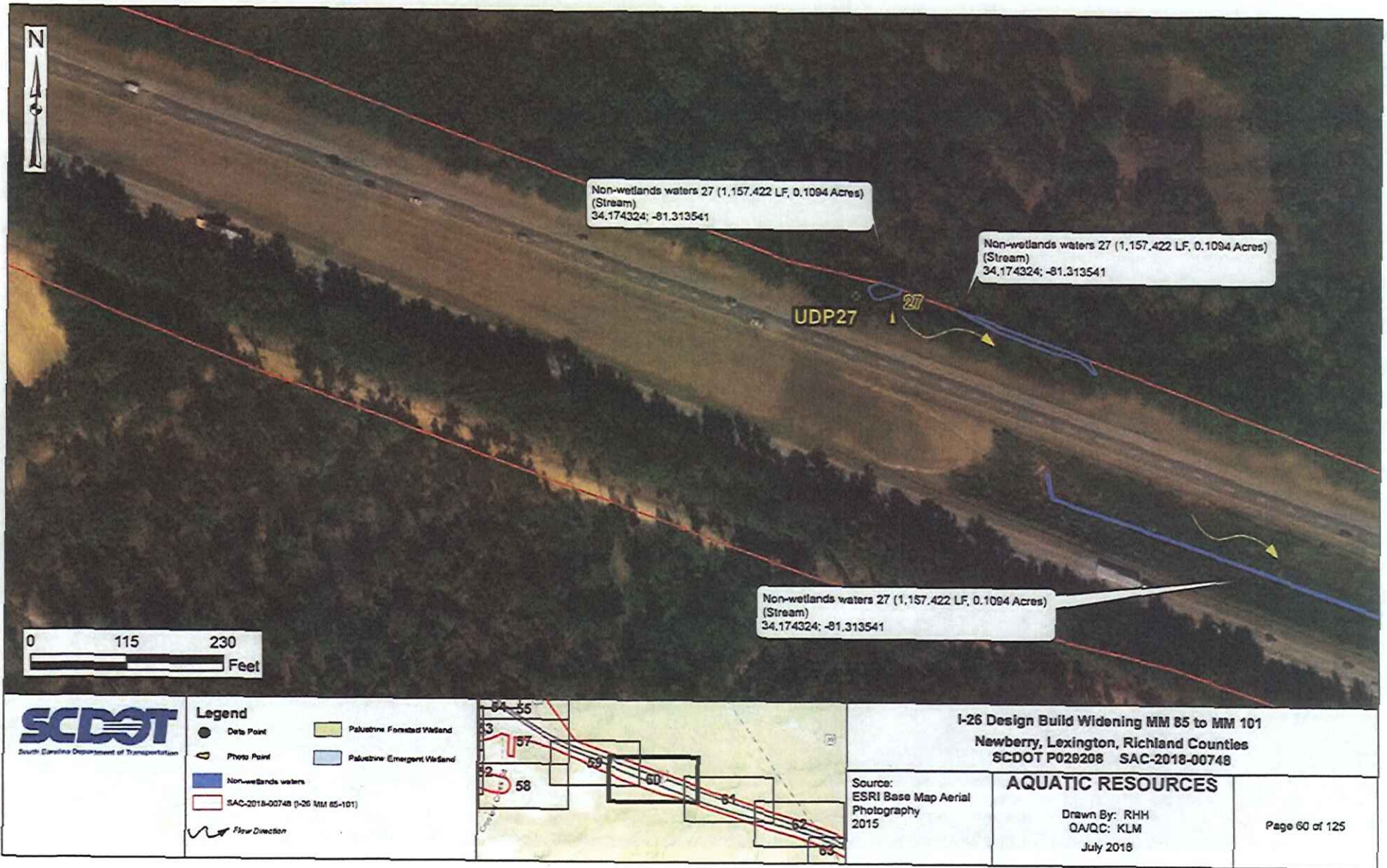
Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018

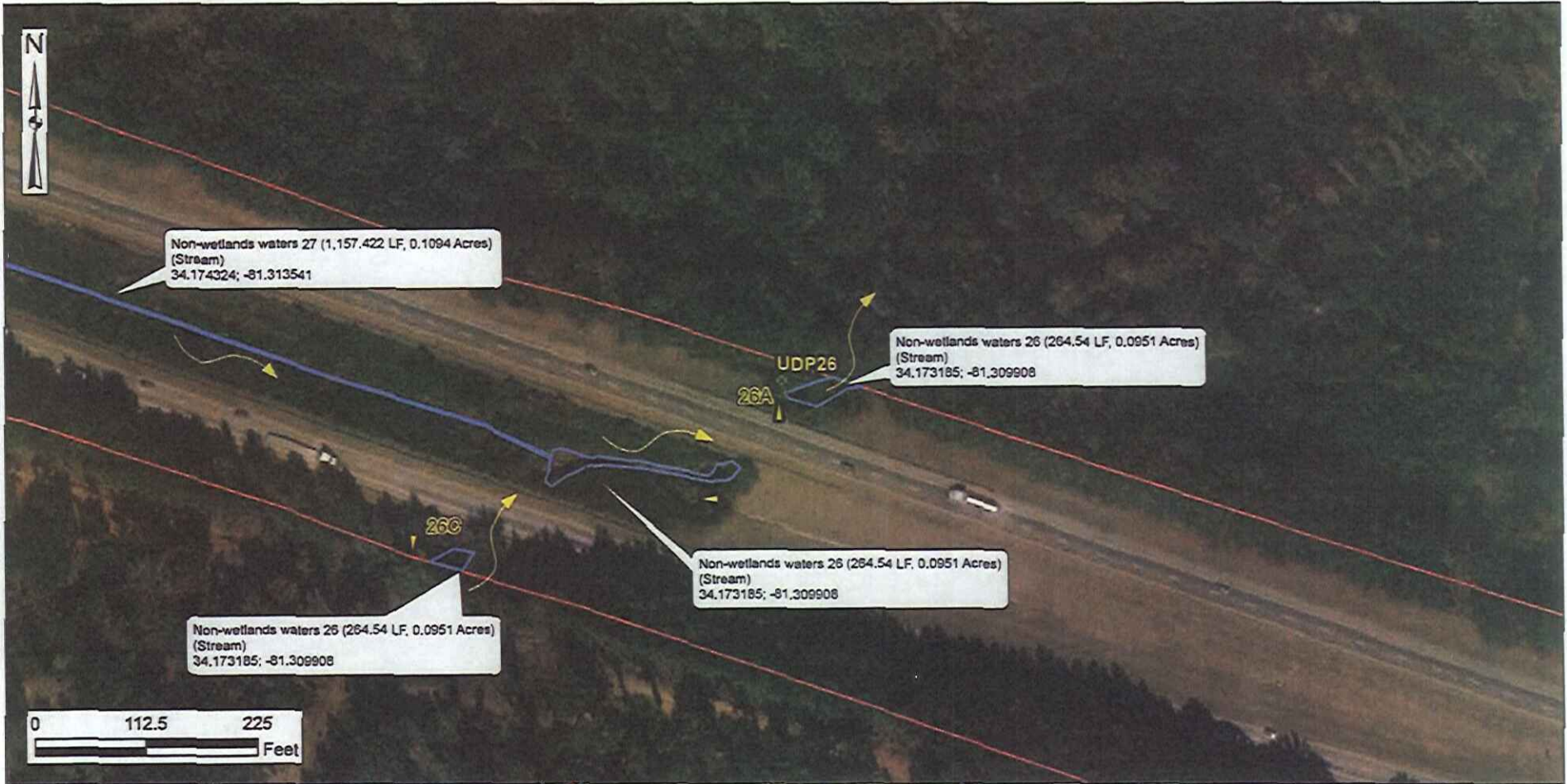


<p>South Carolina Department of Transportation</p>	<p>Legend</p> <ul style="list-style-type: none"> Non-wetlands waters Palustrine Forested Wetland Flow Direction Palustrine Emergent Wetland SAC-2018-00748 (I-29 MM 85-101) SAC-2015-01451-DS (I-29 Exit 91/5-48) 		<p>I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748</p>	
			<p>Source: ESRI Base Map Aerial Photography 2015</p>	<p>AQUATIC RESOURCES</p> <p>Drawn By: RHH QA/QC: KLM July 2018</p>

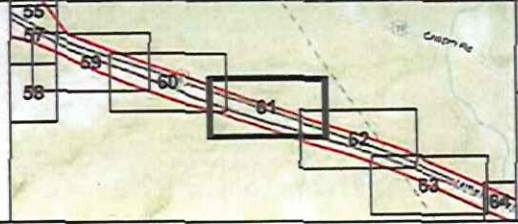
Dated by Corps: July 17, 2018



Dated by Corps: July 17, 2018



Legend	
	Data Point
	Palustrine Forested Wetland
	Palustrine Emergent Wetland
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction



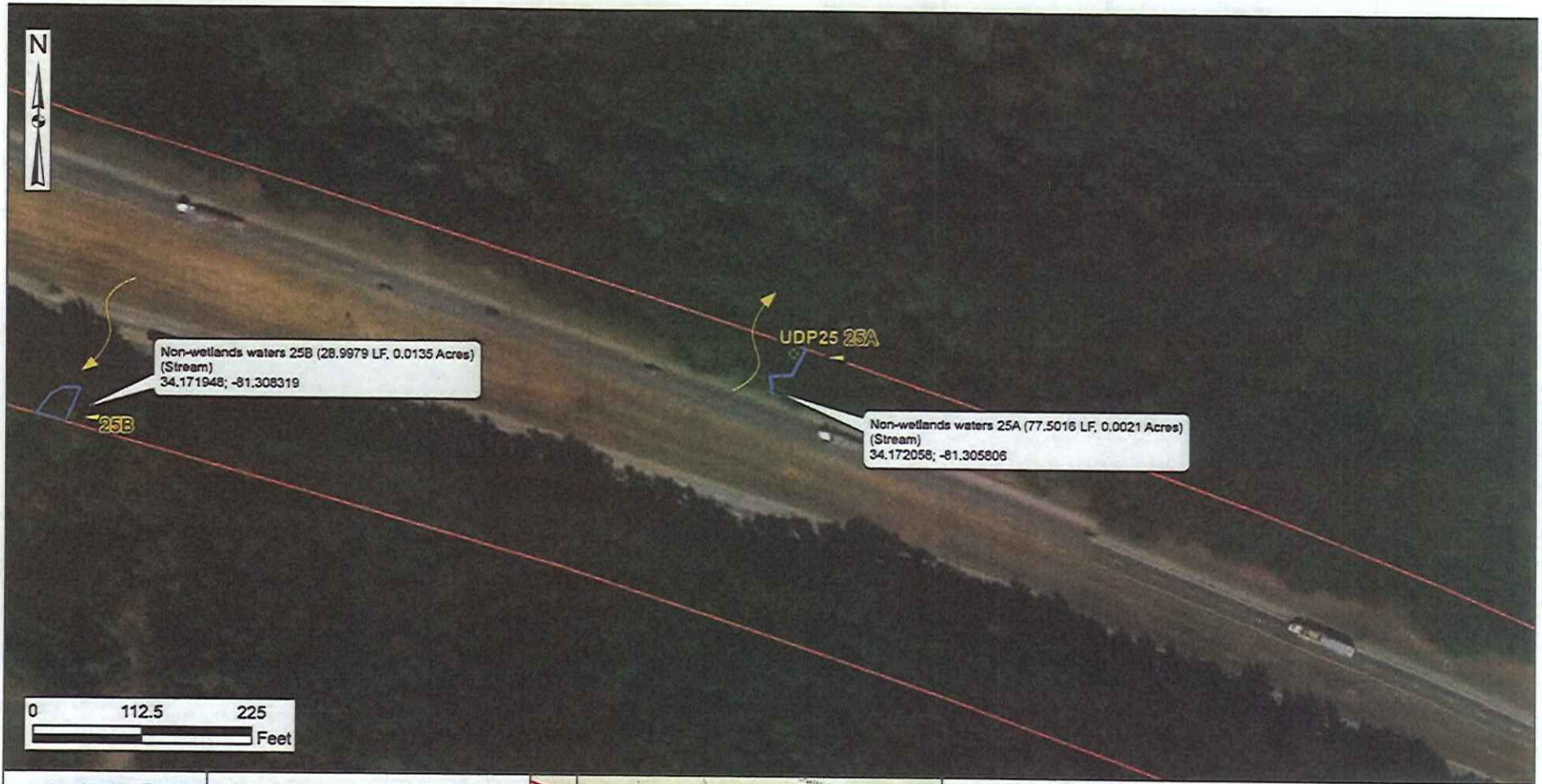
I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208

Source:
 ESRI Base Map Aerial
 Photography
 2015

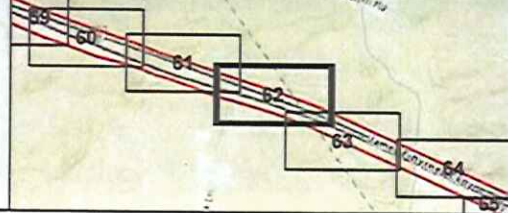
AQUATIC RESOURCES
 Drawn By: RHH
 QA/QC: KLM
 July 2018

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Dated by Corps: July 17, 2018

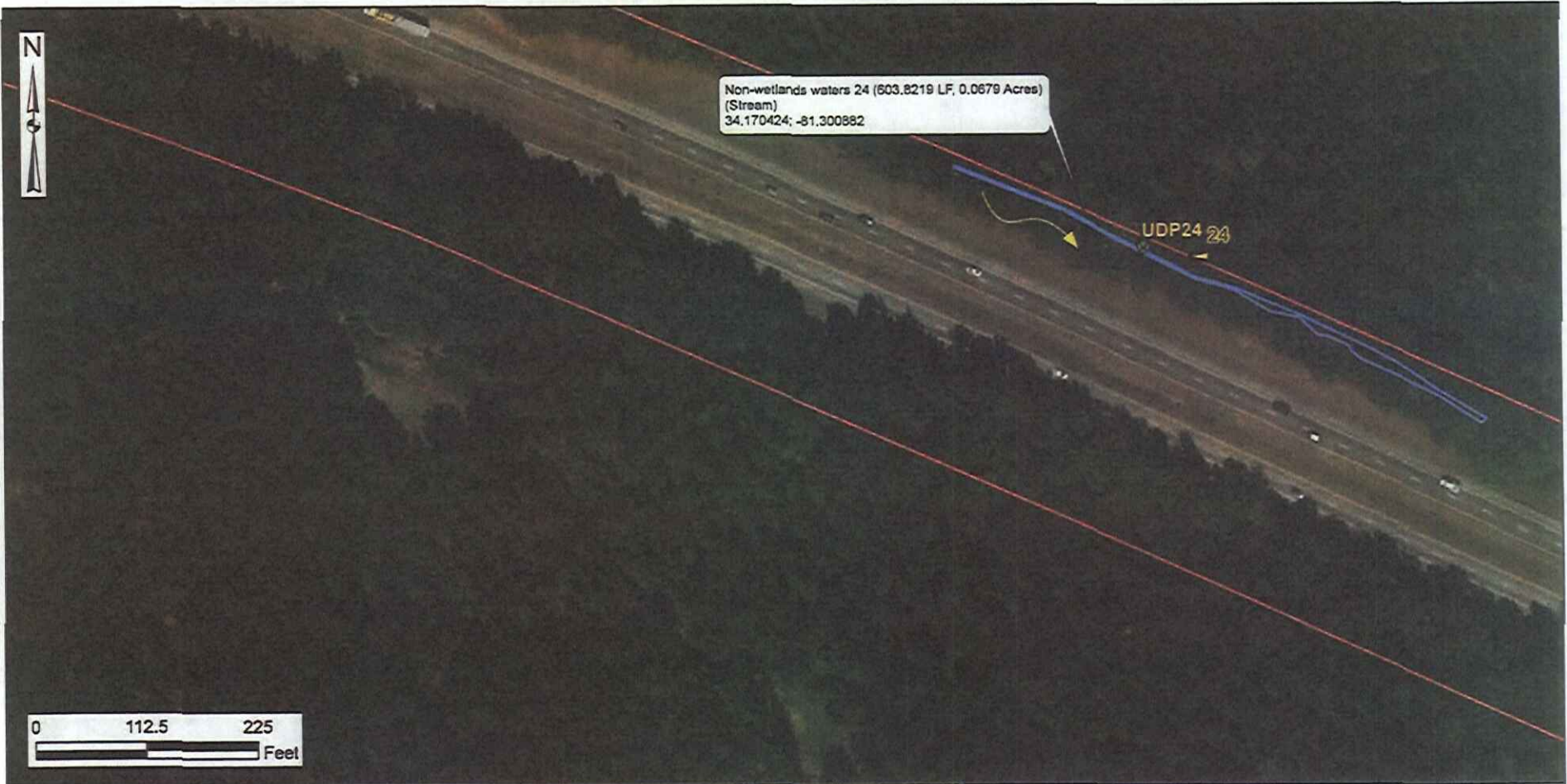


Legend	
	Date Point
	Palustrine Forested Wetland
	Photo Point
	Palustrine Emergent Wetland
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction

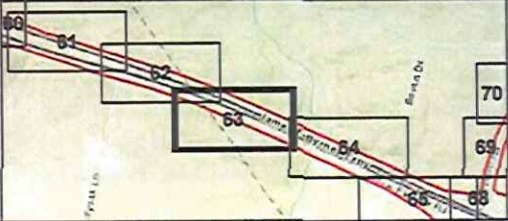


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018	Page 62 of 125

Dated by Corps: July 17, 2018



- Legend**
- Data Point
 - ◀ Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland
 - ~ Flow Direction



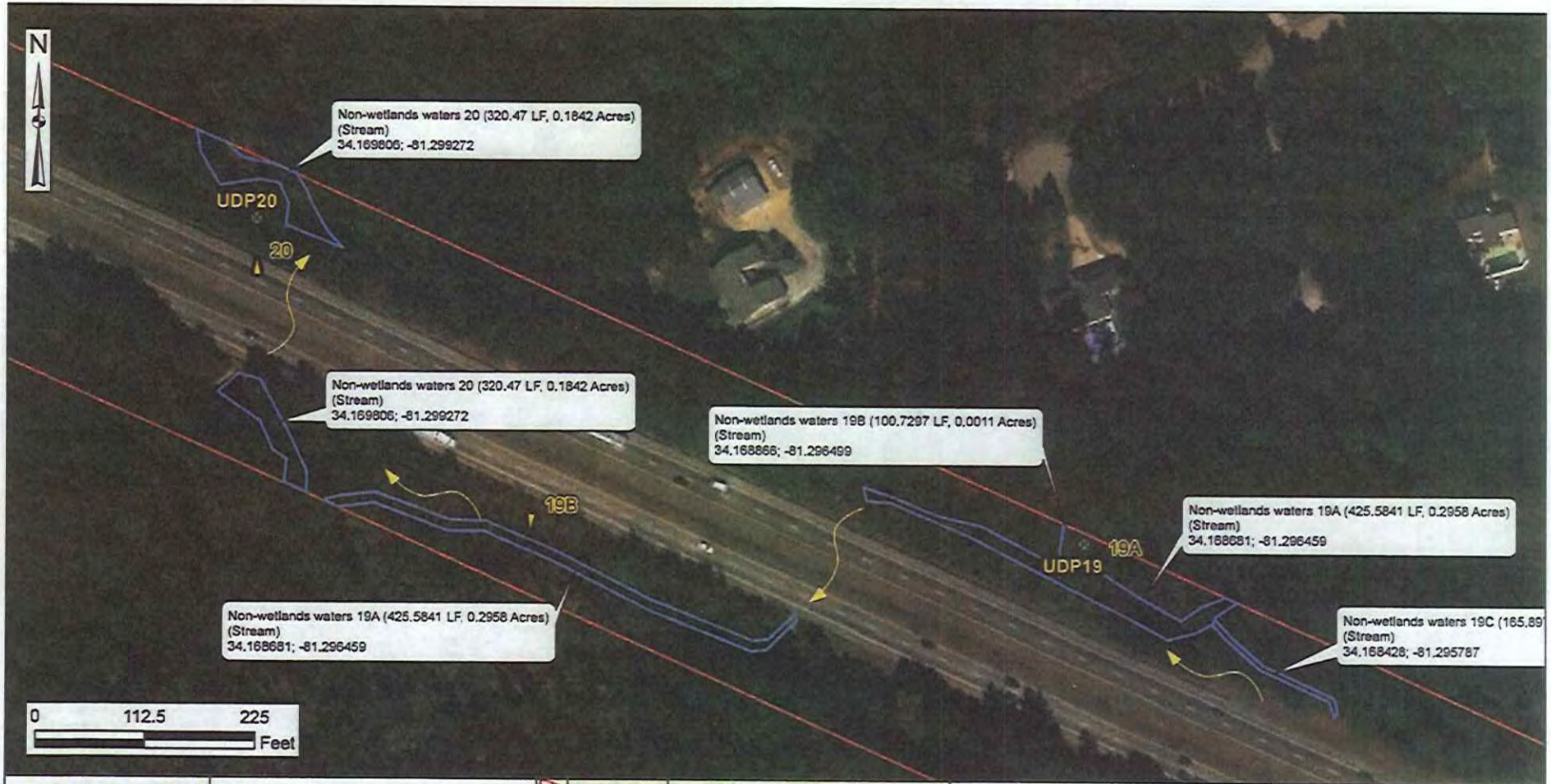
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



Legend

- Data Point
- Palustrine Forested Wetland
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES

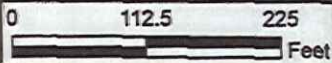
Drawn By: RHH
 QA/QC: KLM
 July 2018

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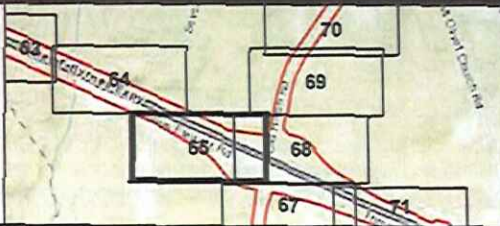
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Pasture/Ferreted Wetland
 - Pasture/Emergent Wetland
 - ~ Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

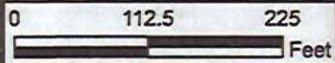
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Palustrine Forested Wetland
-  Photo Point
-  Palustrine Emergent Wetland
-  Non-wetlands waters
-  SAC-2018-00748 (I-26 MM 85-101)
-  Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

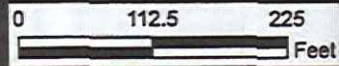
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

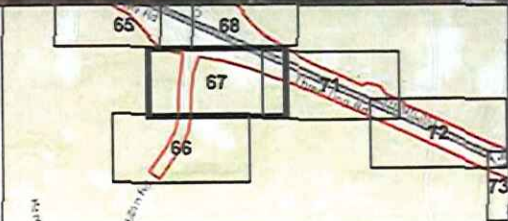
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - ◁ Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - ~ Flow Direction
 - Palmetto Forested Wetland
 - Palmetto Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



Wetland M (0.111 Acres)(Palustrine Forest Wetland)
34.157748; -81.291172

WDPM WM1

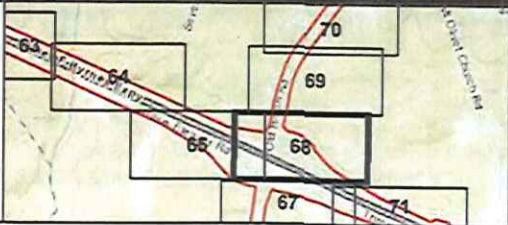
UDPM UM2

0 112.5 225
Feet



Legend

- Date Point
- Palustrine Forested Wetland
- Photo Point
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



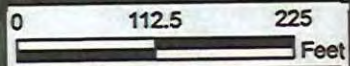
Non-wetlands waters 104 (123.74 LF, 0.005 Acres)
(Stream)
34.168653; -81.291292

Wetland P (34.16948; -81.290957)
(PEM)
0.050 Acres

Non-wetlands waters 104 (123.74 LF, 0.005 Acres)
(Stream)
34.168653; -81.291292

Non-wetlands waters 110 (107.325 LF, 0.007 Acres)
(Stream)
34.168164; -81.290997

Wetland M (0.111 Acres)
(PFO)
34.167748; -81.291172



- Legend**
- Date Point
 - Photo Point
 - Non-wetlands waters
 - Project Study Area
 - Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

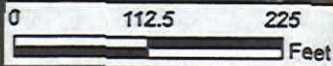
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



Non-wetlands B(0.141 Acres)
(Pond)
34.170007, -81.280194

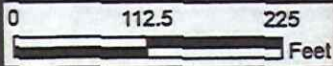


<p>South Carolina Department of Transportation</p>	<p>Legend</p> <ul style="list-style-type: none"> Data Point Photo Point Non-wetlands waters SAC-2018-00748 (I-26 MM 85-101) Flow Direction Pasture Forested Wetland Pasture Emergent Wetland 		<p>I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748</p>	
			<p>Source: ESRI Base Map Aerial Photography 2015</p>	<p>AQUATIC RESOURCES</p> <p>Drawn By: RHM QA/QC: KLM July 2018</p>

Dated by Corps: July 17, 2018

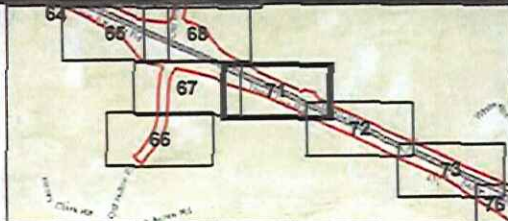


No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Photo Point
-  Non-wetlands waters
-  SAC-2018-00748 (F-28 MM 85-101)
-  Flow Direction
-  Palustrine Forested Wetland
-  Palustrine Emergent Wetland



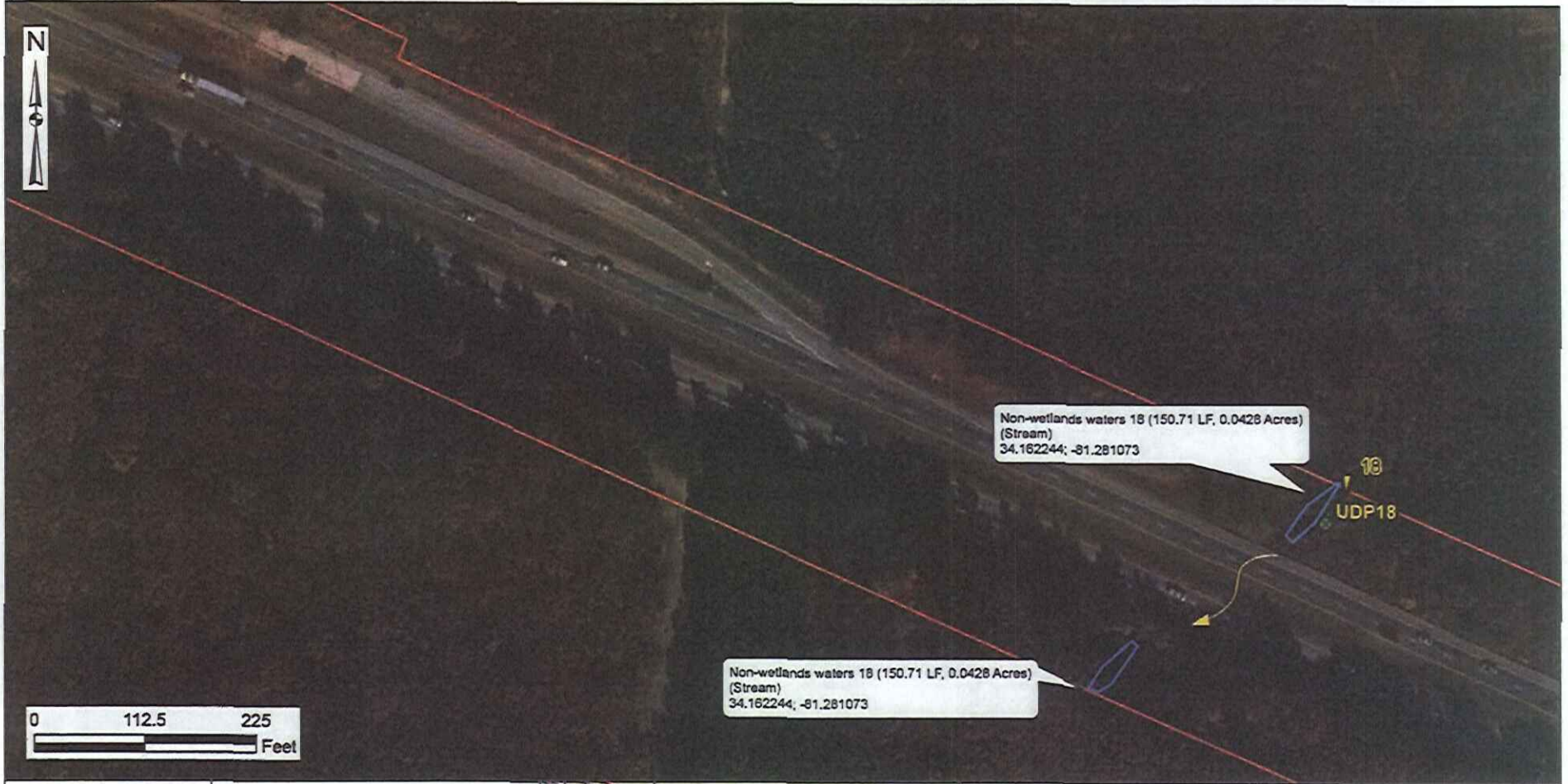
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

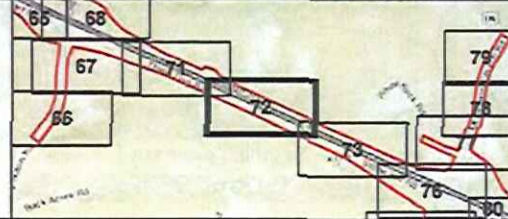
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



Legend	
	Data Point
	Palustrine Forested Wetland
	Photo Point
	Palustrine Emergent Wetland
	Non-wetlands waters
	SAC-2019-00748 (I-26 MM 85-101)
	Flow Direction



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

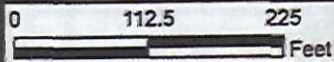
AQUATIC RESOURCES

Drawn By: RHM
 QA/QC: KLM
 July 2018

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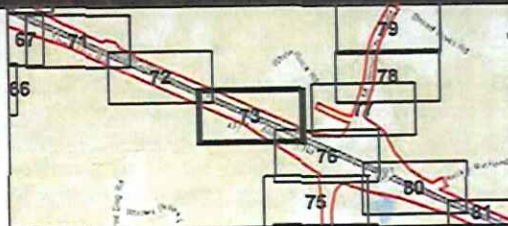
Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- Pasture Forested Wetland
- Pasture Emergent Wetland
- Photo Point
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

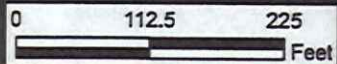
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018








Dated by Corps: July 17, 2018

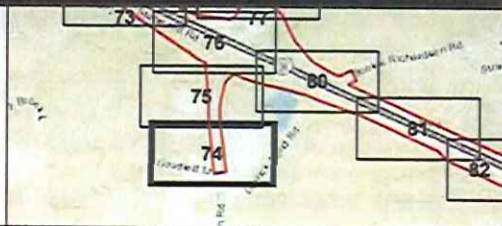


No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Palustrine Forested Wetland
-  Photo Point
-  Palustrine Emergent Wetland
-  Non-wetlands waters
-  SAC-2018-00748 (I-26 MM 85-101)
-  Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

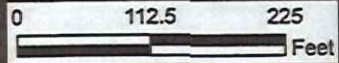
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

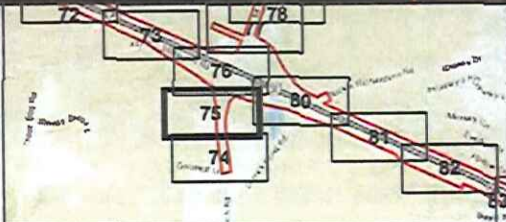
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - ▭ SAC-2018-00748 (I-26 MM 85-101)
 - ▭ Palustrine Forested Wetland
 - ▭ Palustrine Emergent Wetland
 - ~ Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

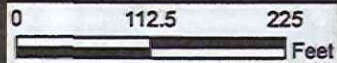
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

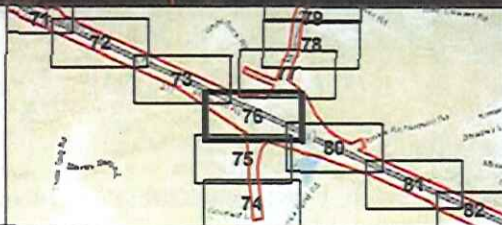


No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- Photo Point
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- ~ Flow Direction
- Palustrine Forested Wetland
- Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

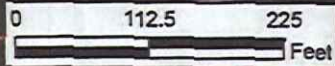
AQUATIC RESOURCES

Drawn By: RHM
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

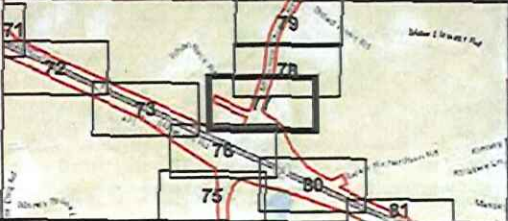


No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- Palustrine Forested Wetland
- Photo Point
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



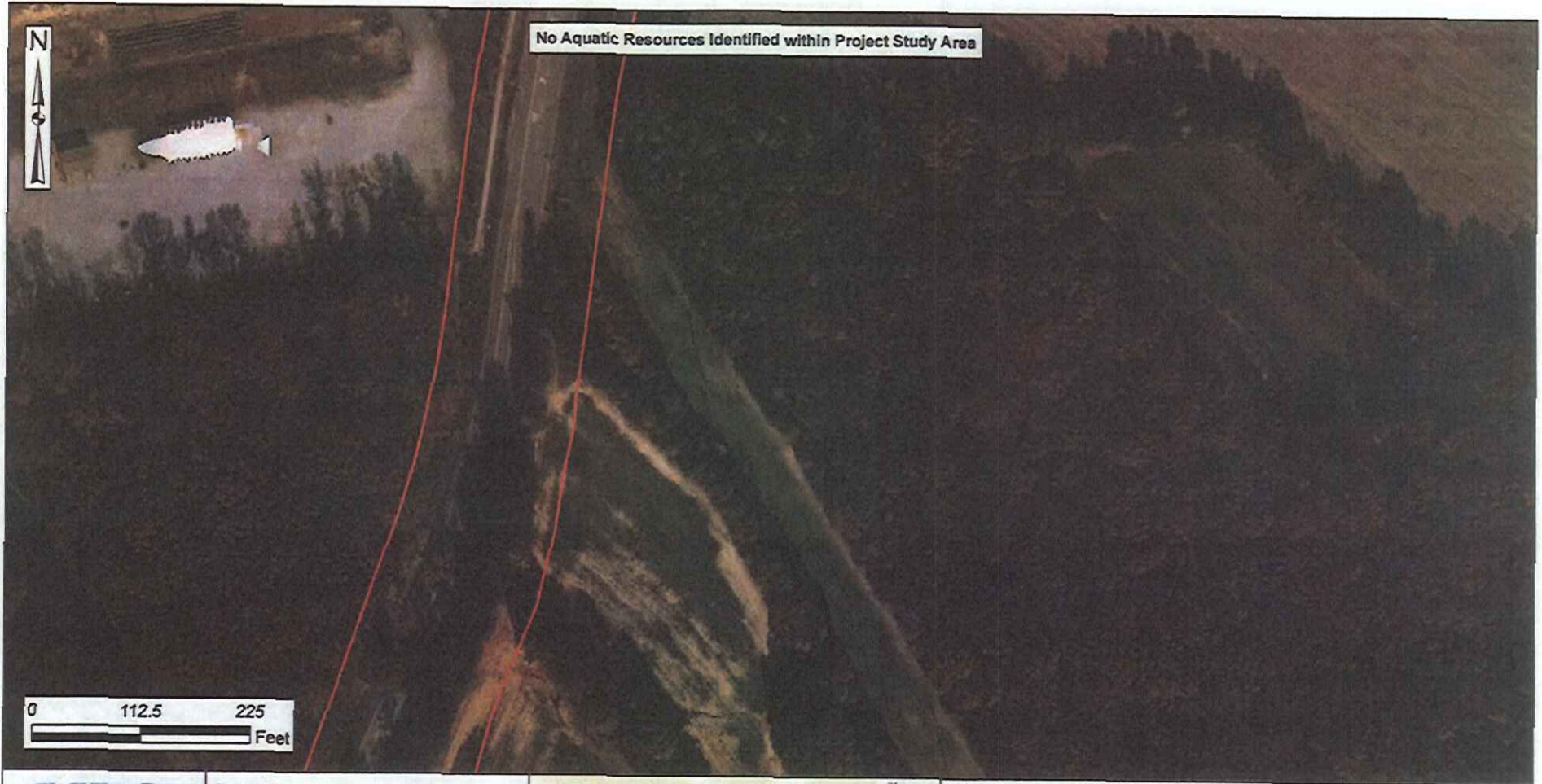
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

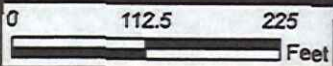
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



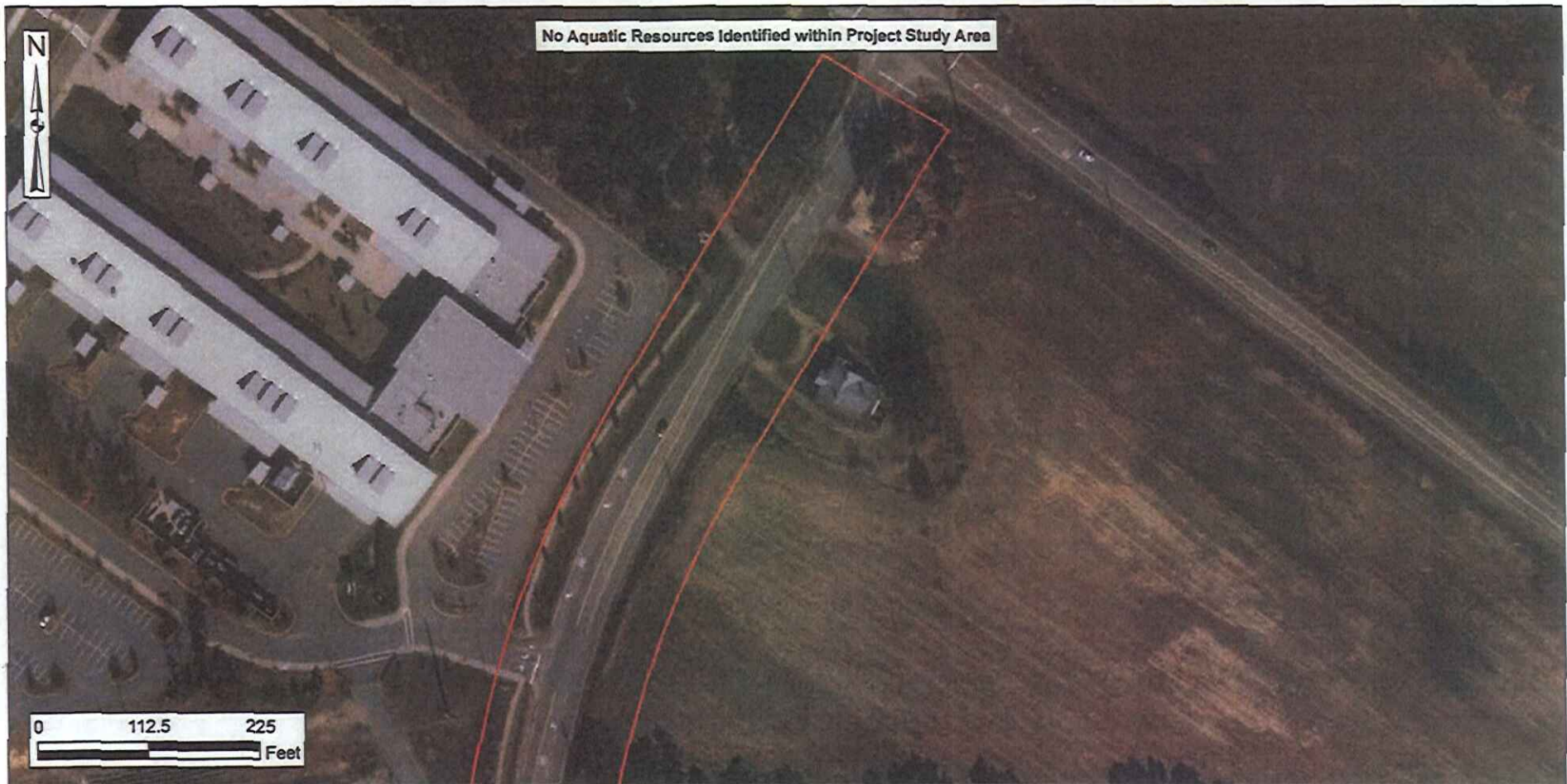
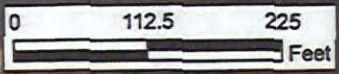
No Aquatic Resources Identified within Project Study Area



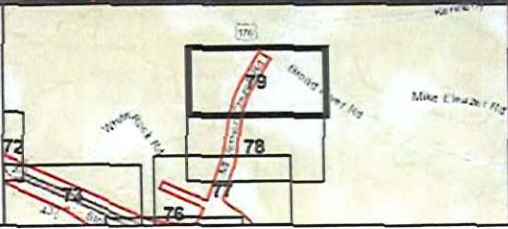
	<p>Legend</p> <ul style="list-style-type: none"> Data Point Photo Point Non-wetlands waters SAC-2018-00748 (I-26 MM 85-101) Palustrine Forested Wetland Palustrine Emergent Wetland Flow Direction 		<p align="center">I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748</p> <p>AQUATIC RESOURCES</p> <p>Source: ESRI Base Map Aerial Photography 2015</p> <p>Drawn By: RHH QA/QC: KLM July 2018</p>	<p align="right">Page 76 of 125</p>
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Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - Palustrine Forested Wetland
 - Photo Point
 - Palustrine Emergent Wetland
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Flow Direction



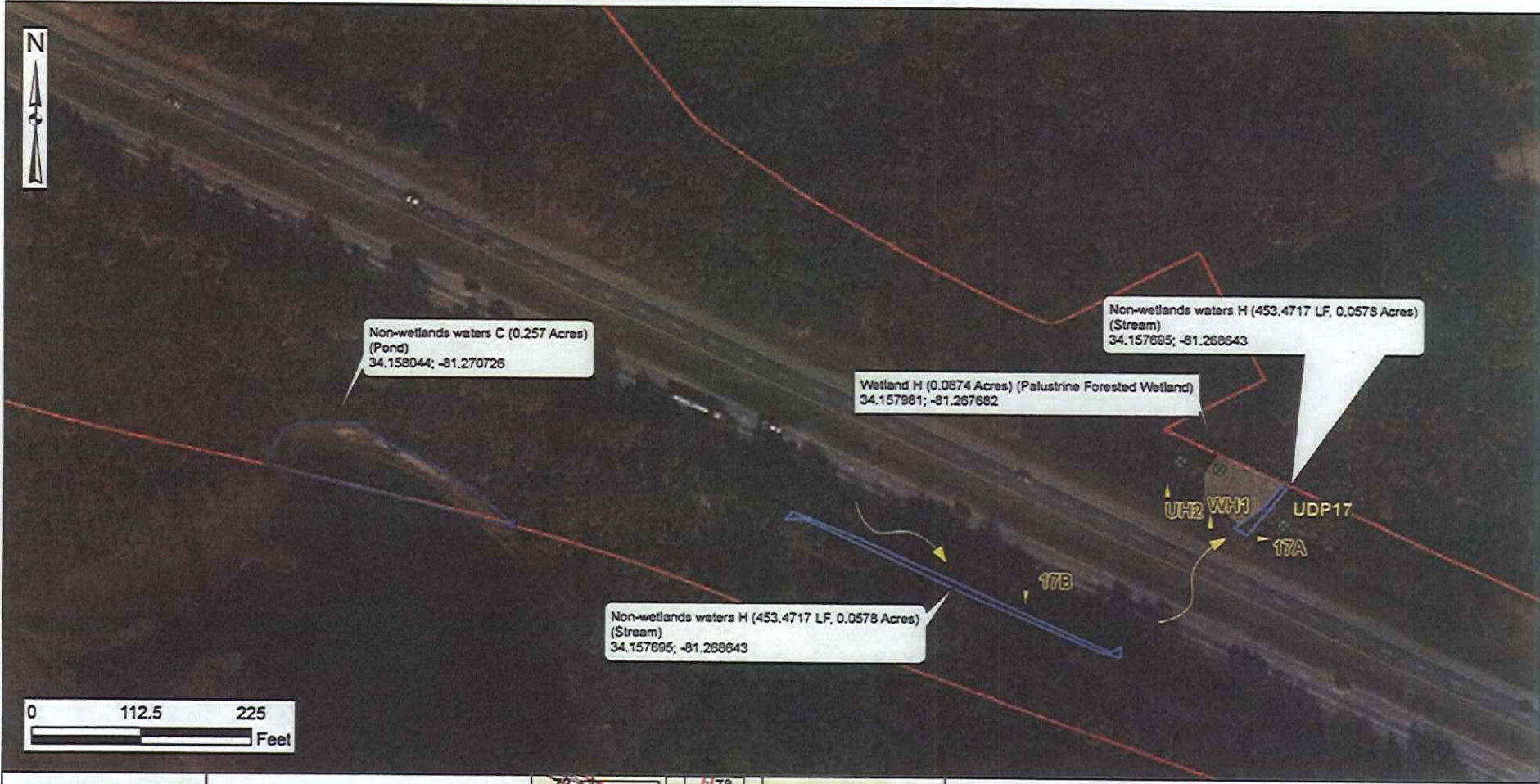
I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208

Source:
 ESRI Base Map Aerial
 Photography
 2015

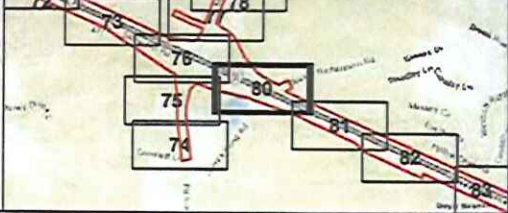
AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018



Legend	
	Date Point
	Photo Point
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction
	Palustrine Forested Wetland
	Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

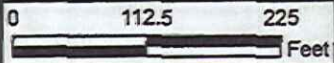
Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES
 Drawn By: RHM
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018

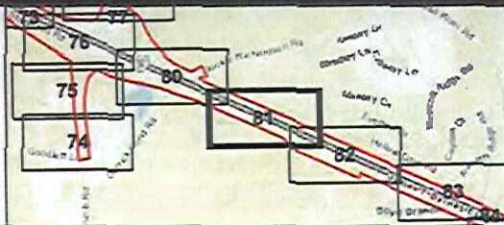


No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- Photo Point
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- ▨ Palustrine Forested Wetland
- ▨ Palustrine Emergent Wetland
- ~ Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

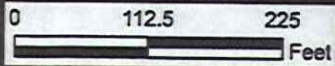
Drawn By: RHH
QA/QC: KLM
July 2018


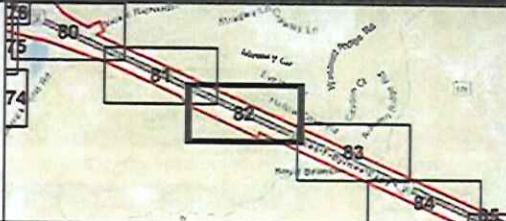
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Dated by Corps: July 17, 2018

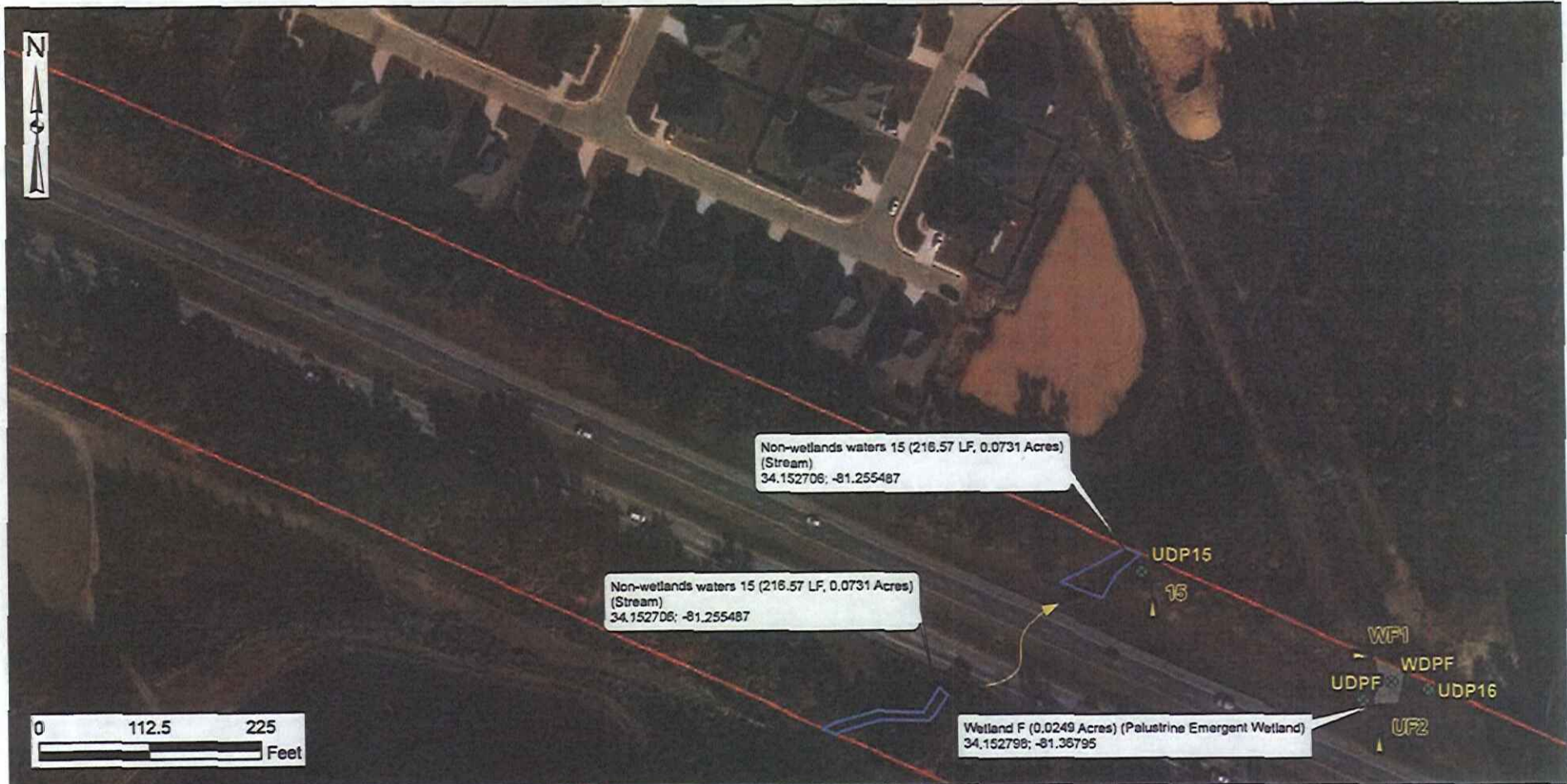


No Aquatic Resources Identified within Project Study Area



 South Carolina Department of Transportation	Legend ● Data Point ○ Photo Point ■ Non-wetlands waters □ SAC-2018-00748 (I-26 MM 85-101) ~ Flow Direction ■ Pasture Forested Wetland ■ Pasture Emergent Wetland		I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748	
			Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018

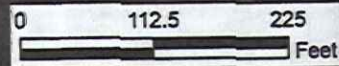
Dated by Corps: July 17, 2018



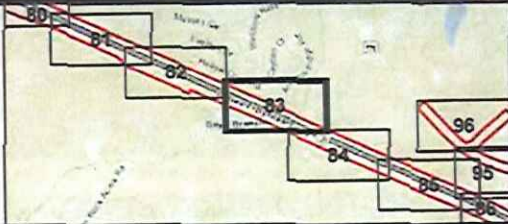
Non-wetlands waters 15 (216.57 LF, 0.0731 Acres)
(Stream)
34.152706; -81.255487

Non-wetlands waters 15 (216.57 LF, 0.0731 Acres)
(Stream)
34.152706; -81.255487

Wetland F (0.0249 Acres) (Palustrine Emergent Wetland)
34.152796; -81.36795



- Legend**
- Data Point
 - ◡ Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - ~ Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

AQUATIC RESOURCES

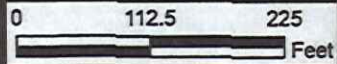
Source:
ESRI Base Map Aerial
Photography
2015

Drawn By: RHH
QA/QC: KLM
July 2018

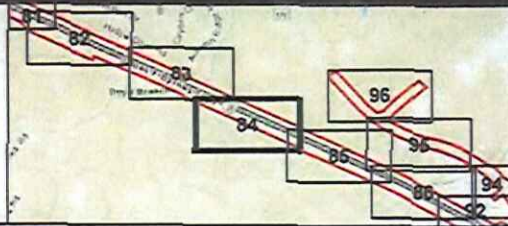
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - ◀ Photo Point
 - Non-wetlands vectors
 - SAC-2018-00746 (I-26 MM 85-101)
 - ~ Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

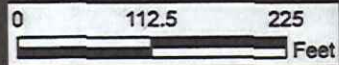
Drawn By: RHH
QA/QC: KLM
July 2018

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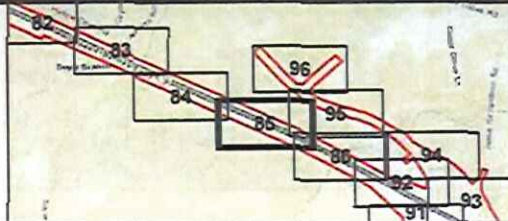
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - ◀ Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland
 - ~ Flow Direction



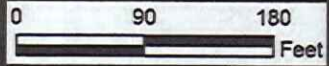
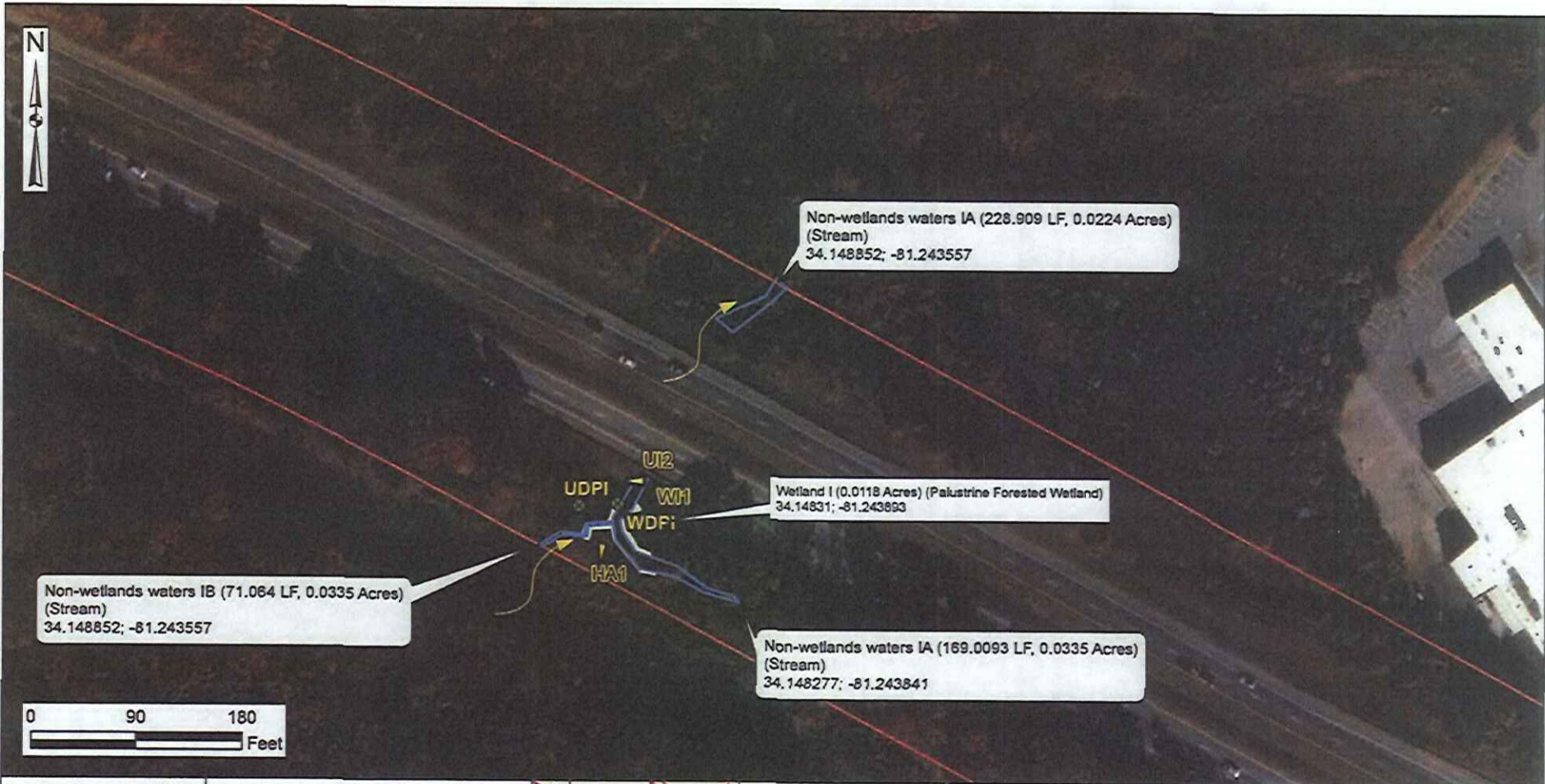
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

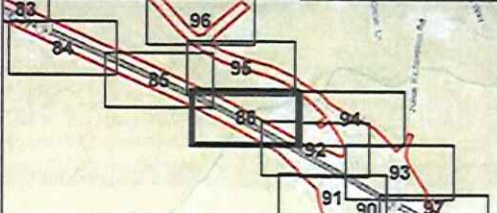
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



Legend	
	Date Point
	Photo Point
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction
	Palustrine Forested Wetland
	Palustrine Emergent Wetland

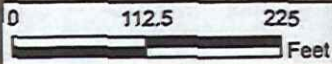


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM May 2018	Page 88 of 125

Dated by Corps: July 17, 2018

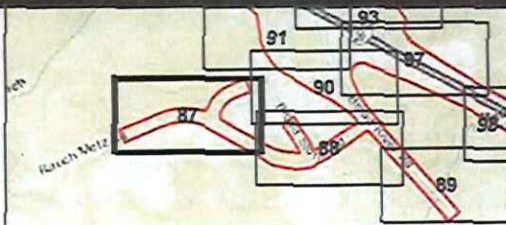


No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- Palustrine Forested Wetland
- Photo Point
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 M&B 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

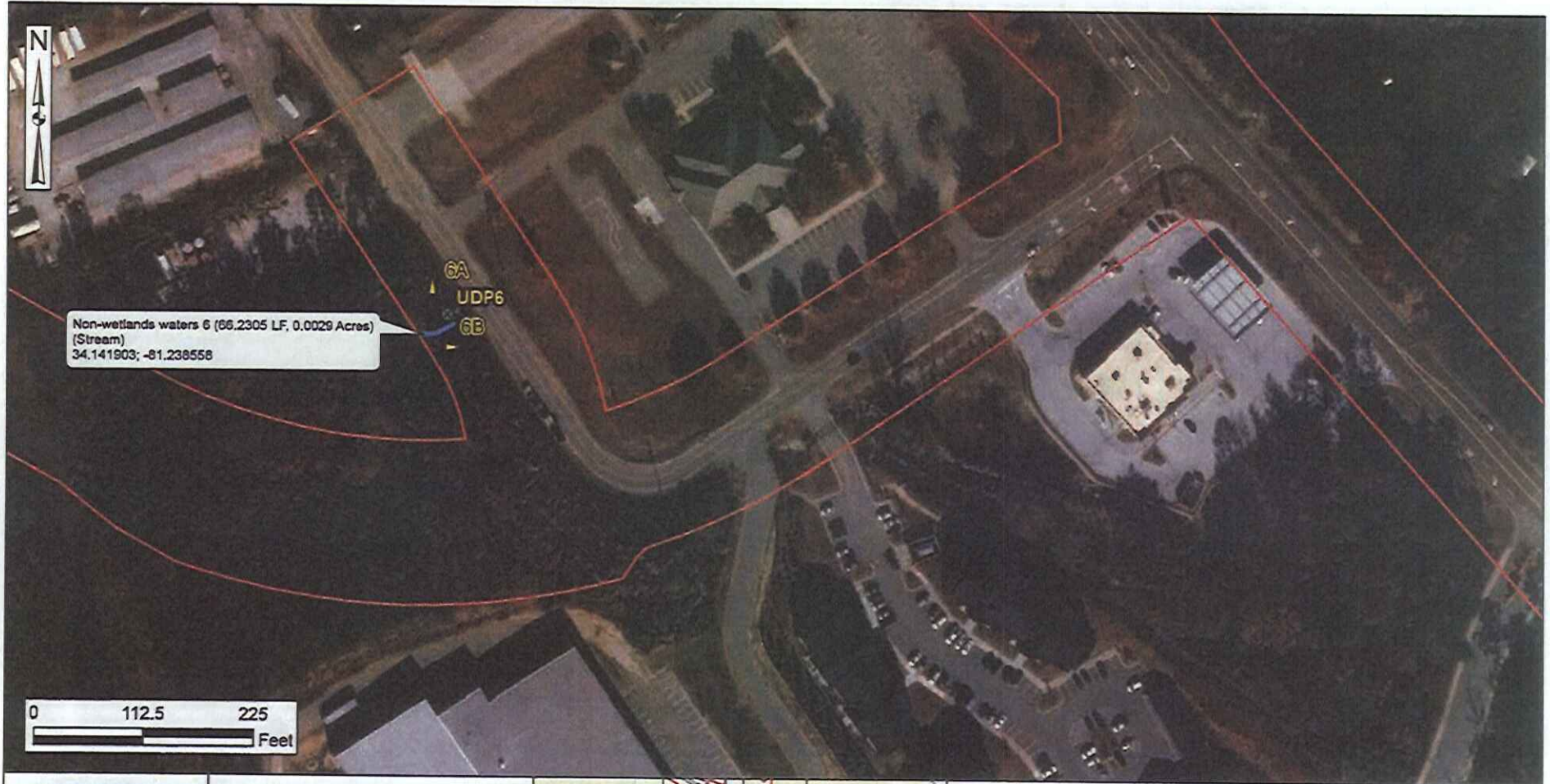
AQUATIC RESOURCES

Source:
ESRI Base Map Aerial
Photography
2015

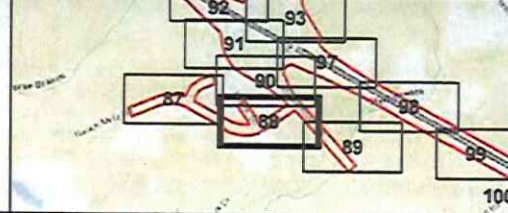
Drawn By: RHH
QA/QC: KLM
July 2018

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Dated by Corps: July 17, 2018



Legend	
	Data Point
	Palustrine Forested Wetland
	Photo Point
	Palustrine Emergent Wetland
	Stream
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction

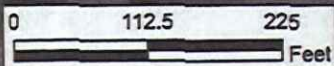


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES	Page 88 of 125
	Drawn By: RHH QA/QC: KLM July 2018	

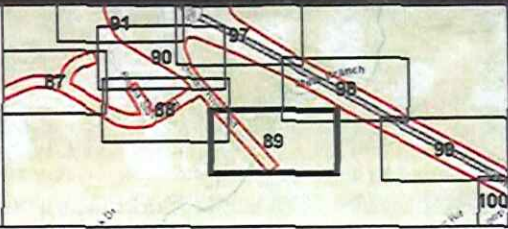
Dated by Corps: July 17, 2018



Wetland E (0.0633 Acres) (Palustrine Forested Wetland)
34.140223; -81.233661



- Legend**
- Data Point
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland
 - Non-wetlands waters
 - SAC-2018-00748 (R-2B MM 85-101)
 - Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P028208 SAC-2018-00748

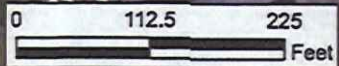
Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

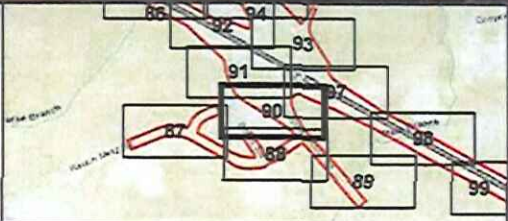
Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - ◑ Photo Point
 - Non-tidal waters
 - SAC-2018-00748 (1-28 804 85-101)
 - ~ Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

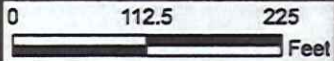
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

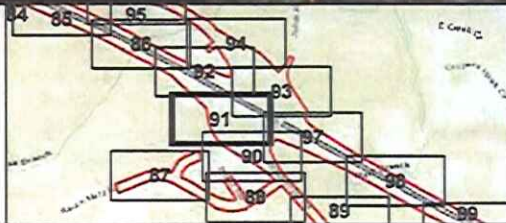
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - ~ Flow Direction
 - Pasture/Forested Wetland
 - Pasture/Emergent Wetland



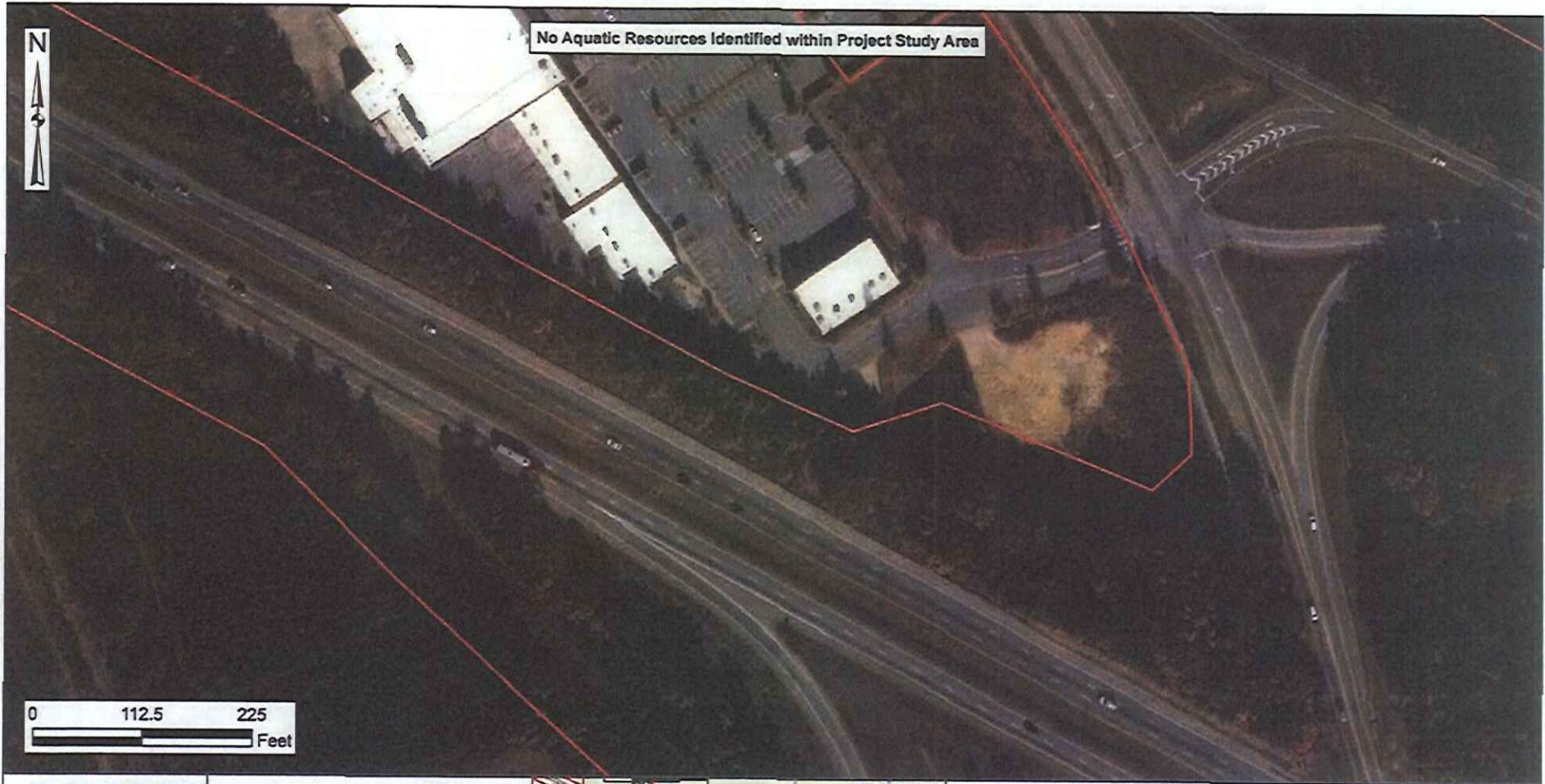
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

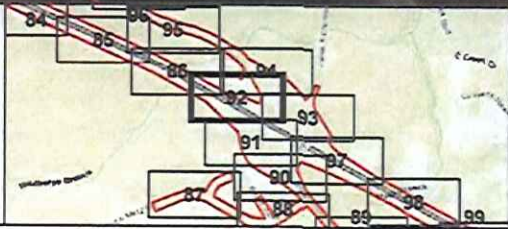
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



- Legend**
- Data Point
 - Photo Point
 - Pasture Forested Wetland
 - Pasture Emergent Wetland
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Flow Direction



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES
 Drawn By: RHH
 QA/QC: KLM
 July 2018

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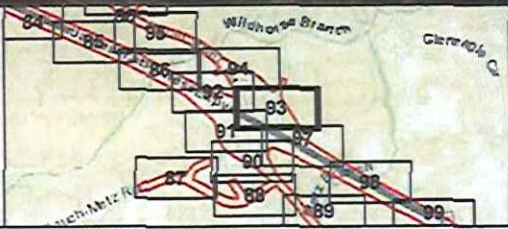
Dated by Corps: July 17, 2018



0 112.5 225 Feet



- Legend**
- Data Point
 - ◀ Photo Point
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Flow Direction



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

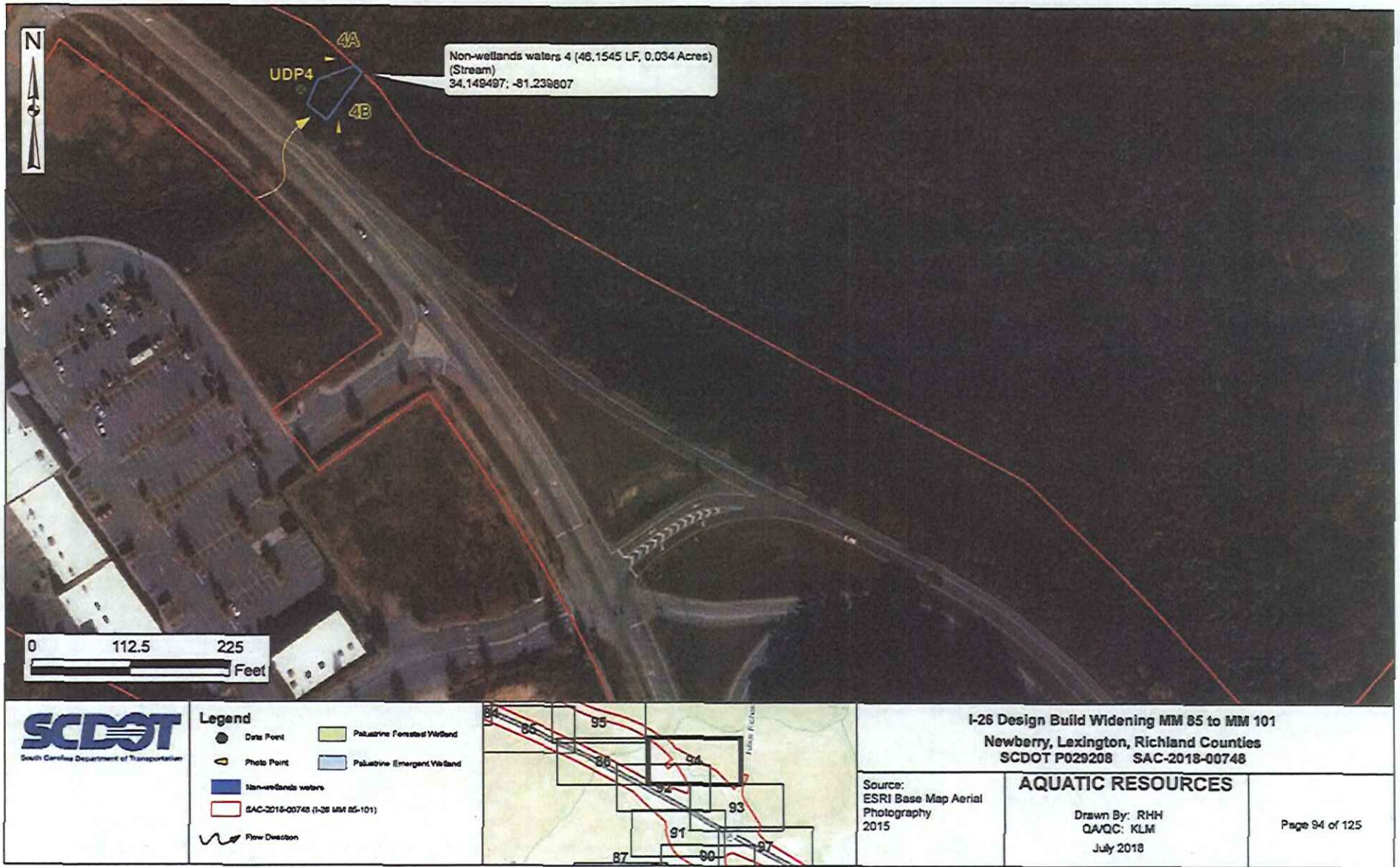
Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES

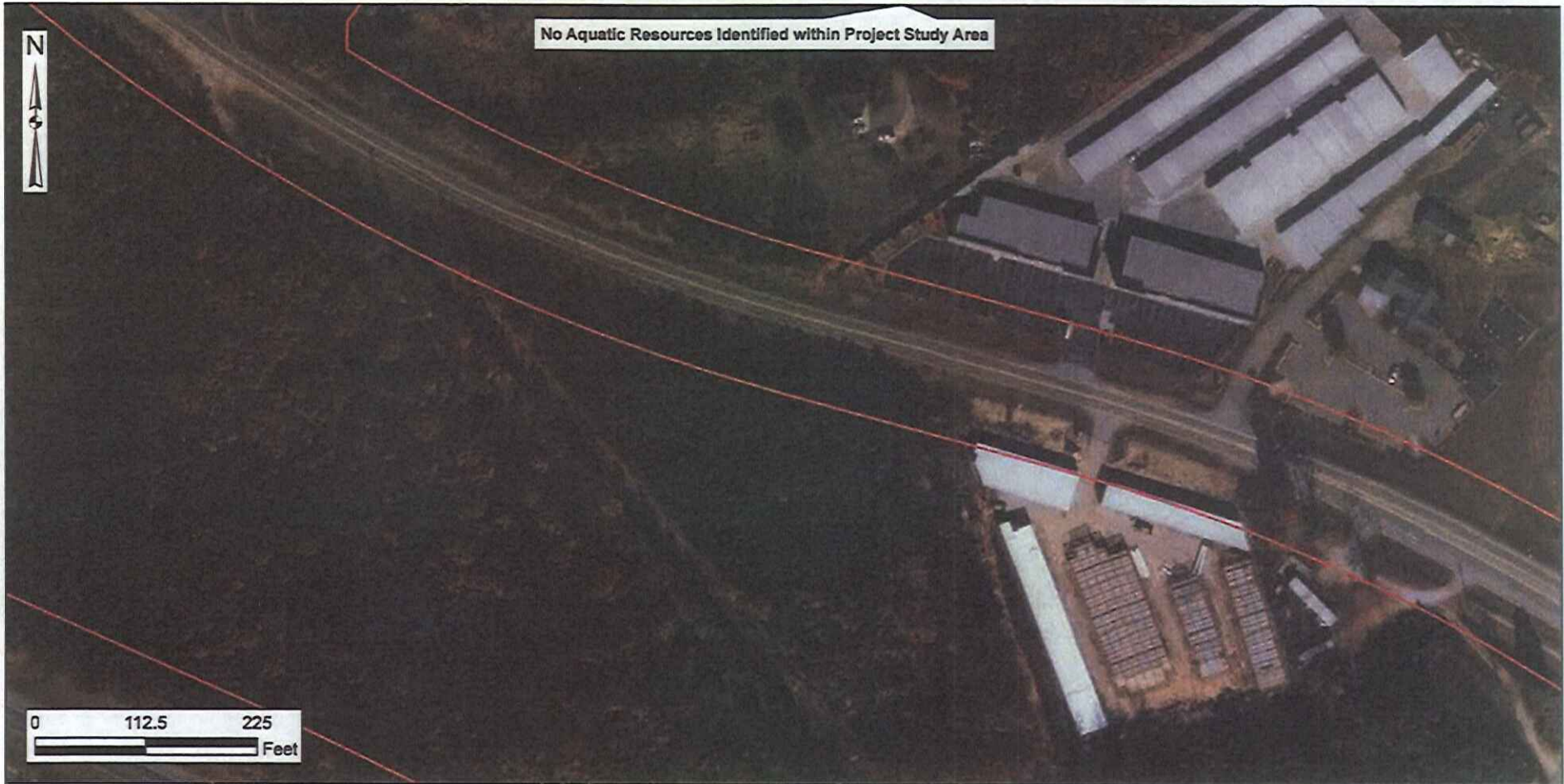
Drawn By: RHM
 QA/QC: KLM
 July 2018

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Dated by Corps: July 17, 2018

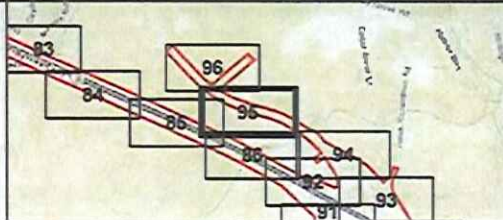


Dated by Corps: July 17, 2018



Legend

- Data Point
- Palustrine Forested Wetland
- Photo Point
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



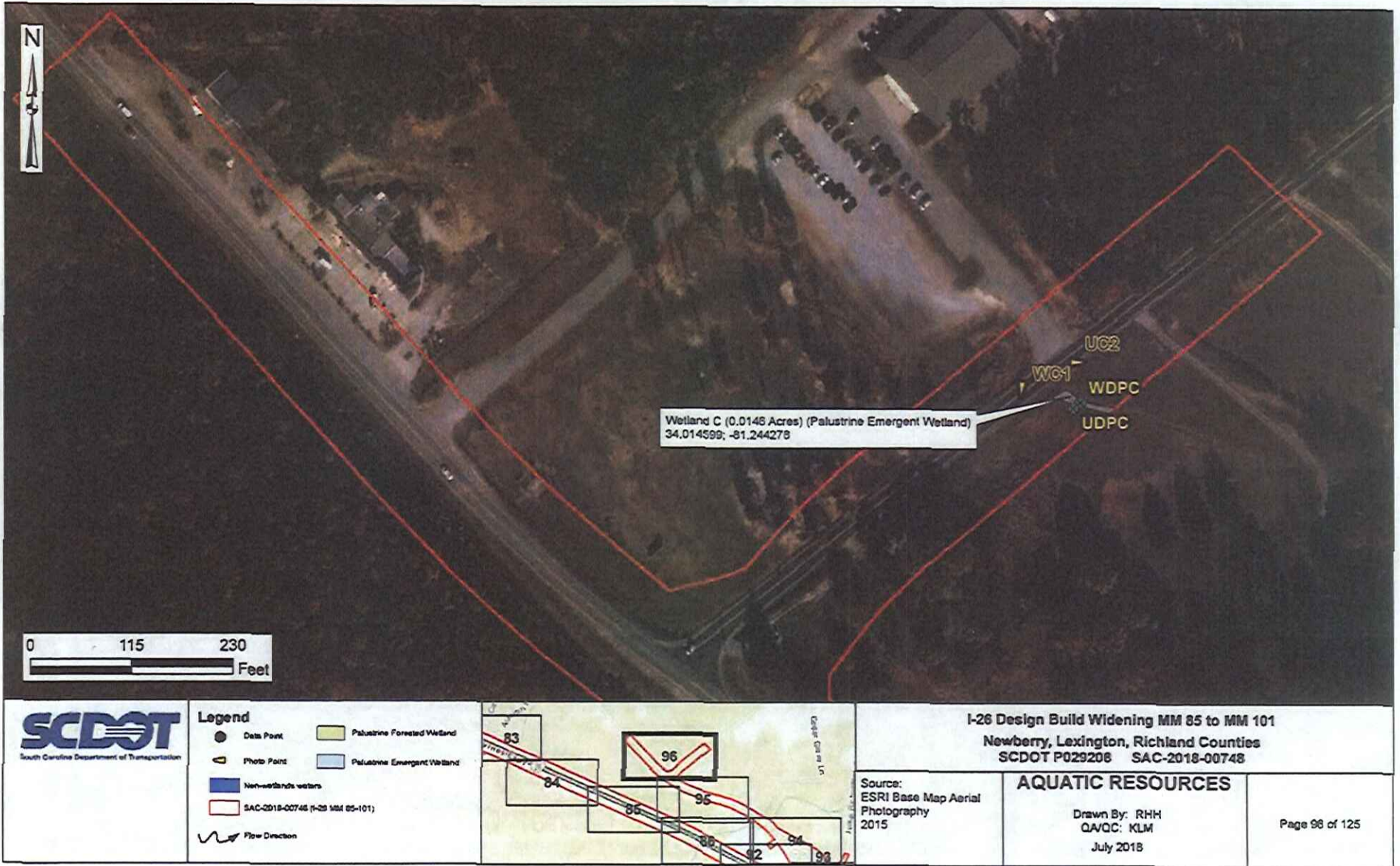
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

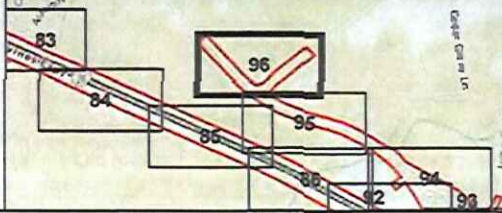
AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018



- Legend**
- Data Point
 - ◡ Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - ~ Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland

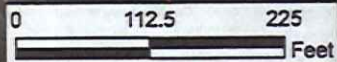


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHM QA/QC: KLM July 2018	Page 96 of 125

Dated by Corps: July 17, 2018

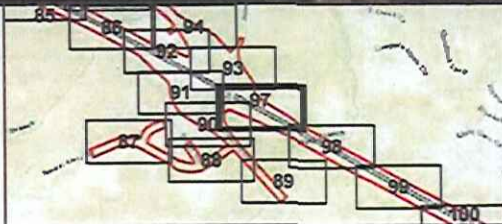


No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- Palustrine Forested Wetland
- Photo Point
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MIA 05-101)
- Flow Direction



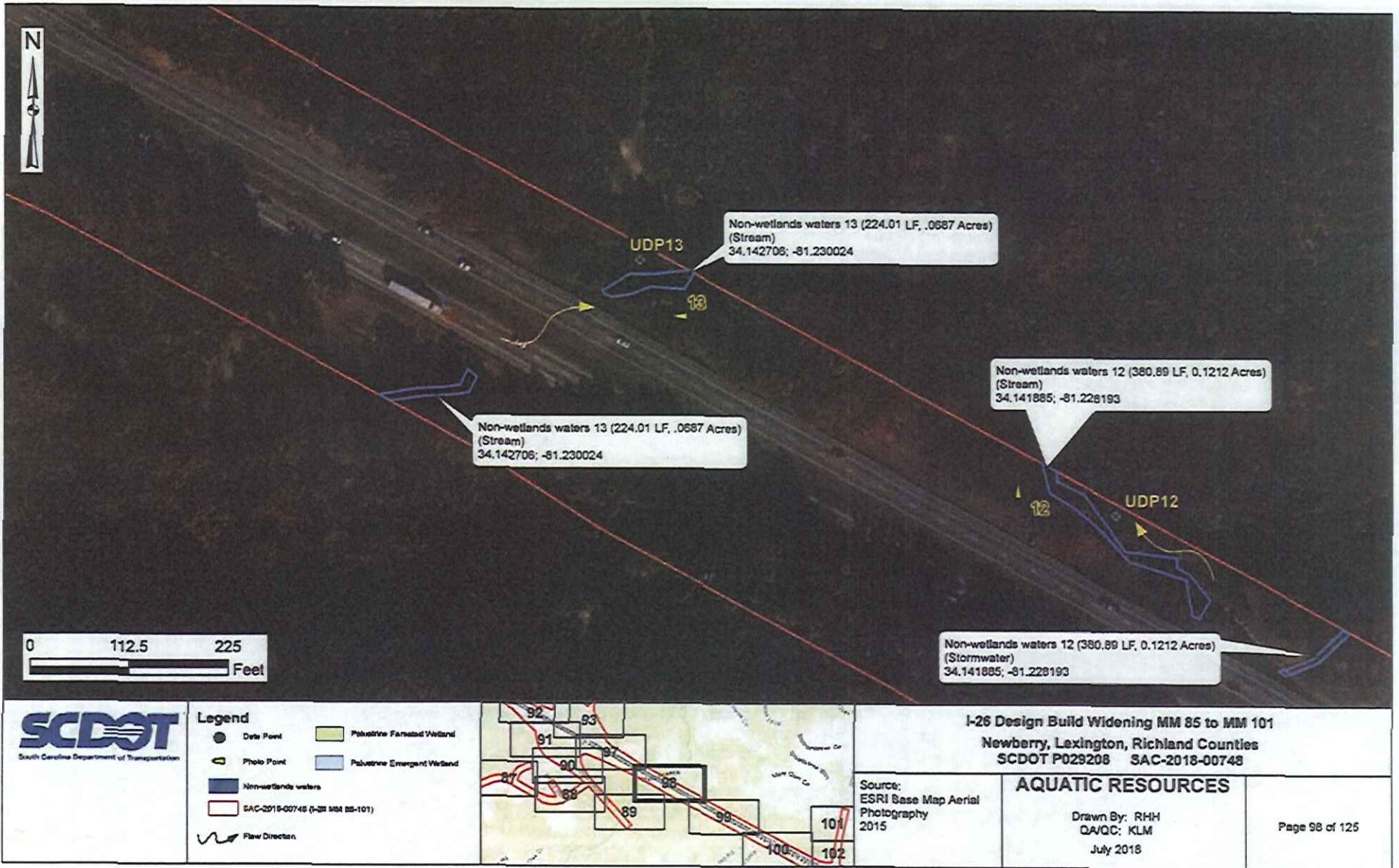
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

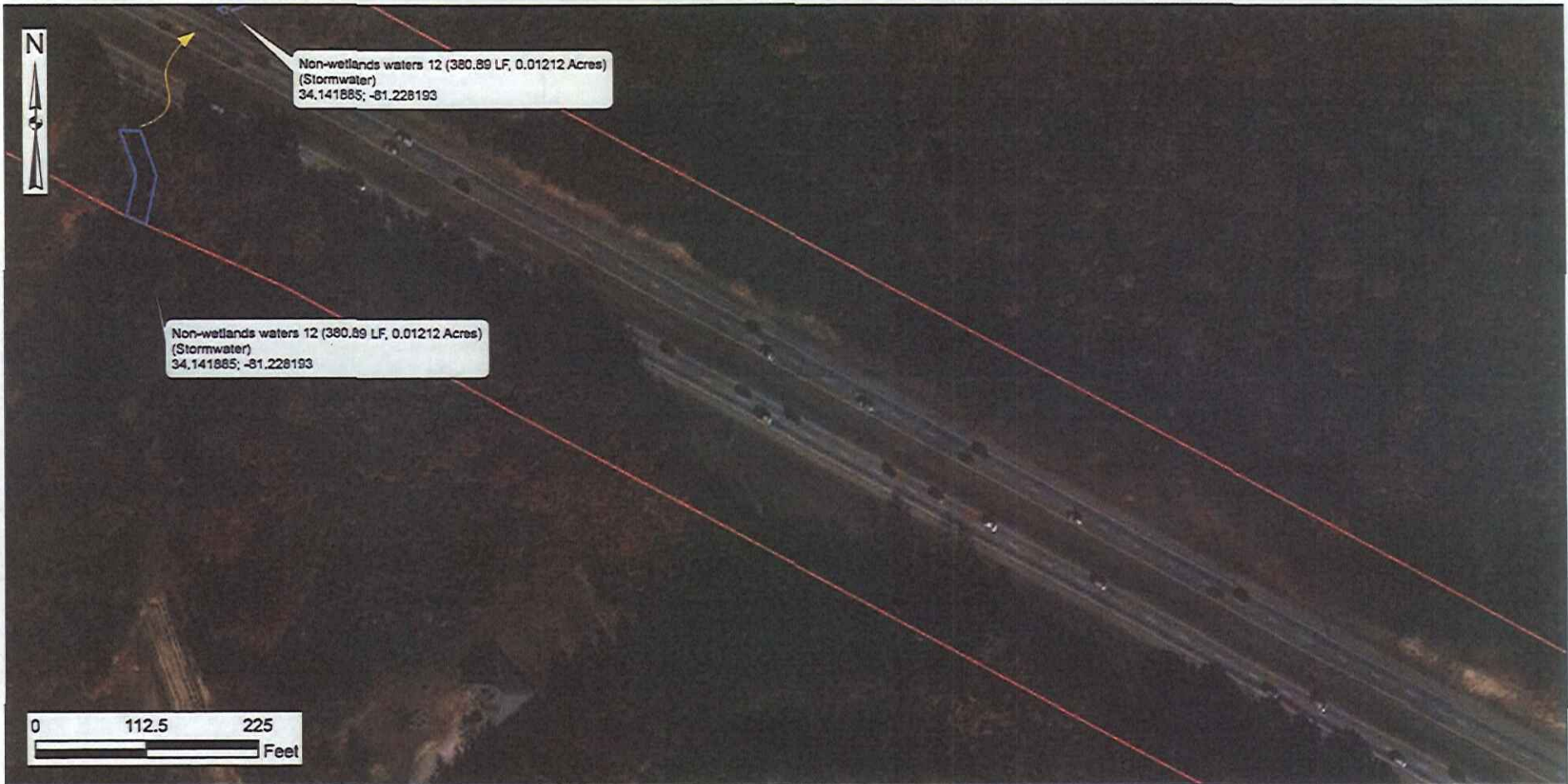
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

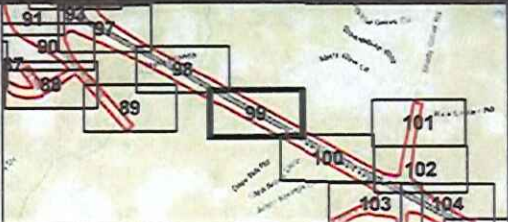
Dated by Corps: July 17, 2018



Dated by Corps: July 17, 2018



- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (1-28 NMA 85-101)
 - ~ Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland

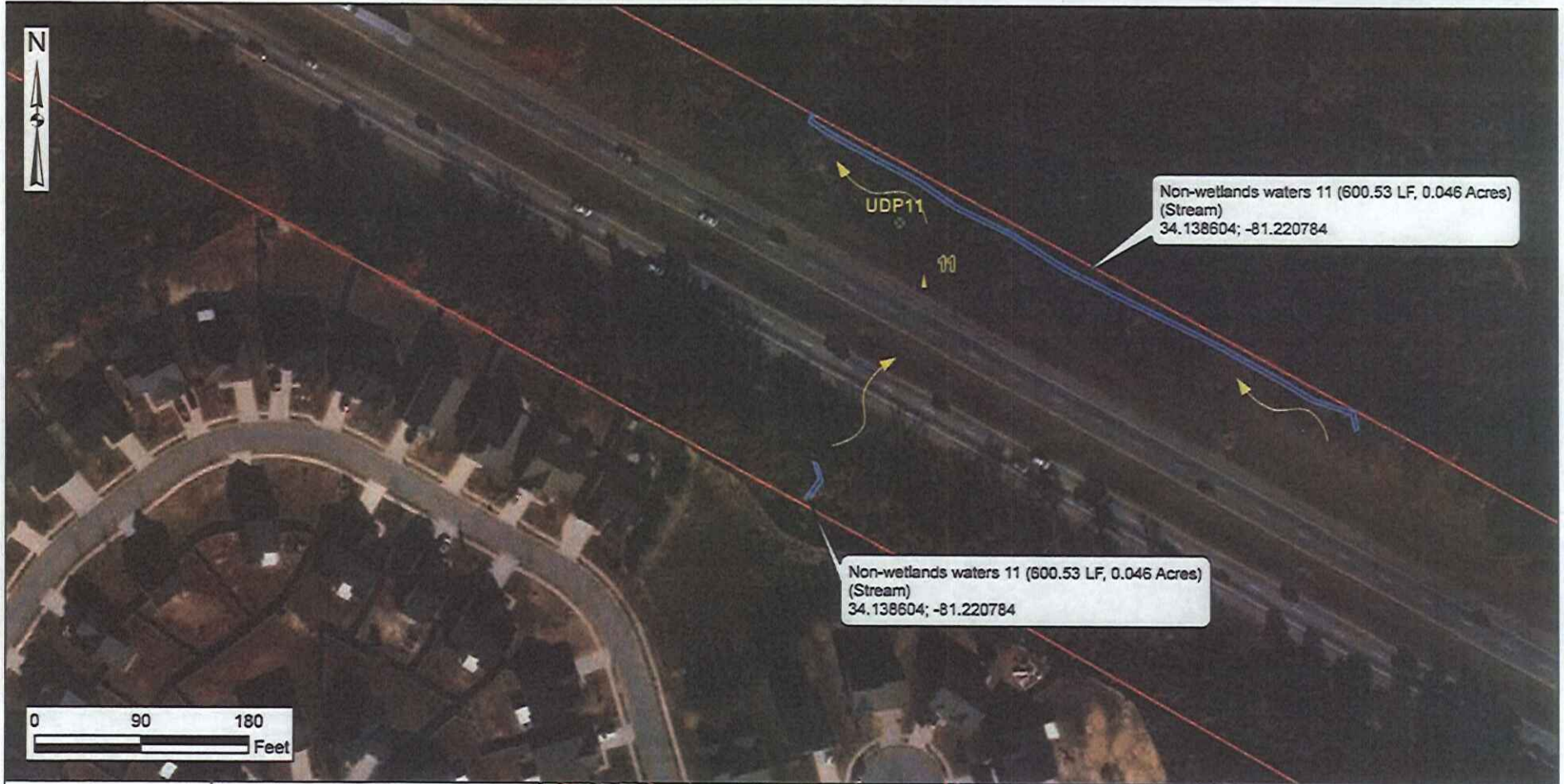


I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P028208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

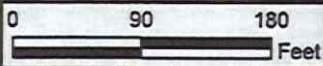
AQUATIC RESOURCES
 Drawn By: RHM
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018



Non-wetlands waters 11 (600.53 LF, 0.046 Acres)
(Stream)
34.138604; -81.220784

Non-wetlands waters 11 (600.53 LF, 0.046 Acres)
(Stream)
34.138604; -81.220784

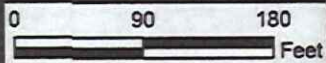


	Legend ● Data Point Photo Point Non-wetlands waters SAC-2018-00748 (I-26 MM 85-101) Flow Direction Palustrine Forested Wetland Palustrine Emergent Wetland		I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748	
			Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018

Dated by Corps: July 17, 2018

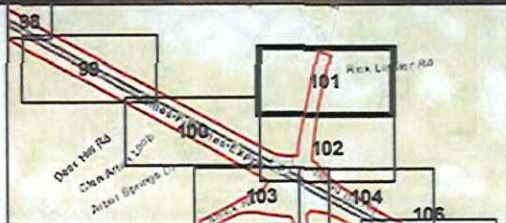


No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Palustrine Forested Wetland
-  Photo Point
-  Palustrine Emergent Wetland
-  Non-wetlands waters
-  SAC-2018-00748 (I-26 MM 85-101)
-  Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHM
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

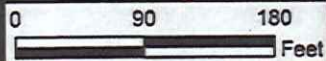


<p>South Carolina Department of Transportation</p>	Legend <ul style="list-style-type: none"> ● Data Point ◻ Photo Point ■ Non-wetlands waters □ SAC-2018-00748 (S-28 MM 85-101) ~ Flow Direction ■ Palustrine Forested Wetland ■ Palustrine Emergent Wetland 		I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748	
			Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018

Dated by Corps: July 17, 2018

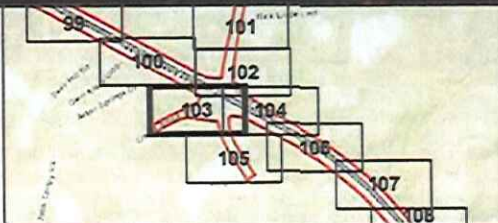


No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Palustrine Forested Wetland
-  Photo Point
-  Palustrine Emergent Wetland
-  Non-wetlands waters
-  SAC-2018-00748 (I-26 MM 85-101)
-  Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

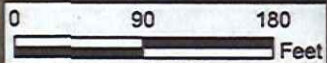
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

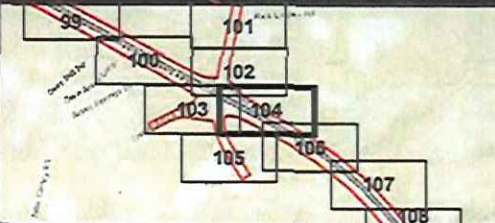


No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Palustrine Forested Wetland
-  Photo Point
-  Palustrine Emergent Wetland
-  Non-wetlands waters
-  SAC-2018-00748 (I-26 MM 85-101)
-  Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

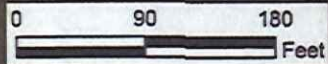
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

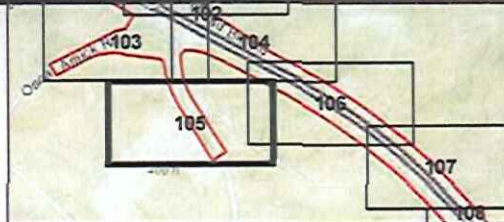


No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- Palustrine Forested Wetland
- Photo Point
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00746 (1-20 503 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00746

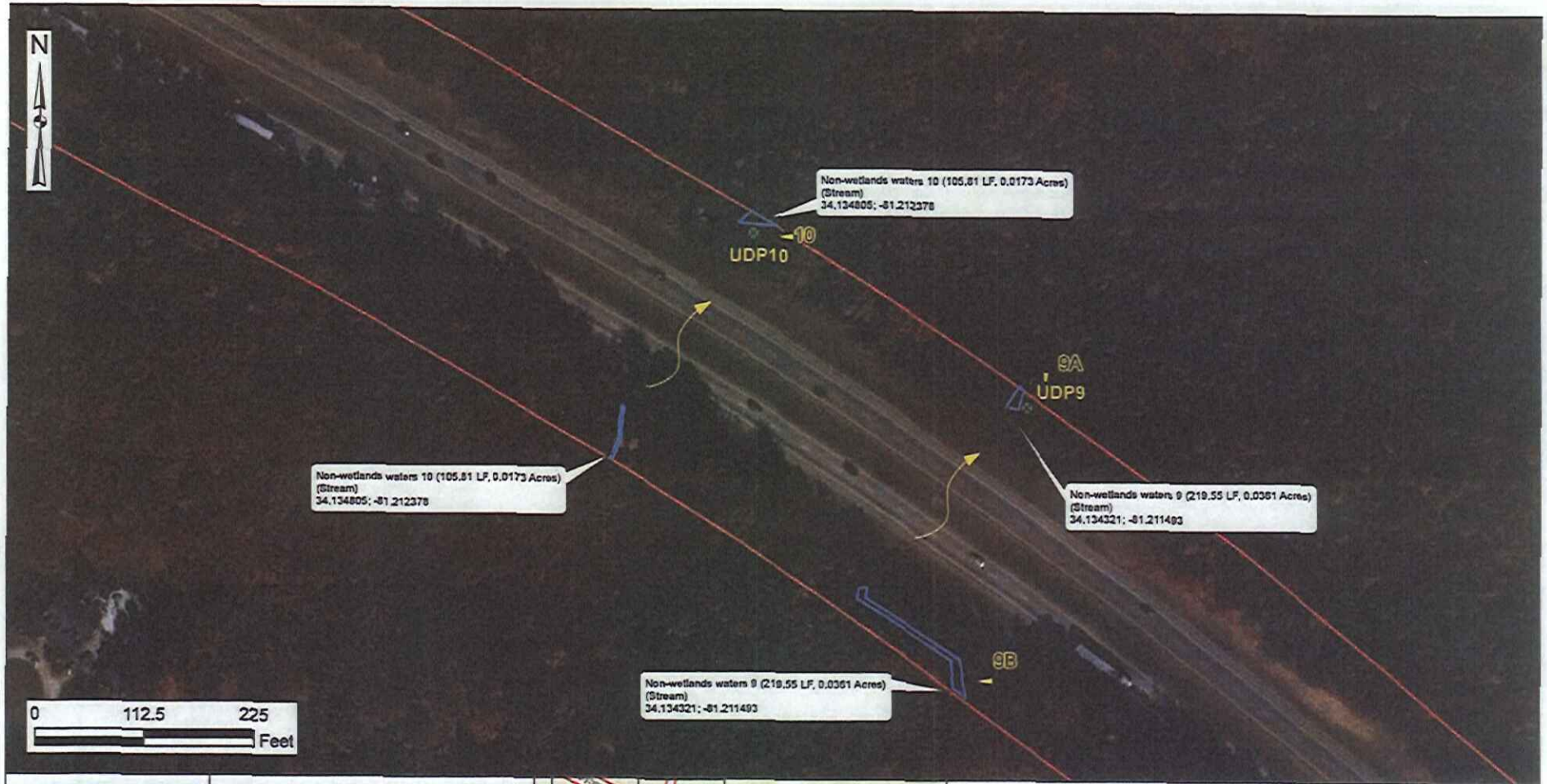
Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

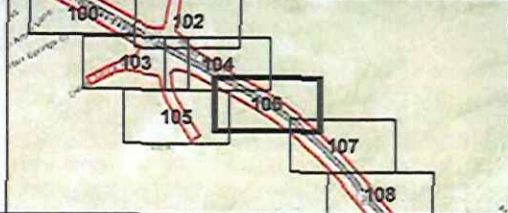
Drawn By: RHH
QA/QC: KLM
July 2018

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Dated by Corps: July 17, 2018



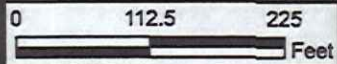
● Data Point	■ Palustrine Forested Wetland
○ Photo Point	■ Palustrine Emergent Wetland
■ Non-wetlands waters	
■ SAC-2018-00748 (0-28 MM 85-101)	
~ Flow Direction	



<p>I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748</p>		
<p>Source: ESRI Base Map Aerial Photography 2015</p>	<p>AQUATIC RESOURCES</p> <p>Drawn By: RHH QA/QC: KLM July 2018</p>	<p>Page 108 of 125</p>

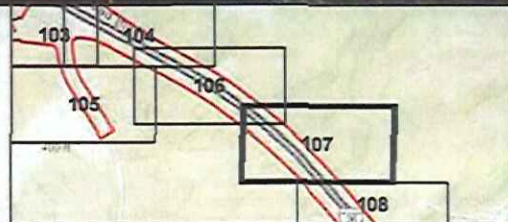
Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Palustrine Forested Wetland
-  Photo Point
-  Palustrine Emergent Wetland
-  Non-wetlands waters
-  SAC-2016-00748 (I-26 MM 85-101)
-  Flow Direction



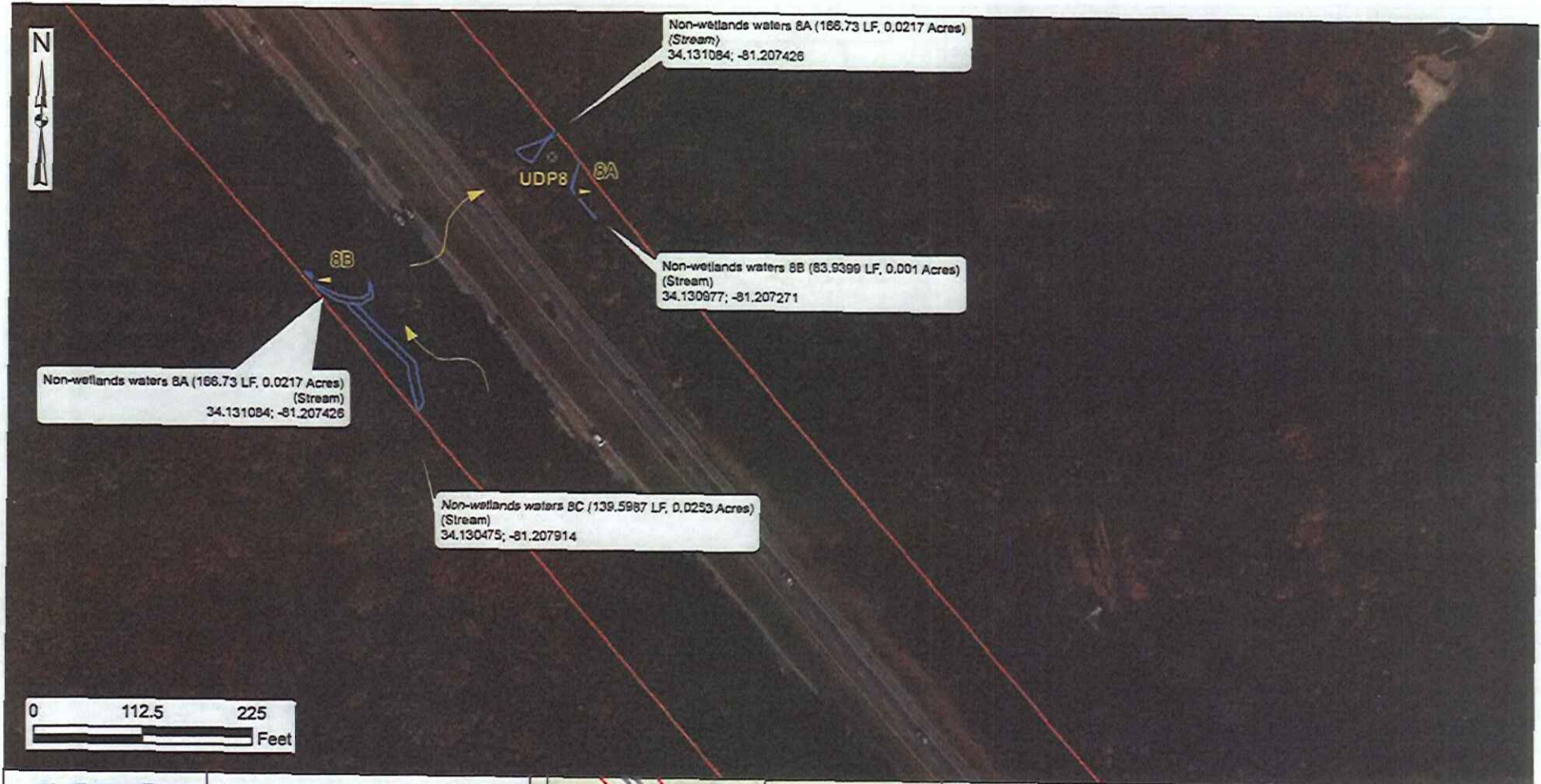
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

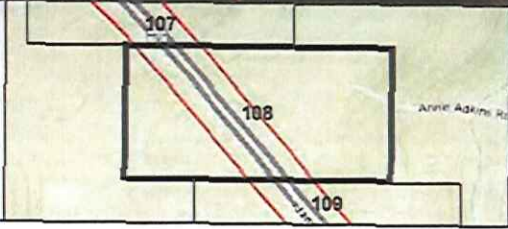
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

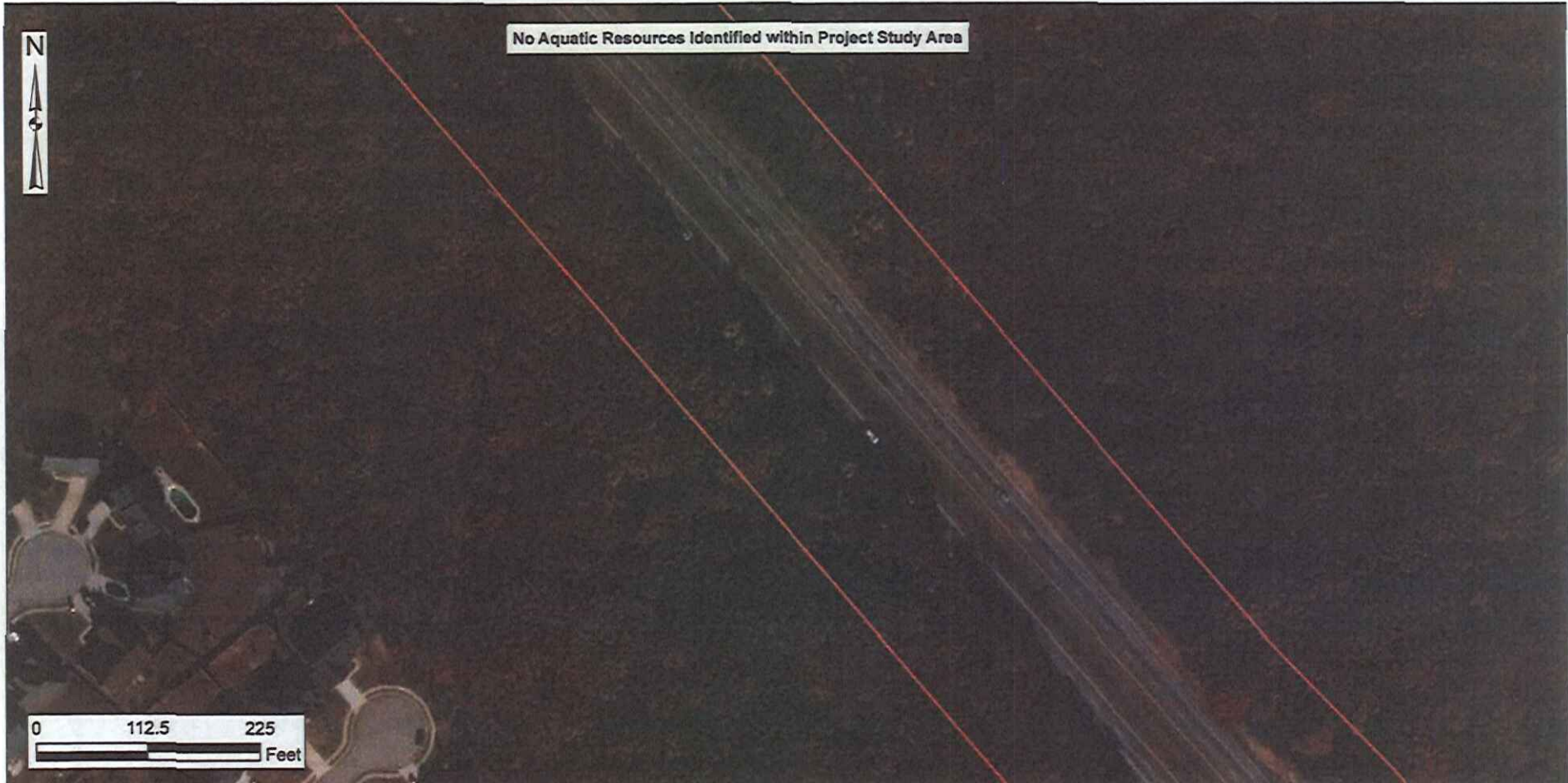


Legend	
	Date Point
	Palustrine Forested Wetland
	Photo Point
	Palustrine Emergent Wetland
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction

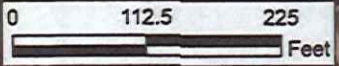


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHM QA/QC: KLM July 2018	Page 108 of 125

Dated by Corps: July 17, 2018

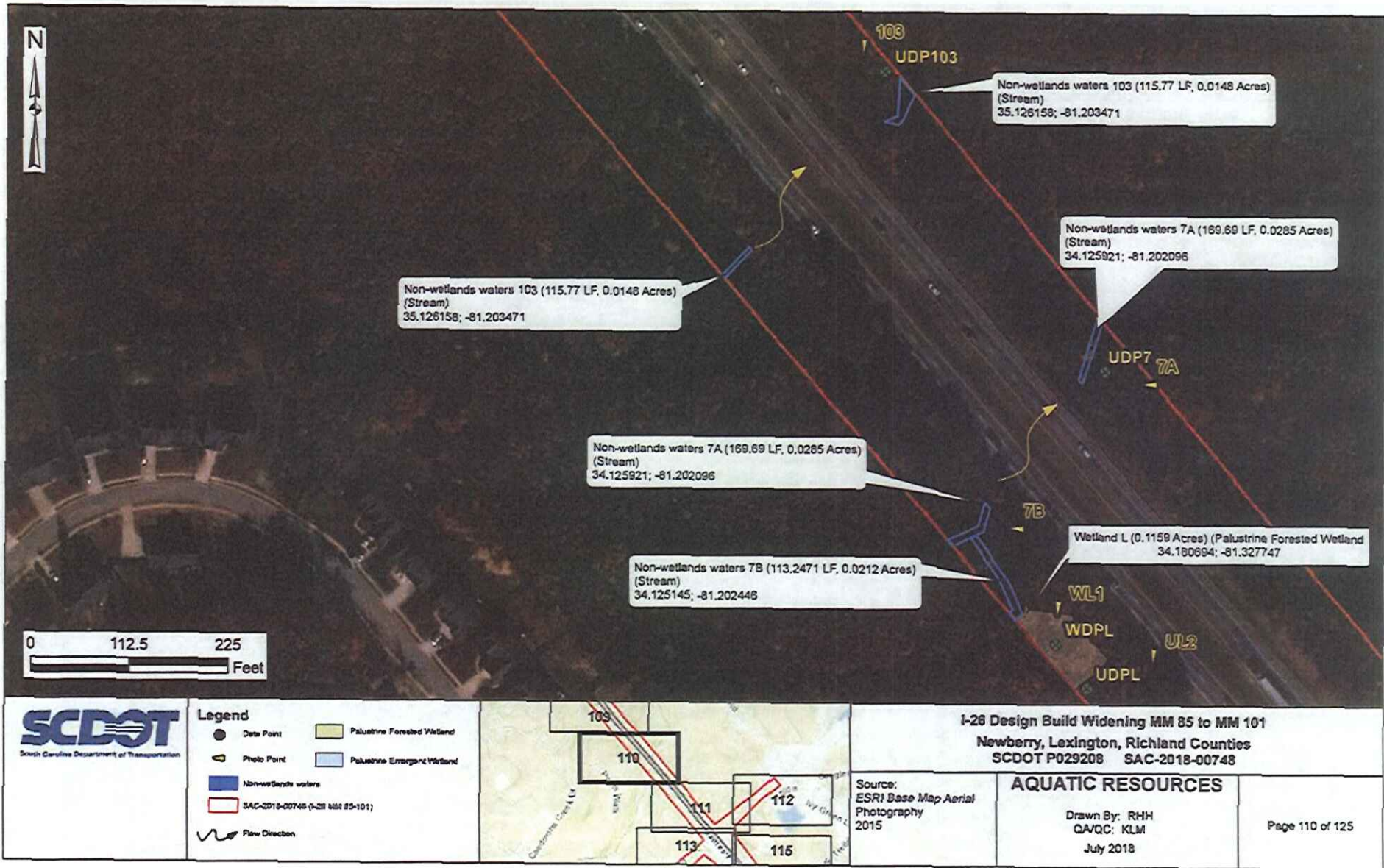


No Aquatic Resources Identified within Project Study Area



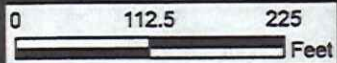
	Legend <ul style="list-style-type: none"> Data Point Palustrine Forested Wetland Palustrine Emergent Wetland Non-wetlands water SAC-2018-00748 (6-28 MM 85-101) Flow Direction 		I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748	
			Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018

Dated by Corps: July 17, 2018



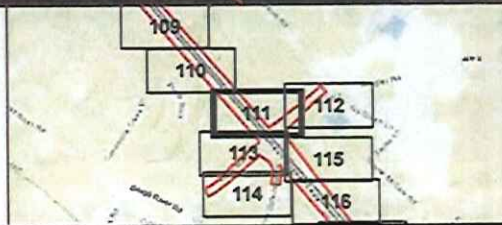
Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- ◀ Photo Point
- Non-wetlands waters
- ▭ SAC-2018-00748 (I-26 MM 85-101)
- ~ Flow Direction
- Palustrine Forested Wetland
- Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

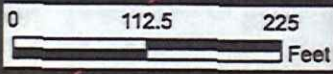
Drawn By: RHM
QA/QC: KLM
July 2018

Page 111 of 125

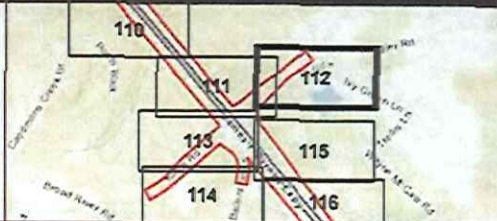
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - ◀ Photo Point
 - Non-wetlands waters
 - ▭ SAC-2018-00748 (I-26 MM 85-101)
 - ▭ Palustrine Forested Wetland
 - ▭ Palustrine Emergent Wetland
 - ~ Flow Direction

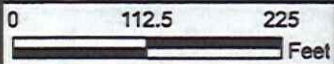


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018	Page 112 of 125

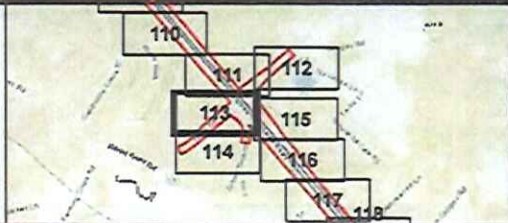
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - ◁ Photo Point
 - Non-use Lands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland
 - ~ Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

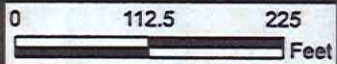
AQUATIC RESOURCES

Drawn By: RHM
QA/QC: KLM
July 2018

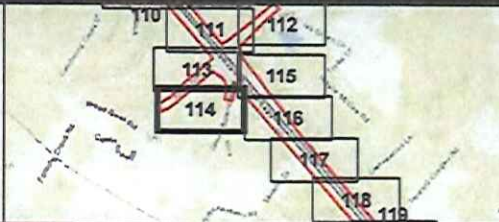
Dated by Corps: July 17, 2018



No Aquatic Resources Identified within Project Study Area



- Legend**
- Data Point
 - Photo Point
 - Non-wetlands waters
 - SAC-2018-00748 (P-25 MM 85-101)
 - ~ Flow Direction
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

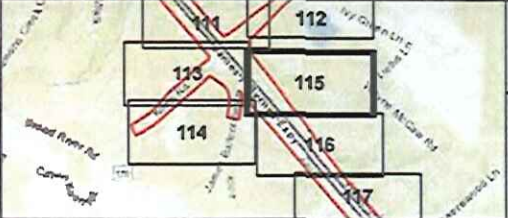
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

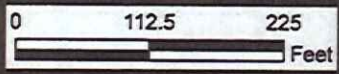


Legend	
	Data Point
	Palustrine Forested Wetland
	Photo Point
	Palustrine Emergent Wetland
	Non-wetlands waters
	SAC-2019-00748 (429 MM 85-101)
	Flow Direction



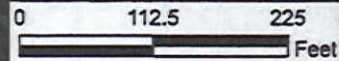
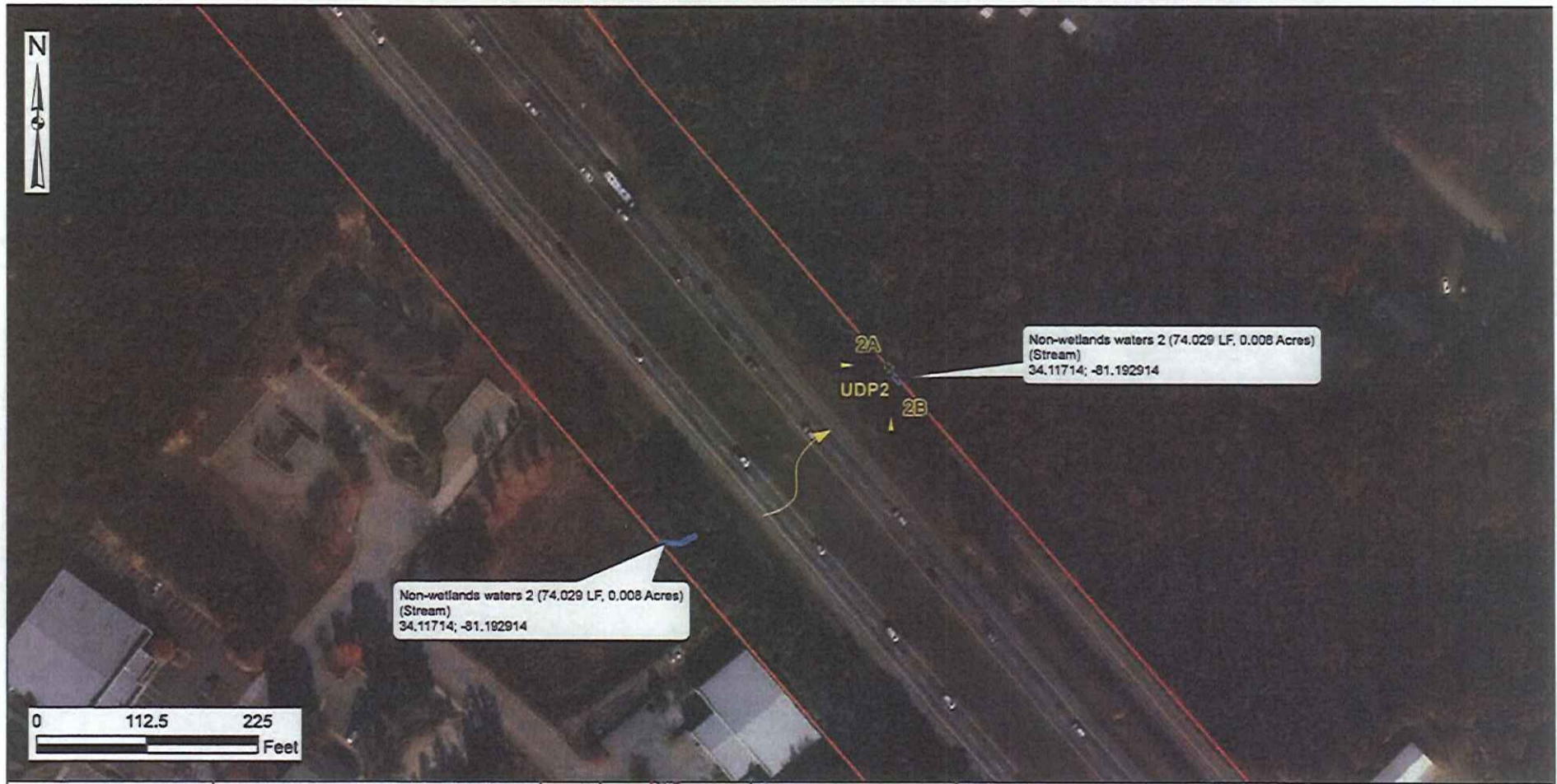
I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018	Page 115 of 125

Dated by Corps: July 17, 2018

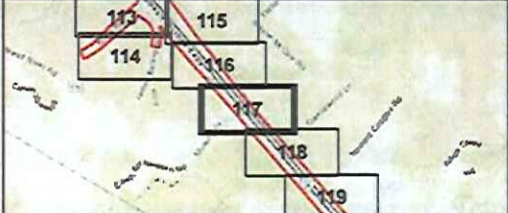


	Legend ● Data Point ◀ Photo Point ■ Non-wetlands waters □ SAC-2018-00748 (I-26 MM 85-101) ~ Flow Direction ■ Palustrine Forested Wetland ■ Palustrine Emergent Wetland		I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748	
			Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018

Dated by Corps: July 17, 2018



Legend	
	Date Point
	Pasture Forested Wetland
	Photo Point
	Pasture Emergent Wetland
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

Source:
 ESRI Base Map Aerial
 Photography
 2015

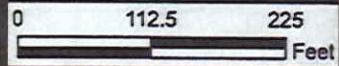
AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018

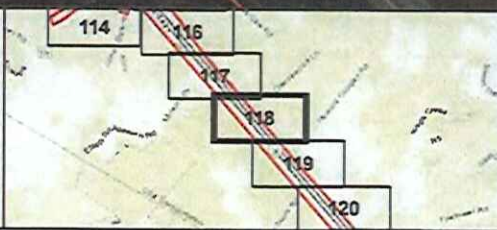


No Aquatic Resources Identified within Project Study Area



Legend

- Data Point
- Pasture Forested Wetland
- Photo Point
- Pasture Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



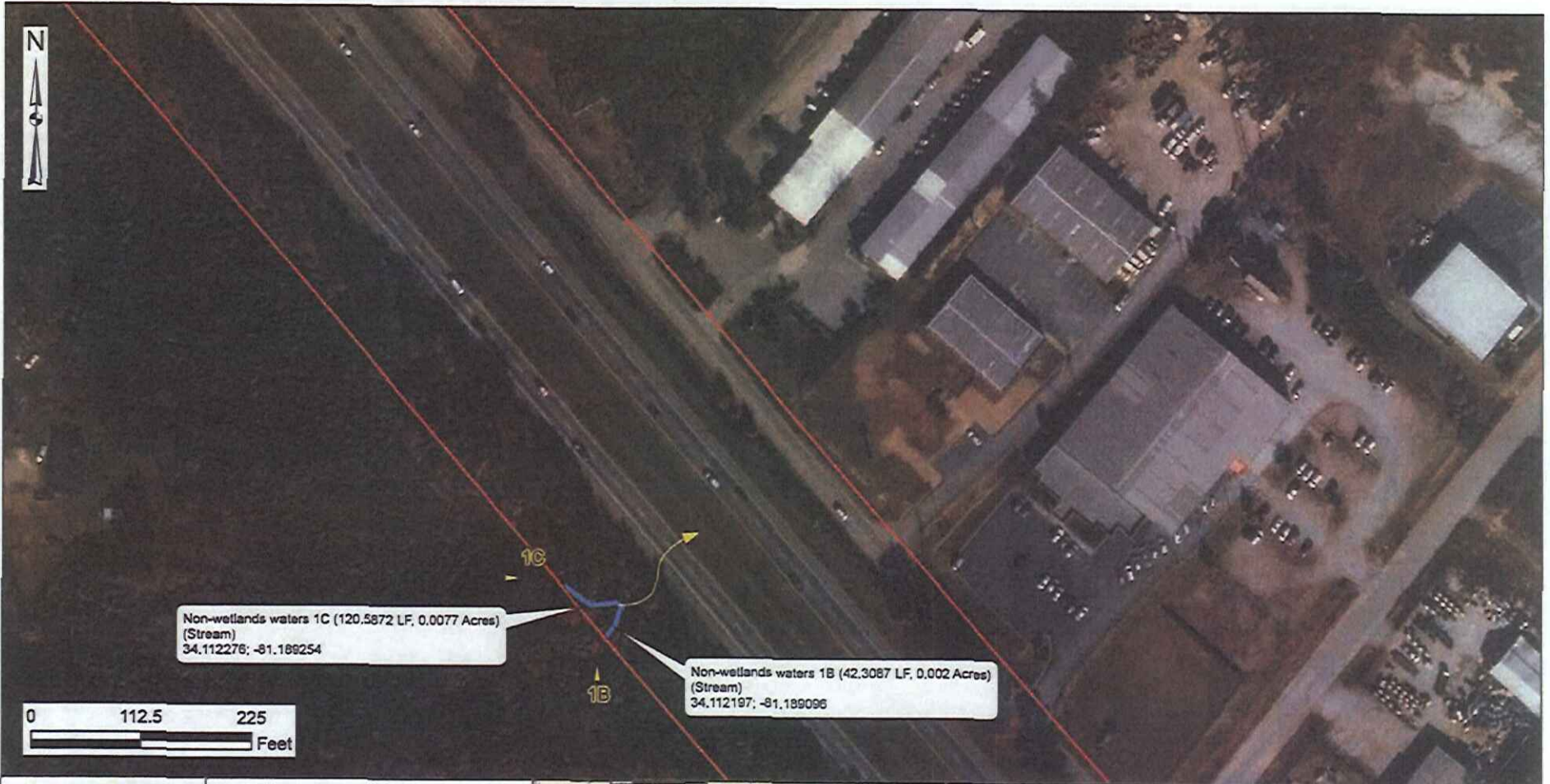
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

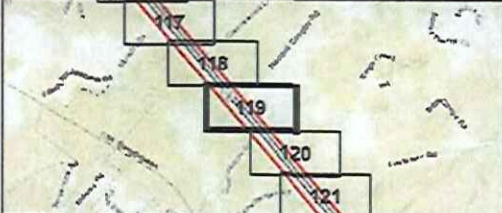
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

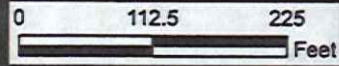
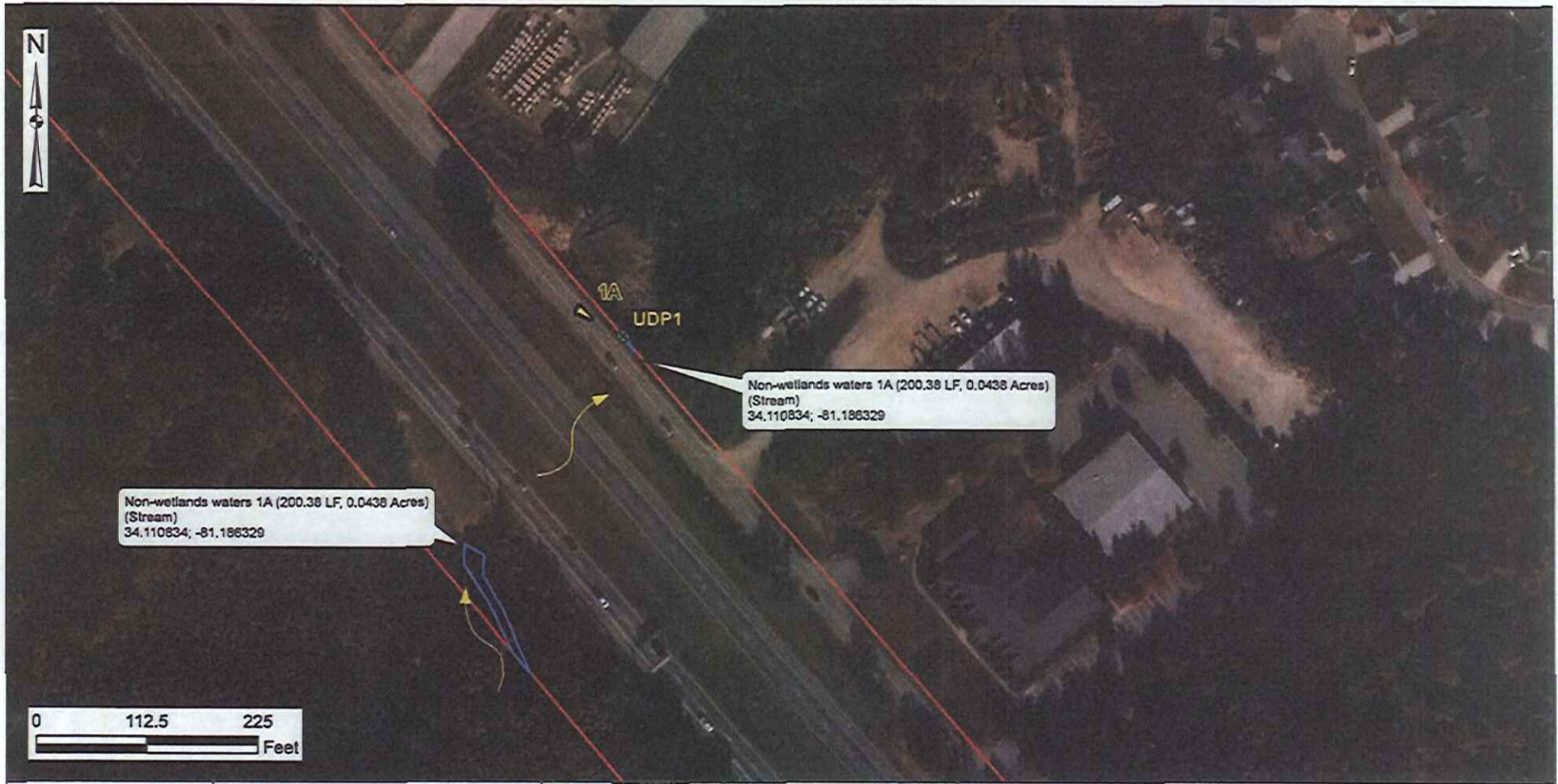


Legend	
	Data Point
	Palustrine Forested Wetland
	Photo Point
	Palustrine Emergent Wetland
	Non-wetlands water
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction

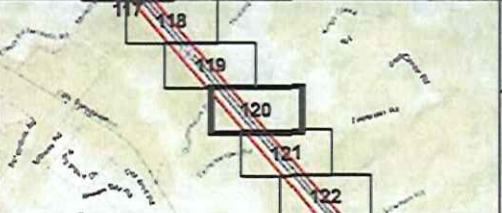


I-26 Design Build Widening MM 85 to MM 101 Newberry, Lexington, Richland Counties SCDOT P029208 SAC-2018-00748		
Source: ESRI Base Map Aerial Photography 2015	AQUATIC RESOURCES Drawn By: RHH QA/QC: KLM July 2018	Page 119 of 125

Dated by Corps: July 17, 2018



Legend	
	Data Point
	Photo Point
	Non-wetlands waters
	SAC-2018-00748 (I-26 MM 85-101)
	Flow Direction
	Palustrine Forested Wetland
	Palustrine Emergent Wetland



I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00748

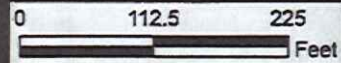
Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES
 Drawn By: RHH
 QA/QC: KLM
 July 2018

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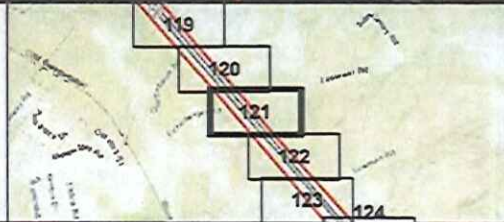
Dated by Corps: July 17, 2018

No Aquatic Resources Identified within Project Study Area



Legend

-  Data Point
-  Palustrine Forested Wetland
-  Photo Point
-  Palustrine Emergent Wetland
-  Non-wetlands waters
-  SAC-2018-00748 (I-26 MM 85-101)
-  Flow Direction



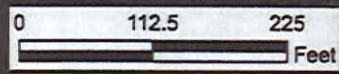
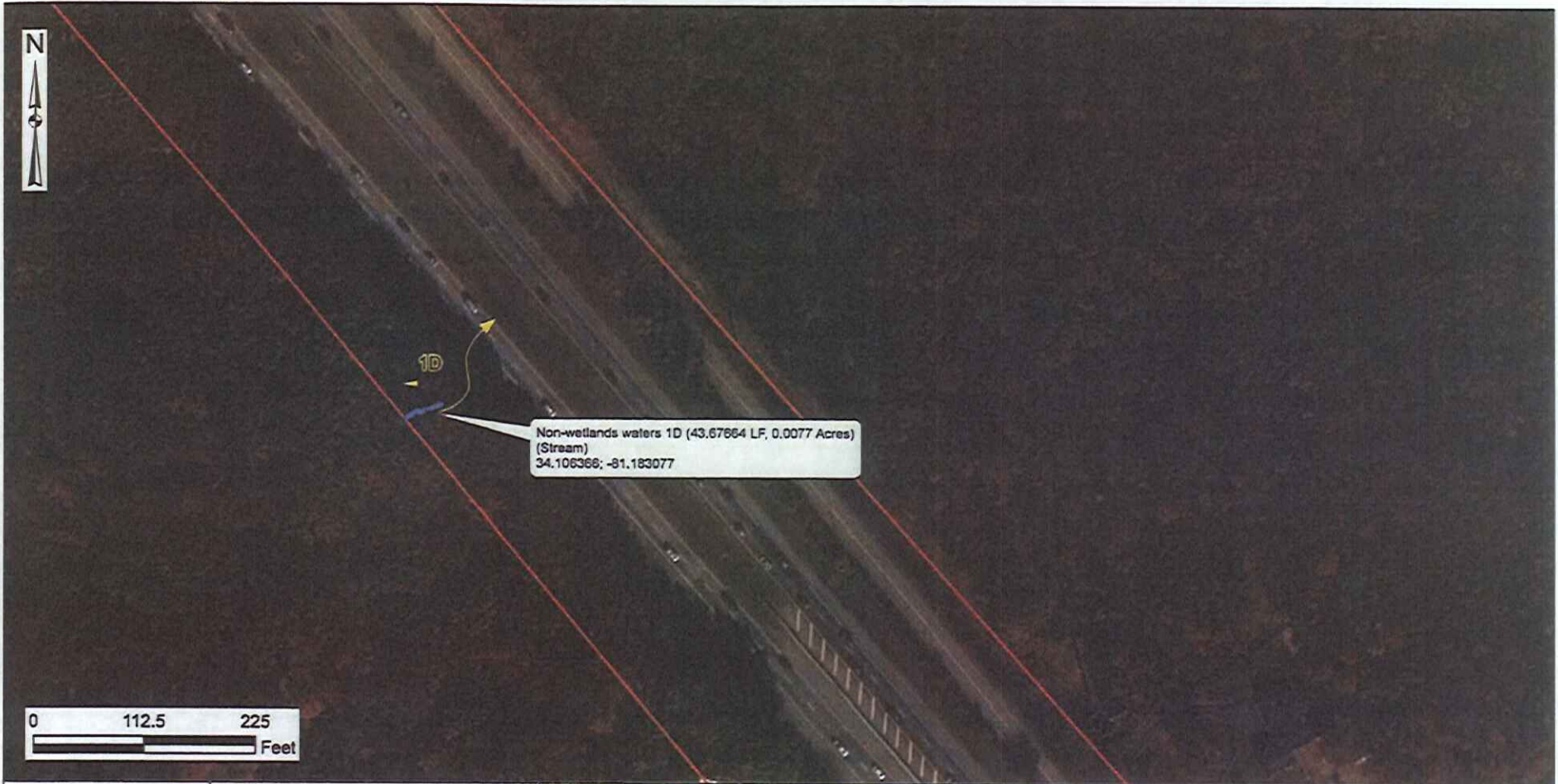
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

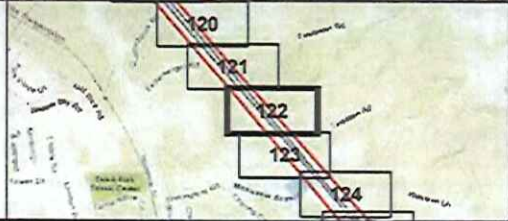
AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



Legend	
● Data Point	Palustrine Forested Wetland
◀ Photo Point	Palustrine Emergent Wetland
■ Non-wetlands waters	
□ SAC-2018-00746 (I-26 MM 85-101)	
~ Flow Direction	



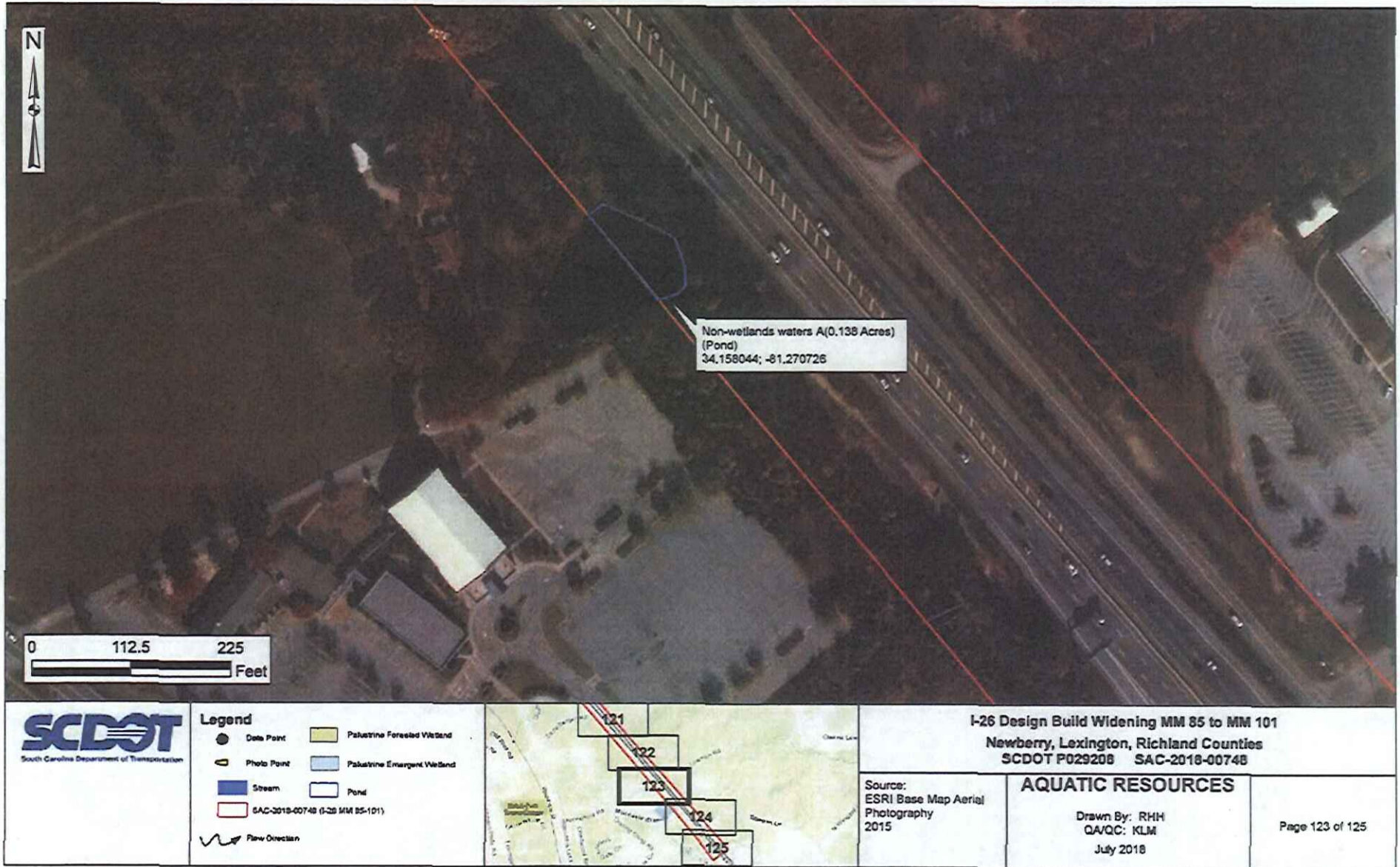
I-26 Design Build Widening MM 85 to MM 101
 Newberry, Lexington, Richland Counties
 SCDOT P029208 SAC-2018-00746

Source:
 ESRI Base Map Aerial
 Photography
 2015

AQUATIC RESOURCES

Drawn By: RHH
 QA/QC: KLM
 July 2018

Dated by Corps: July 17, 2018

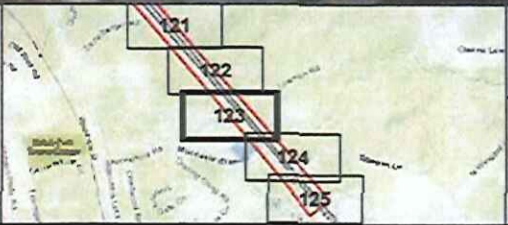


Non-wetlands waters A(0.138 Acres)
(Pond)
34,158044; -81,270726

0 112.5 225
Feet



- Legend**
- Data Point
 - ◻ Photo Point
 - ▬ Stream
 - ▭ SAC-2018-00748 (I-26 MM 85-101)
 - ▭ Pasture Forested Wetland
 - ▭ Pasture Emergent Wetland
 - ▭ Pond
- ~ Flow Direction

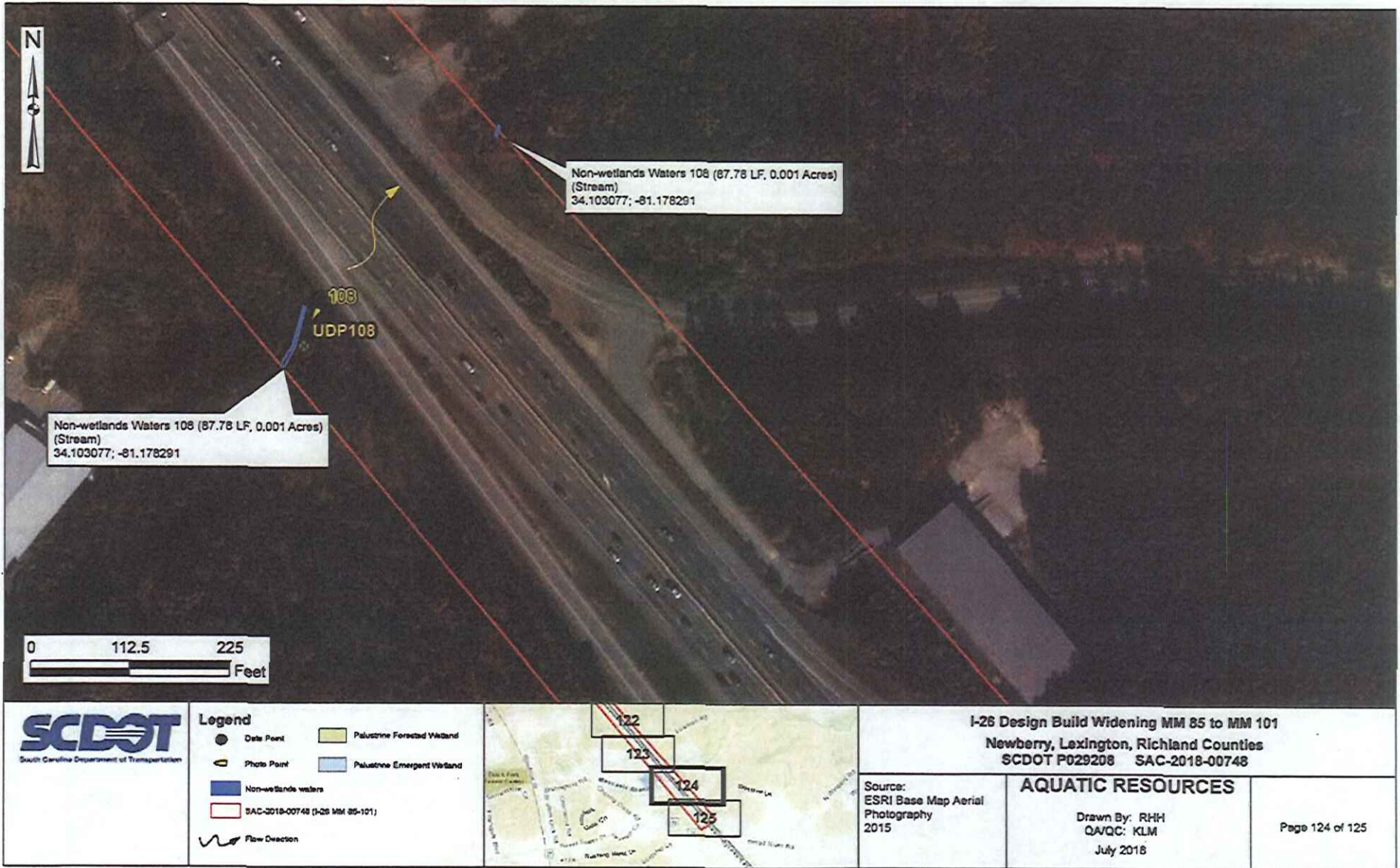


I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

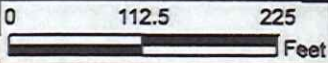
AQUATIC RESOURCES
Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

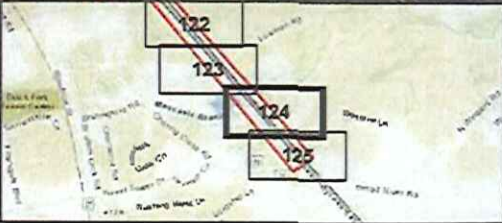


Non-wetlands Waters 108 (87.78 LF, 0.001 Acres)
(Stream)
34.103077; -81.178291

Non-wetlands Waters 108 (87.78 LF, 0.001 Acres)
(Stream)
34.103077; -81.178291



- Legend**
- Data Point
 - Palustrine Forested Wetland
 - Palustrine Emergent Wetland
 - Non-wetlands waters
 - SAC-2018-00748 (I-26 MM 85-101)
 - Flow Direction



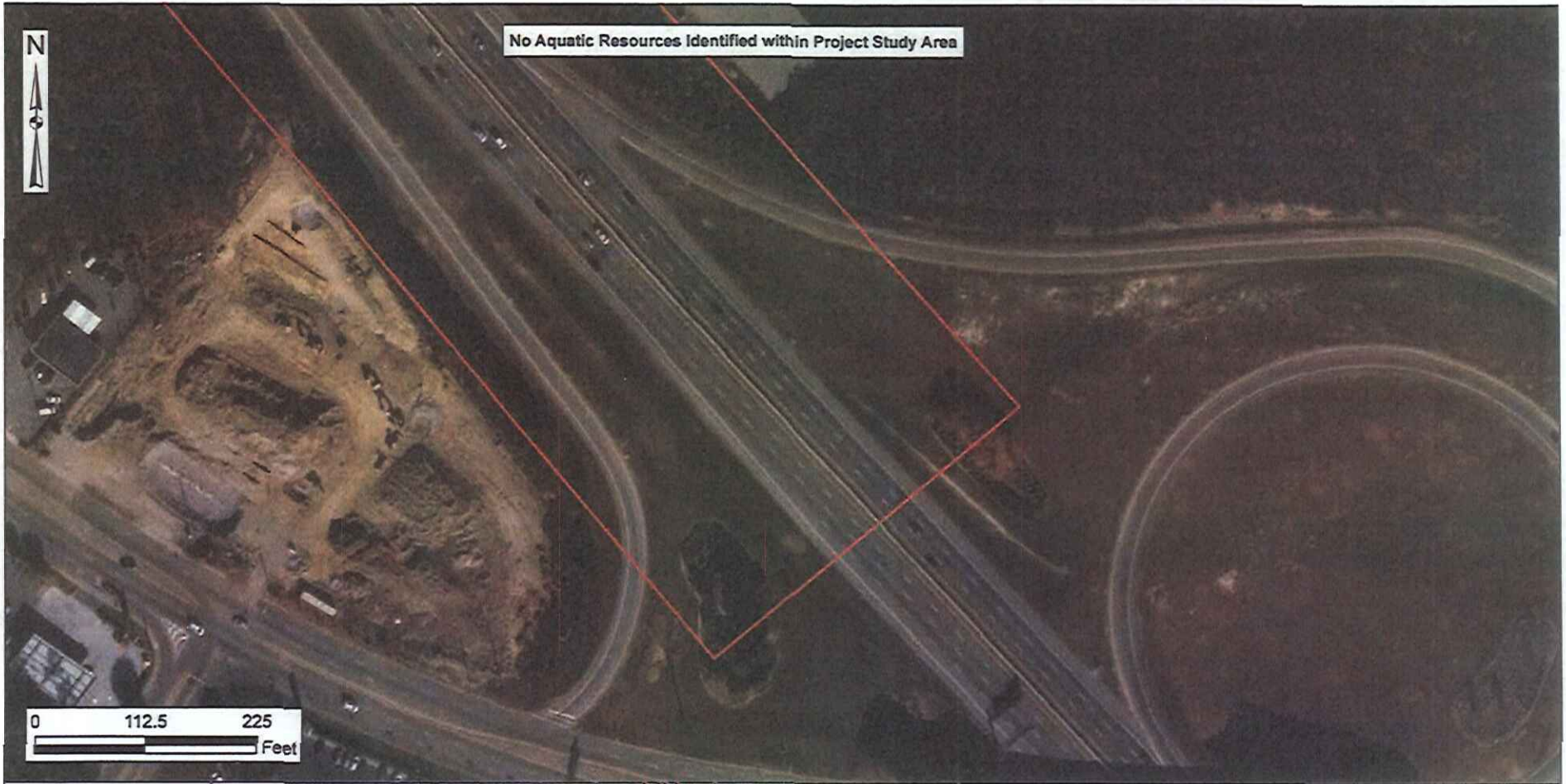
I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHH
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018



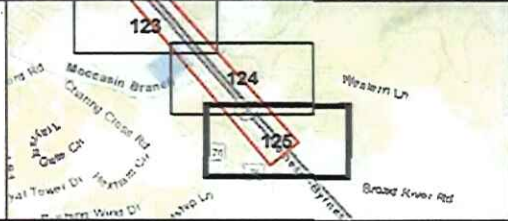
No Aquatic Resources Identified within Project Study Area

0 112.5 225
Feet



Legend

- Data Point
- Photo Point
- Palustrine Forested Wetland
- Palustrine Emergent Wetland
- Non-wetlands waters
- SAC-2018-00748 (I-26 MM 85-101)
- Flow Direction



I-26 Design Build Widening MM 85 to MM 101
Newberry, Lexington, Richland Counties
SCDOT P029208 SAC-2018-00748

Source:
ESRI Base Map Aerial
Photography
2015

AQUATIC RESOURCES

Drawn By: RHM
QA/QC: KLM
July 2018

Dated by Corps: July 17, 2018

APPENDIX F

Approved JD (SAC 2015-01451-DS) for the S-48 Columbia Avenue Corridor Improvement Project



DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69A HAGOOD AVENUE
CHARLESTON, SC 29403-5107

JAN 20 2017

RECEIVED

JAN 25 2017
Environmental Management
SCDOT

Regulatory Division

Ms. Siobhan Gordon
SC Department of Transportation
PO Box 191
Columbia, South Carolina 29202-0191

Dear Ms. Gordon:

This letter is in response to your request for an Approved Jurisdictional Determination (SAC-2015-01451-DS) received in our office on June 10, 2016 (and revised December 9, 2016), for a 153-acre site located along portions of the existing S-48 (Columbia Ave), S-83 (Lexington Ave), S-82 (E. Boundary St), and surrounding areas in the Town of Chapin, Lexington County, South Carolina (Latitude: 34.169632 °N, Longitude: -81.335995 °W). The site in question is depicted on the enclosed sketches (Figures 1 and 6-1 to 6-6) entitled "S-48 (COLUMBIA AVENUE) CORRIDOR IMPROVEMENT PROJECT, LEXINGTON COUNTY, SOUTH CAROLINA, SCDOT P2S NO: P042383" and dated November 2, 2016.

Based on an on-site inspection, a review of aerial photography, topographic maps, National Wetlands Inventory maps, soil survey information, and Wetland Determination Data Form(s), it has been concluded that the referenced sketch represents a reasonable approximation of the location and boundaries of the aquatic resources found within the site. The site in question contains approximately 0.538 acres and 1,125 linear feet of federally defined freshwater wetlands and/or other waters of the United States subject to the jurisdiction of this office pursuant to 33 CFR 328.3(a). You are cautioned that the boundaries of the wetlands and/or other waters depicted on the enclosed sketch have been **approximated** and are subject to change. Enclosed is a form describing the basis of jurisdiction for the area(s) in question. You should be aware that a permit from this office may be required for certain activities in the areas identified as wetlands and/or other waters of the United States, and these areas may be subject to restrictions or requirements of other state or local government entities.


If a permit application is forthcoming as a result of this determination, a copy of this letter, as well as the verified sketch should be submitted as part of the application. Otherwise, a delay could occur in confirming that an Approved Jurisdictional Determination was performed for the proposed permit project area.

Please be advised that this determination is valid for five (5) years from the date of this letter unless new information warrants revision before the expiration date. This Approved Jurisdictional Determination is an appealable action under the Corps of Engineers administrative appeal procedures defined at 33 CFR 331. The administrative appeal options, process and appeals request form is attached for your convenience and use.

This delineation/determination has been conducted to identify the limits of Corps of Engineers Clean Water Act jurisdiction for the particular site identified in this request. This delineation/determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

Your cooperation in the protection and preservation of our navigable waters and natural resources is appreciated. In all future correspondence concerning this matter, please refer to file number SAC-2015-01451-DS. A copy of this letter is being forwarded to certain State and/or Federal agencies for their information. If you have any questions concerning this matter, please contact Stephen A. Brumagin, Project Manager, at (803) 253-3445.

Sincerely,



Elizabeth G. Williams
Chief, Special Projects Branch

Enclosures:

Approved Jurisdictional Determination Form
Notification of Appeal Options
Figures 1 and 6-1 to 6-6, "S-48 (COLUMBIA AVENUE) CORRIDOR IMPROVEMENT PROJECT,
LEXINGTON COUNTY, SOUTH CAROLINA, SCDOT P2S NO: P042383"

Copies Furnished:

Mr. Matt DeWitt
Mead & Hunt
878 South Lake Drive
Lexington, South Carolina 29072

Mr. Chuck Hightower
South Carolina Department of
Health and Environmental Control
Bureau of Water
2600 Bull Street
Columbia, South Carolina 29201

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant:	File Number:	Date:
Attached is:		See Section below
<input type="checkbox"/>	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
<input type="checkbox"/>	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
<input type="checkbox"/>	PERMIT DENIAL	C
<input checked="" type="checkbox"/>	APPROVED JURISDICTIONAL DETERMINATION	D
<input type="checkbox"/>	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://usace.army.mil/inet/functions/cw/cecwo/reg> or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer, South Atlantic Division, 60 Forsyth St, SW, Atlanta, GA 30308-8801. This form must be received by the Division Engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is **not appealable**. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact the Corps biologist who signed the letter to which this notification is attached. The name and telephone number of this person is given at the end of the letter.

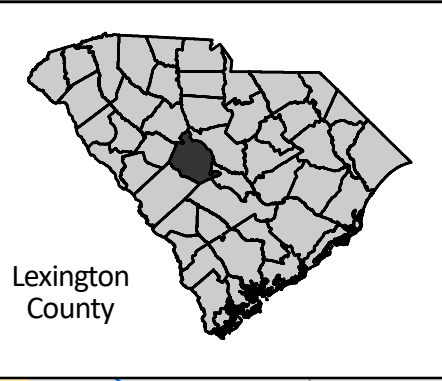
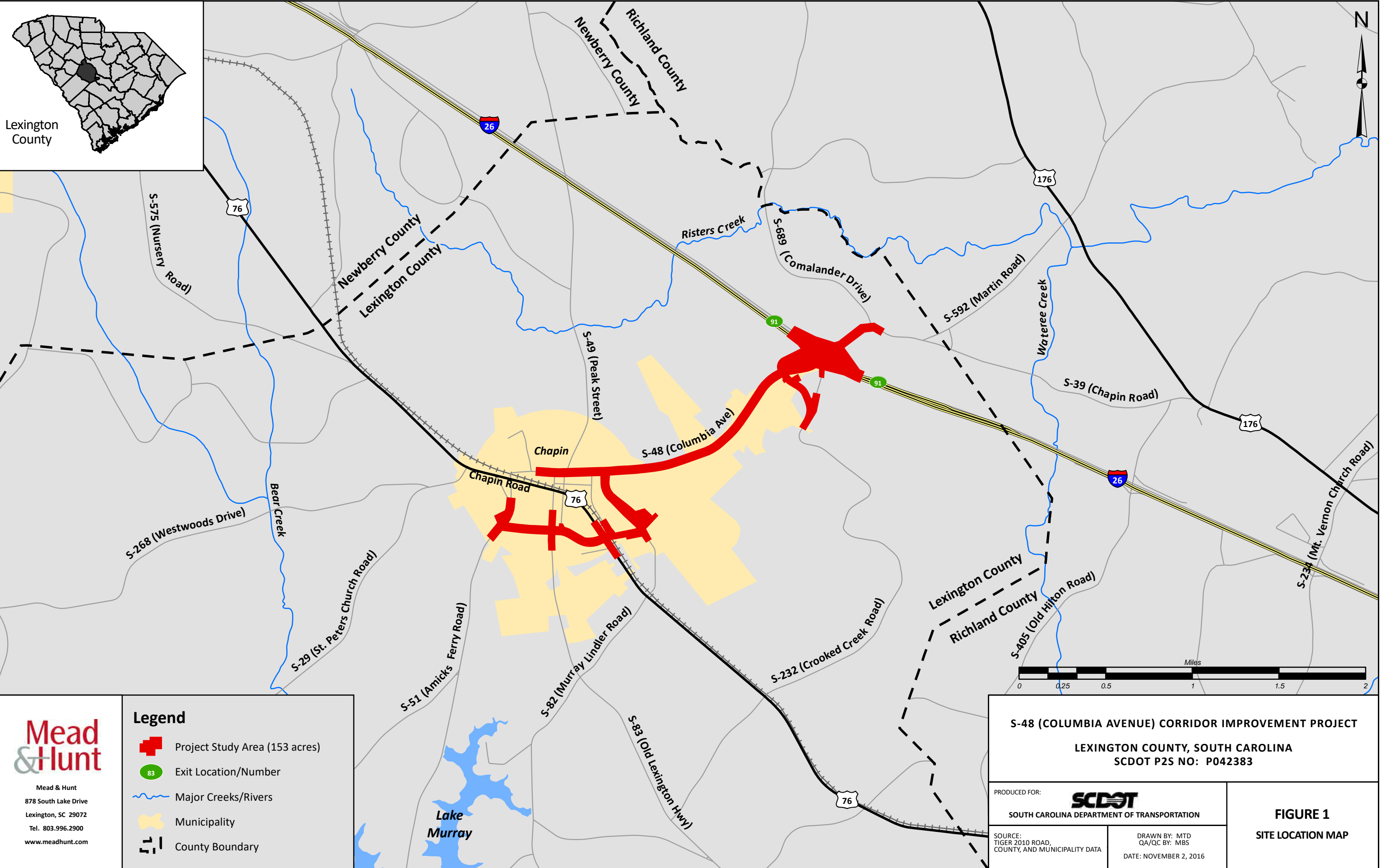
If you only have questions regarding the appeal process you may also contact: Jason W. Steele
Administrative Appeals Review Officer
USACE South Atlantic Division
60 Forsyth St, SW
Atlanta, GA 30308-8801
(404) 562-5137

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.

Date:

Telephone number:



Lexington County

Legend

- Project Study Area (153 acres)
- 83 Exit Location/Number
- ~ Major Creeks/Rivers
- Municipality
- County Boundary



Mead & Hunt
878 South Lake Drive
Lexington, SC 29072
Tel. 803.996.2900
www.meadhunt.com

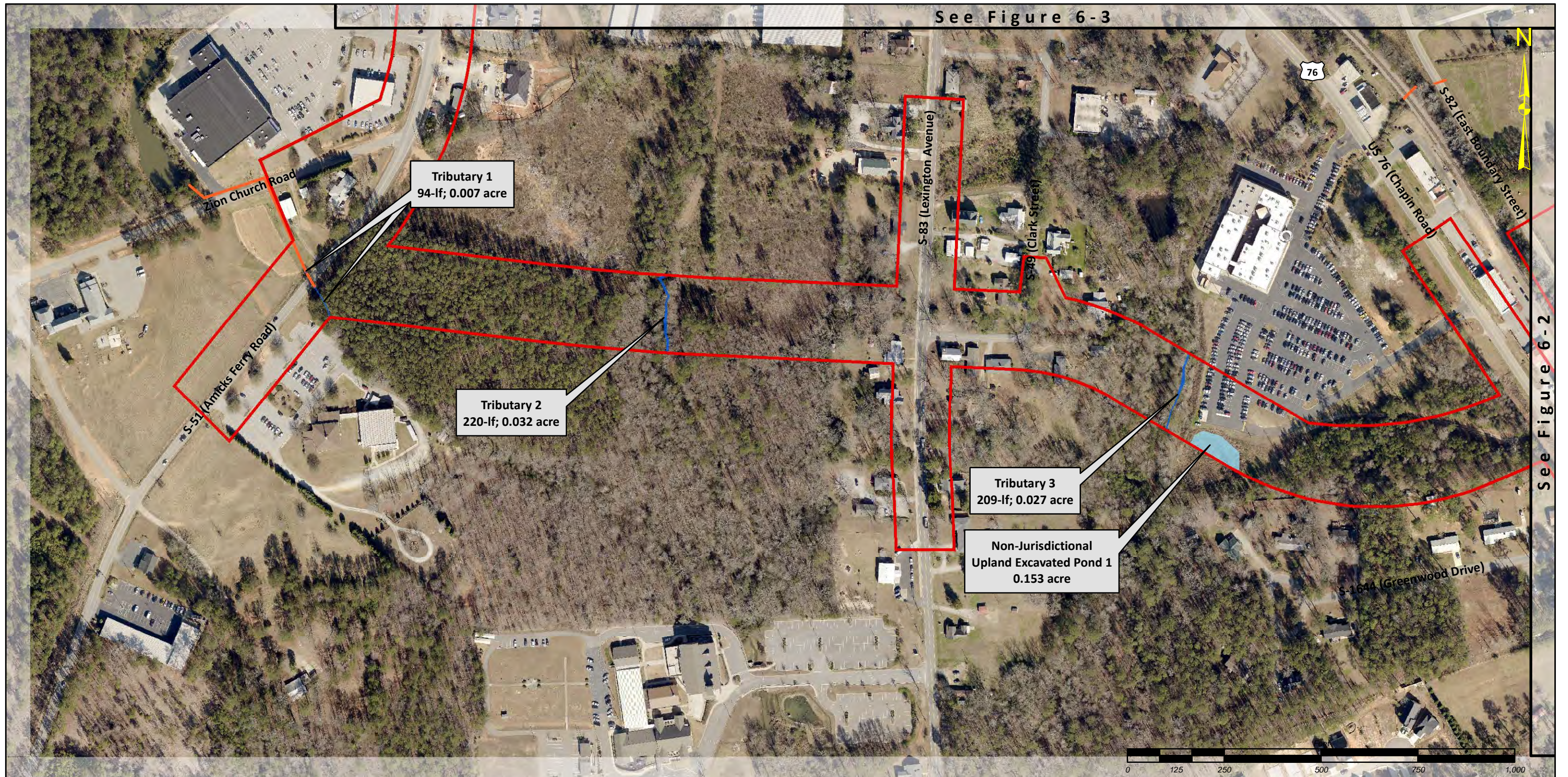
S-48 (COLUMBIA AVENUE) CORRIDOR IMPROVEMENT PROJECT
LEXINGTON COUNTY, SOUTH CAROLINA
 SCDOT P2S NO: P042383

PRODUCED FOR:
SCDOT
 SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

SOURCE:
 TIGER 2010 ROAD,
 COUNTY, AND MUNICIPALITY DATA

DRAWN BY: MTD
 QA/QC BY: MBS
 DATE: NOVEMBER 2, 2016

FIGURE 1
SITE LOCATION MAP








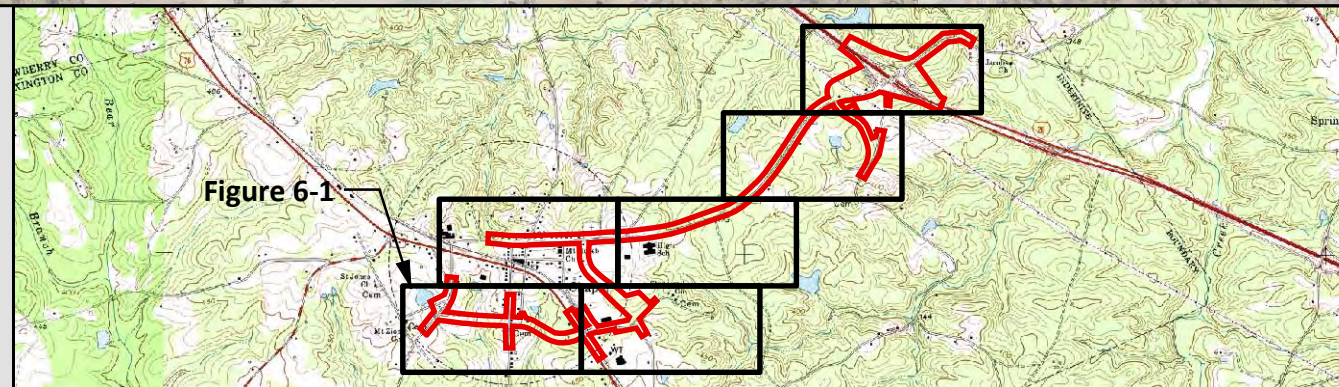
See Figure 6-3

See Figure 6-2

Mead & Hunt
 Mead & Hunt
 878 South Lake Drive
 Lexington, SC 29072
 Tel. 803.996.2900
 www.meadhunt.com

Legend

-  Project Study Area (153 acres)
-  Freshwater Wetland
-  Non-Jurisdictional Pond (0.153 acre)
-  Tributary (523-lf / 0.066 acre)
-  Culvert / Pipe / Flume



S-48 (COLUMBIA AVENUE) CORRIDOR IMPROVEMENT PROJECT
 LEXINGTON COUNTY, SOUTH CAROLINA
 SCDOT P2S NO: P042383

PRODUCED FOR:

 SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

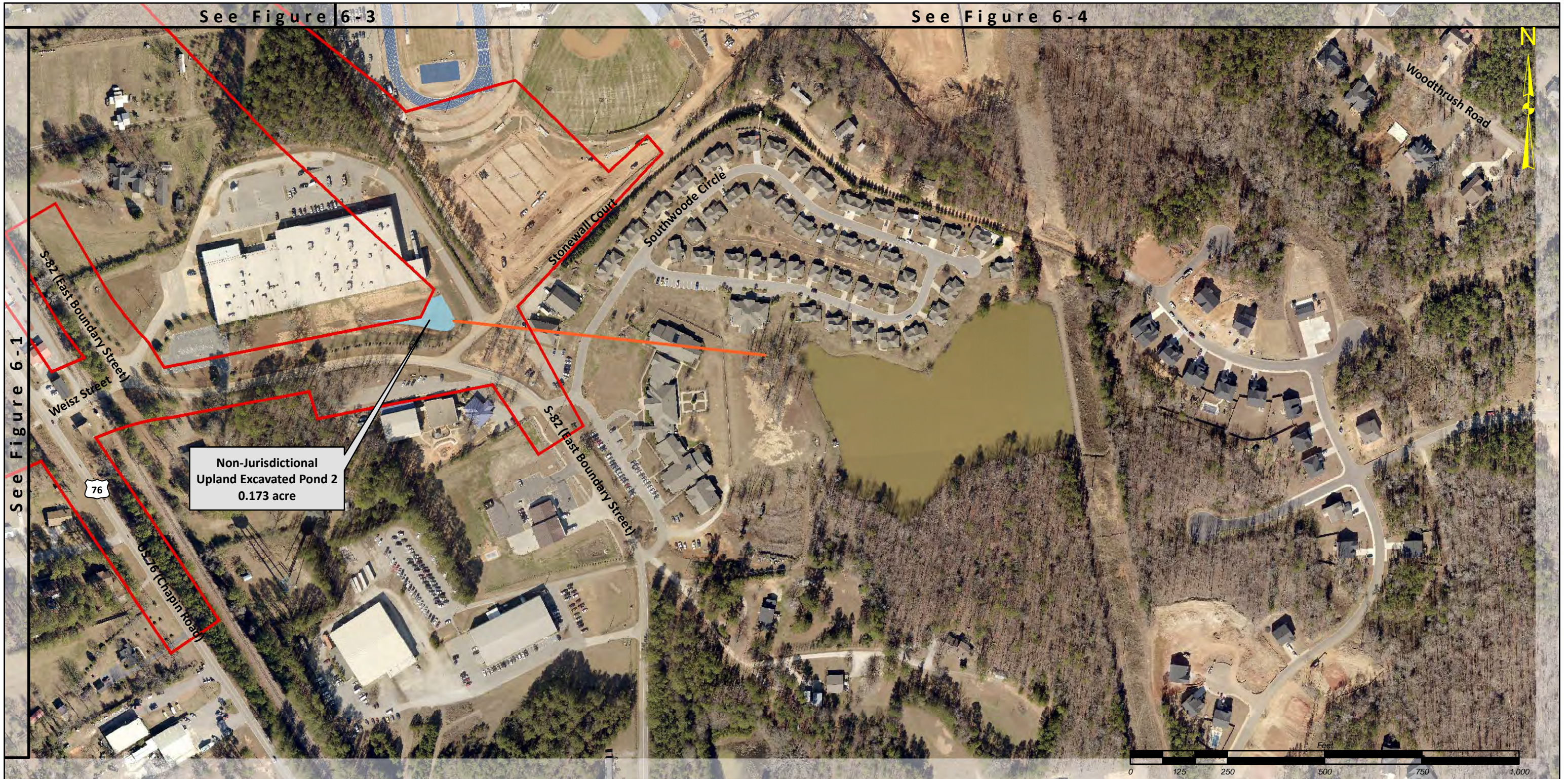
SOURCE:
 HIGH RESOLUTION AERIAL
 PHOTOGRAPHY
 [INDEPENDENT MAPPING
 CONSULTANTS (2015)]

DRAWN BY: MTD
 QA/QC BY: MBS
 DATE: NOVEMBER 2, 2016

FIGURE 6-1
 DELINEATED WATERS
 OF THE U.S.

See Figure 6-3

See Figure 6-4








See Figure 6-1

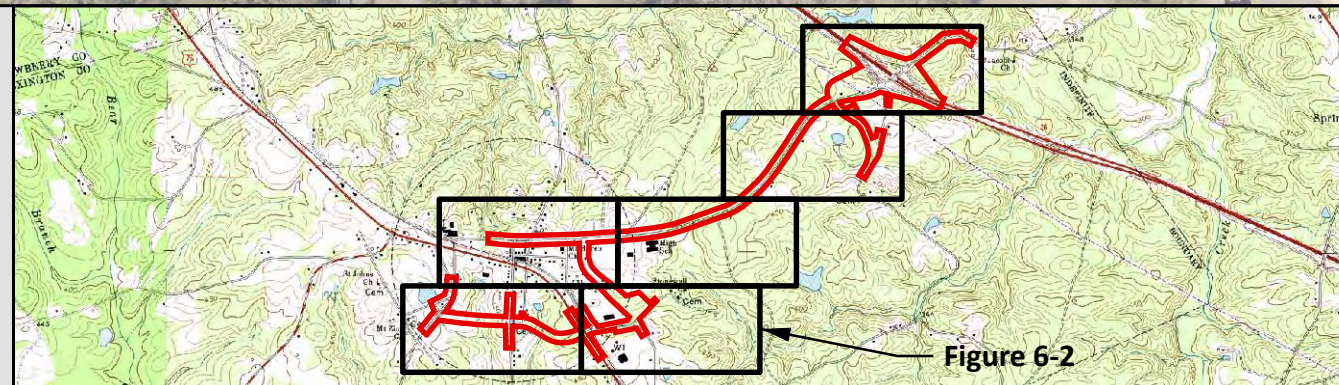
Non-Jurisdictional Upland Excavated Pond 2
0.173 acre



Mead & Hunt
878 South Lake Drive
Lexington, SC 29072
Tel. 803.996.2900
www.meadhunt.com

Legend

-  Project Study Area (153 acres)
-  Freshwater Wetland
-  Non-Jurisdictional Pond (0.173 acre)
-  Tributary
-  Culvert / Pipe / Flume



S-48 (COLUMBIA AVENUE) CORRIDOR IMPROVEMENT PROJECT
LEXINGTON COUNTY, SOUTH CAROLINA
SCDOT P2S NO: P042383

PRODUCED FOR:
SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

SOURCE:
HIGH RESOLUTION AERIAL
PHOTOGRAPHY
[INDEPENDENT MAPPING
CONSULTANTS (2015)]

DRAWN BY: MTD
QA/QC BY: MBS
DATE: NOVEMBER 2, 2016

FIGURE 6-2
DELINEATED WATERS
OF THE U.S.



See Figure 6-4






See Figure 6-1

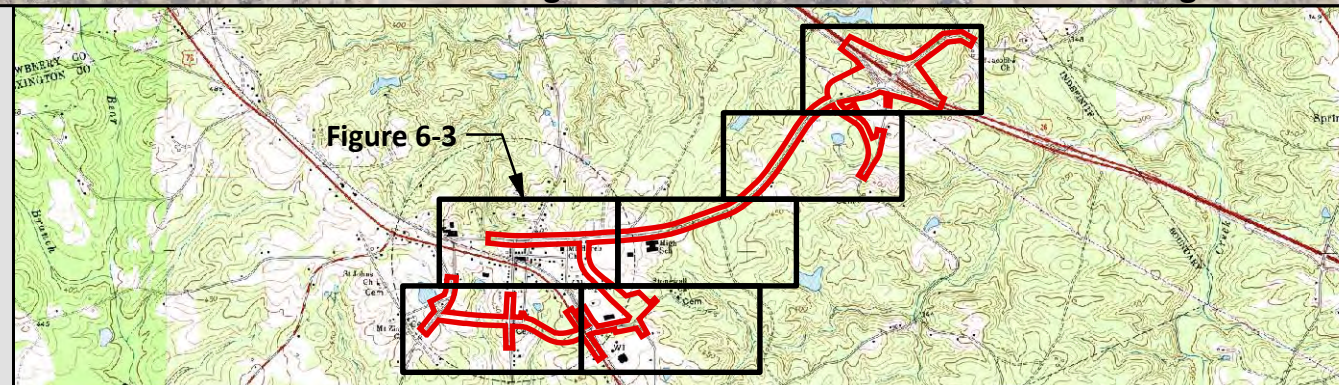
See Figure 6-2



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Lexington, SC 29072
Tel. 803.996.2900
www.meadhunt.com

Legend

-  Project Study Area (153 acres)
-  Freshwater Wetland
-  Non-Jurisdictional Pond
-  Tributary
-  Culvert / Pipe / Flume



S-48 (COLUMBIA AVENUE) CORRIDOR IMPROVEMENT PROJECT
LEXINGTON COUNTY, SOUTH CAROLINA
 SCDOT P2S NO: P042383

PRODUCED FOR:

 SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

SOURCE:
 HIGH RESOLUTION AERIAL
 PHOTOGRAPHY
 [INDEPENDENT MAPPING
 CONSULTANTS (2015)]






DRAWN BY: MTD
 QA/QC BY: MBS
 DATE: NOVEMBER 2, 2016

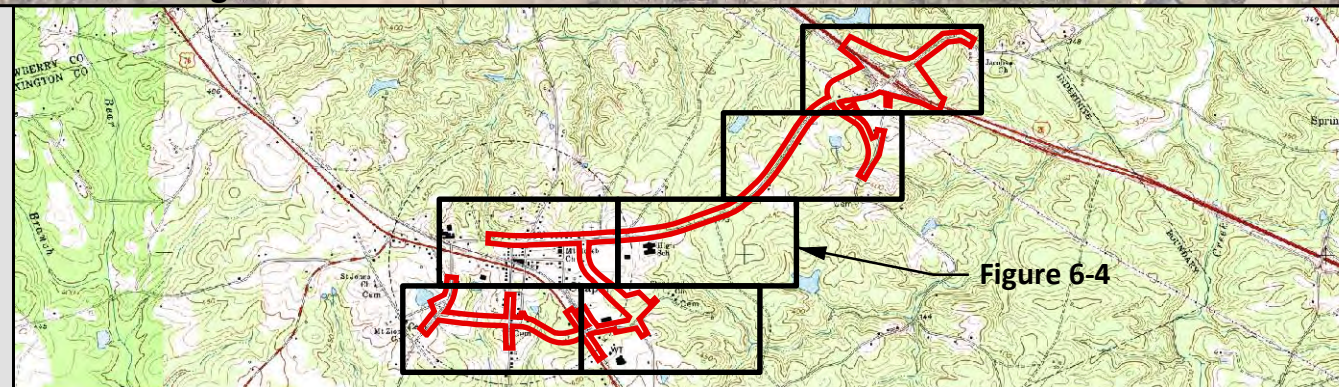
FIGURE 6-3
DELINEATED WATERS
OF THE U.S.



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 Lexington, SC 29072
 Tel. 803.996.2900
 www.meadhunt.com

Legend

-  Project Study Area (153 acres)
-  Freshwater Wetland
-  Non-Jurisdictional Pond
-  Tributary
-  Culvert / Pipe / Flume



S-48 (COLUMBIA AVENUE) CORRIDOR IMPROVEMENT PROJECT
 LEXINGTON COUNTY, SOUTH CAROLINA
 SCDOT P2S NO: P042383

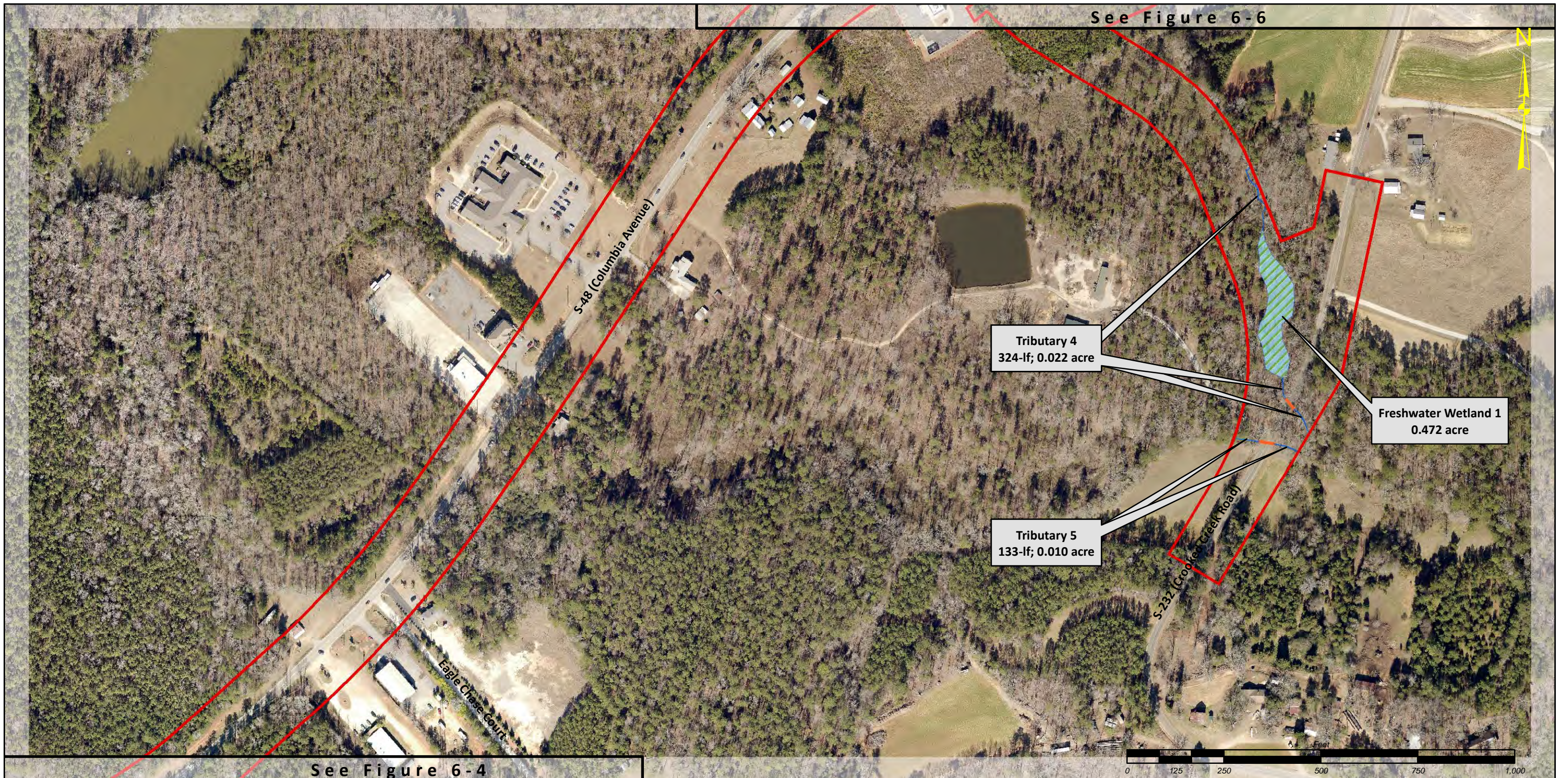
PRODUCED FOR:

 SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

SOURCE:
 HIGH RESOLUTION AERIAL
 PHOTOGRAPHY
 [INDEPENDENT MAPPING
 CONSULTANTS (2015)]

DRAWN BY: MTD
 QA/QC BY: MBS
 DATE: NOVEMBER 2, 2016

FIGURE 6-4
 DELINEATED WATERS
 OF THE U.S.



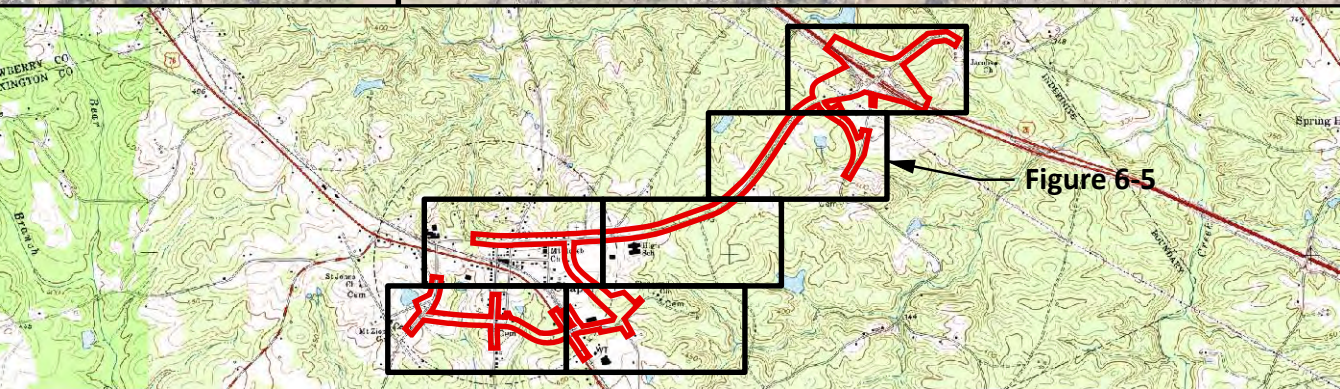
See Figure 6-4

See Figure 6-6



Mead & Hunt
 Mead & Hunt
 878 South Lake Drive
 Lexington, SC 29072
 Tel. 803.996.2900
 www.meadhunt.com

- Legend**
- Project Study Area (153 acres)
 - Freshwater Wetland (0.472 acre)
 - Non-Jurisdictional Pond
 - Tributary (457-lf / 0.032 acre)
 - Culvert / Pipe / Flume

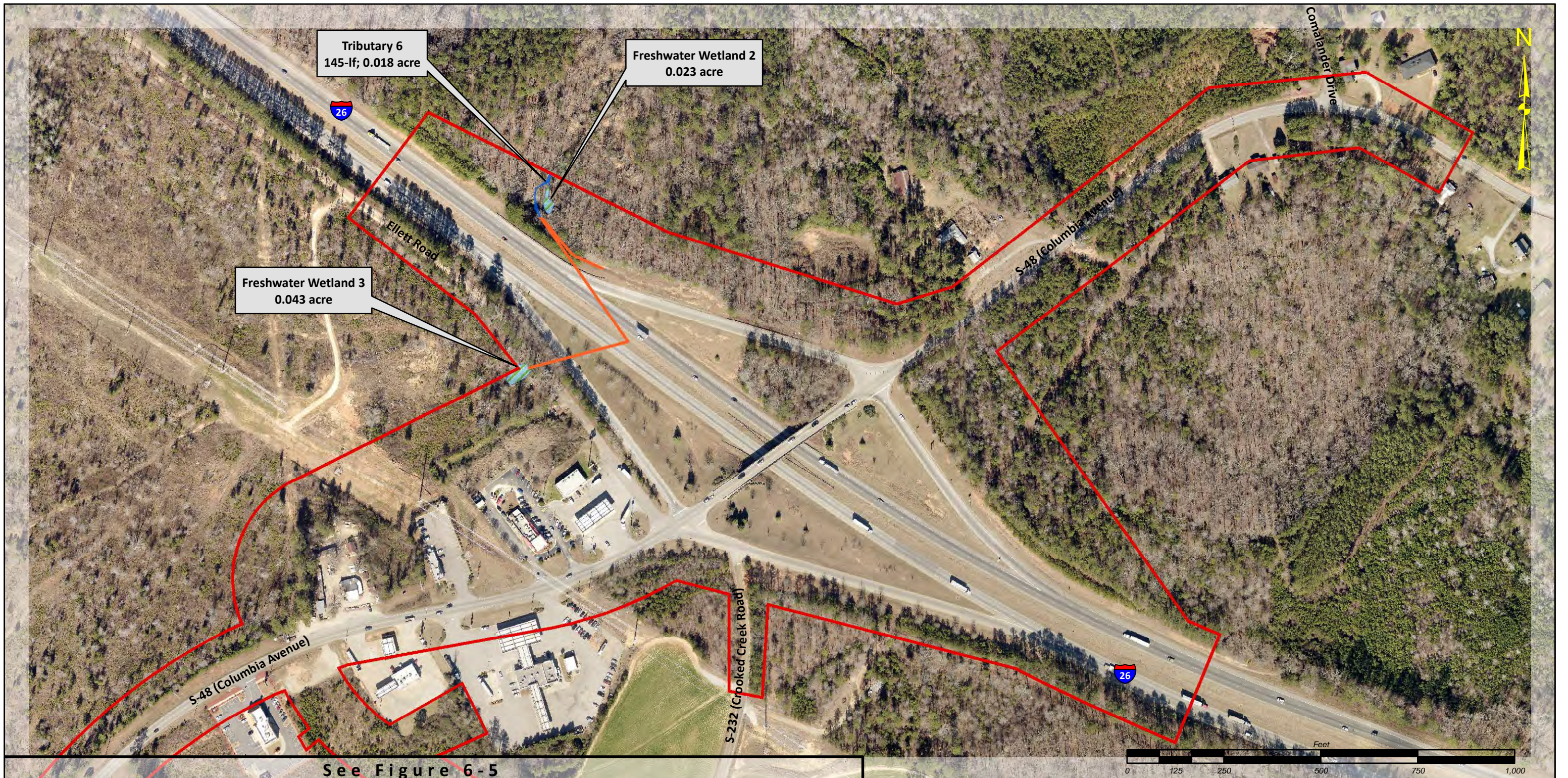


S-48 (COLUMBIA AVENUE) CORRIDOR IMPROVEMENT PROJECT
 LEXINGTON COUNTY, SOUTH CAROLINA
 SCDOT P2S NO: P042383

PRODUCED FOR: **SCDOT**
 SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

SOURCE: HIGH RESOLUTION AERIAL PHOTOGRAPHY [INDEPENDENT MAPPING CONSULTANTS (2015)]
 DRAWN BY: MTD
 QA/QC BY: MBS
 DATE: NOVEMBER 2, 2016

FIGURE 6-5
 DELINEATED WATERS OF THE U.S.








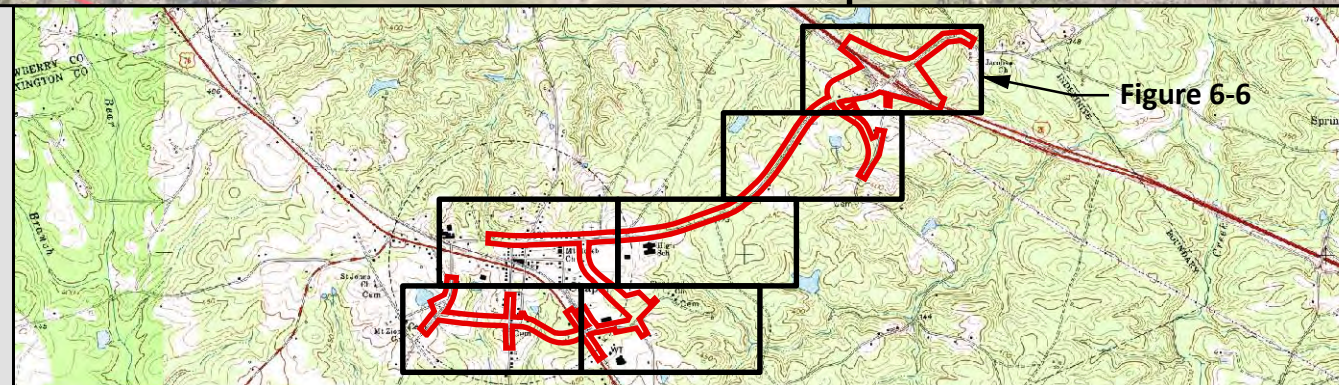
See Figure 6-5



Mead & Hunt
878 South Lake Drive
Lexington, SC 29072
Tel. 803.996.2900
www.meadhunt.com

Legend

-  Project Study Area (153 acres)
-  Freshwater Wetland (0.066 acre)
-  Non-Jurisdictional Pond
-  Tributary (145-lf / 0.018 acre)
-  Culvert / Pipe / Flume



S-48 (COLUMBIA AVENUE) CORRIDOR IMPROVEMENT PROJECT
LEXINGTON COUNTY, SOUTH CAROLINA
SCDOT P2S NO: P042383

PRODUCED FOR:
SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

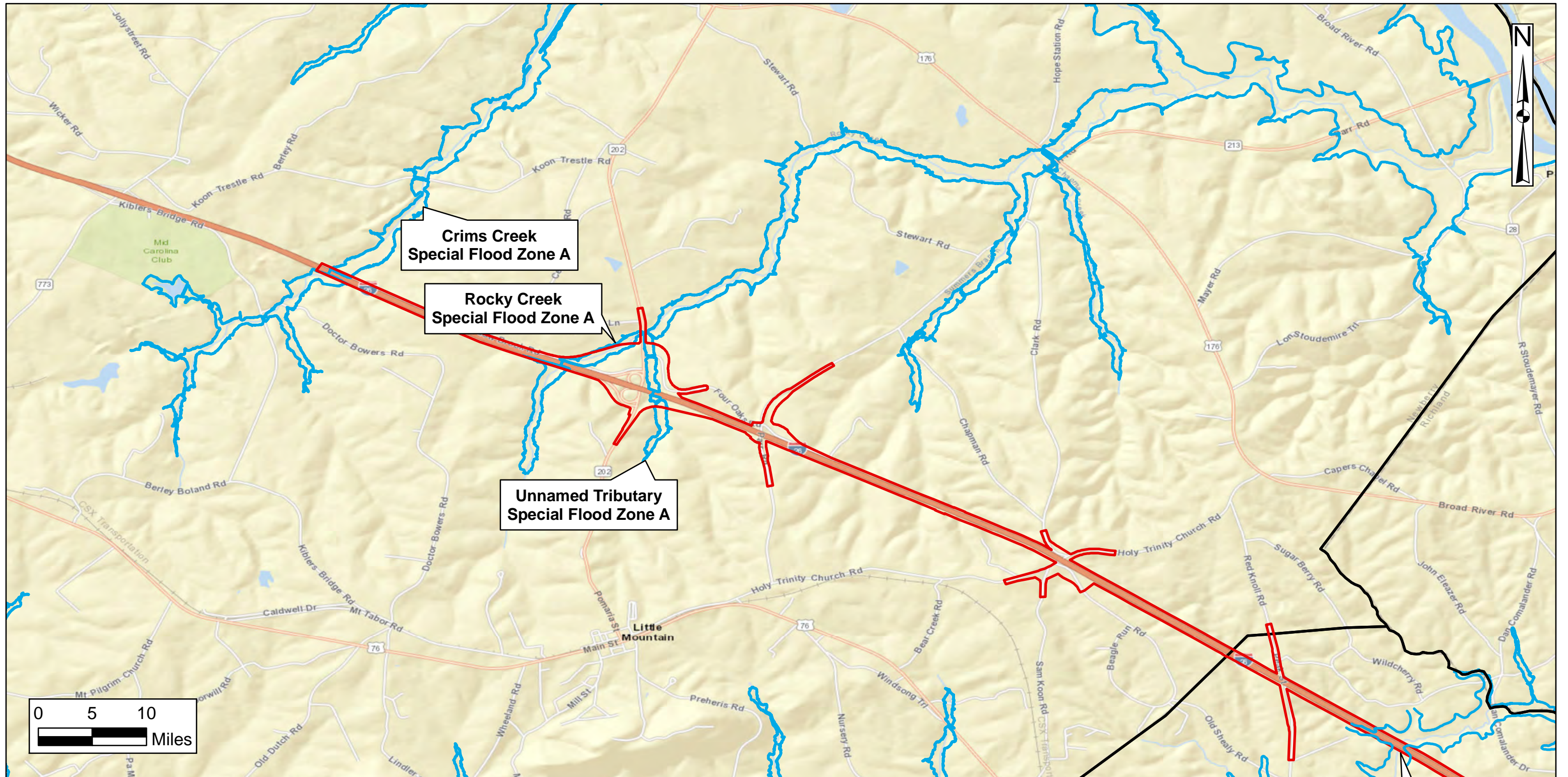
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PHOTOGRAPHY
[INDEPENDENT MAPPING
CONSULTANTS (2015)]

DRAWN BY: MTD
QA/QC BY: MBS
DATE: NOVEMBER 2, 2016

FIGURE 6-6
DELINEATED WATERS
OF THE U.S.

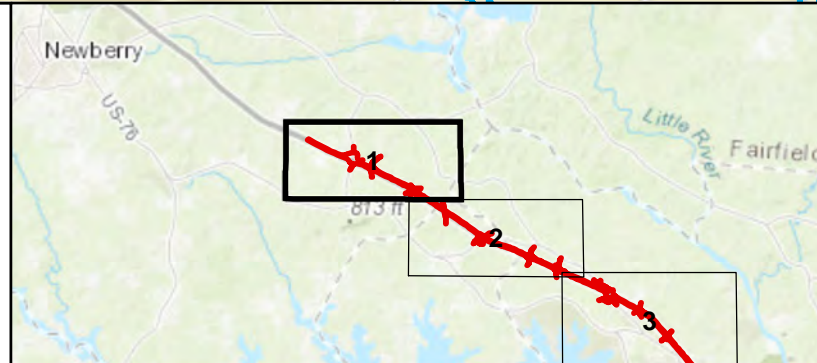
APPENDIX G

FEMA Floodplain Updated Maps



Legend

- Flood Zone A
- County Line
- Project Study Area



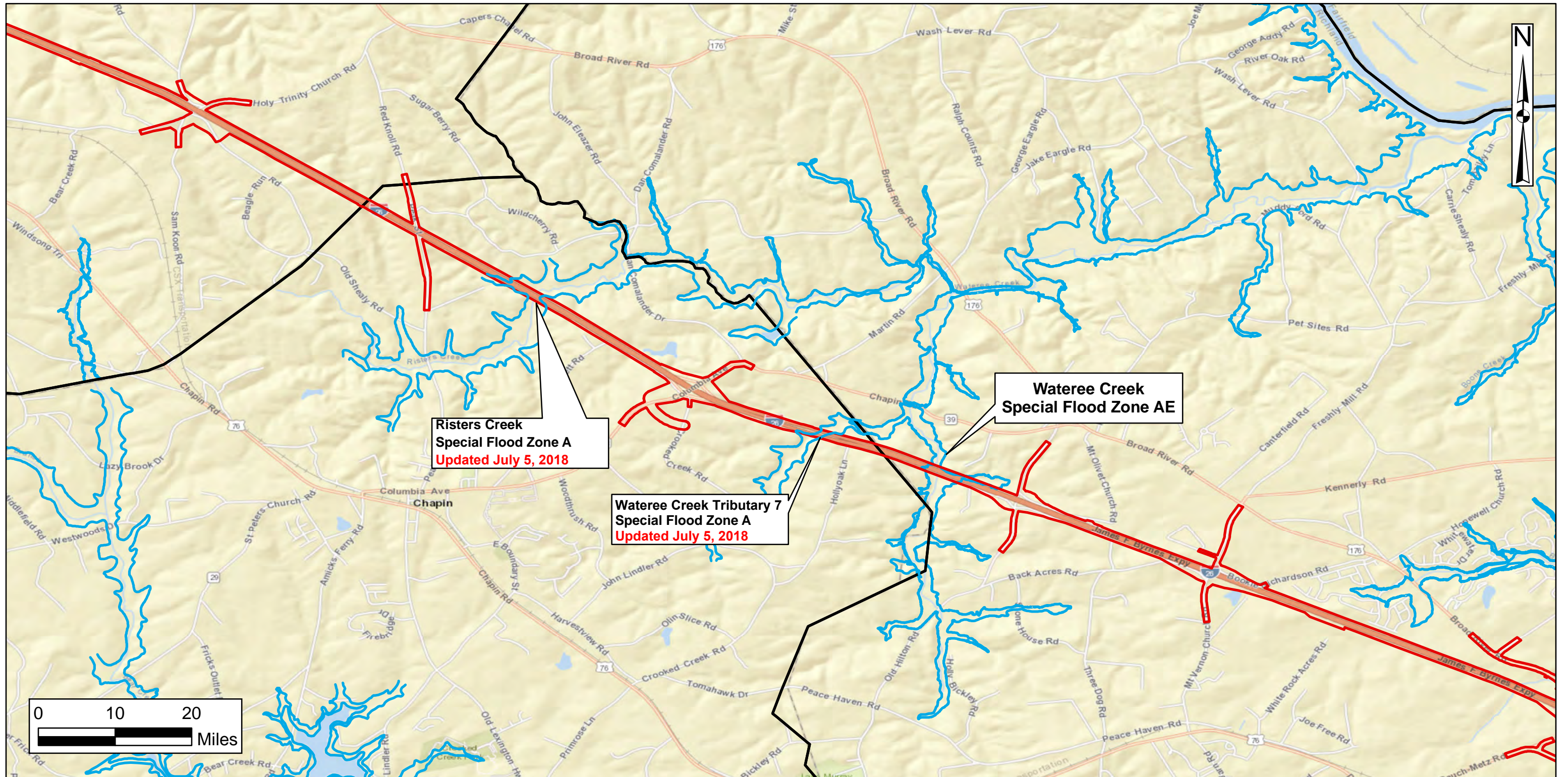
**I-26 Design Build Widening MM 85 to MM 101
Lexington, Newberry, Richland Counties
SCDOT P029208**

Source:
FEMA FIRM Mapping
South Carolina

Drawn By: RHH
QA/QC: KLM

January 2018

Figure 1 of 3



Legend

- Flood Zone A
- County Line
- Project Study Area



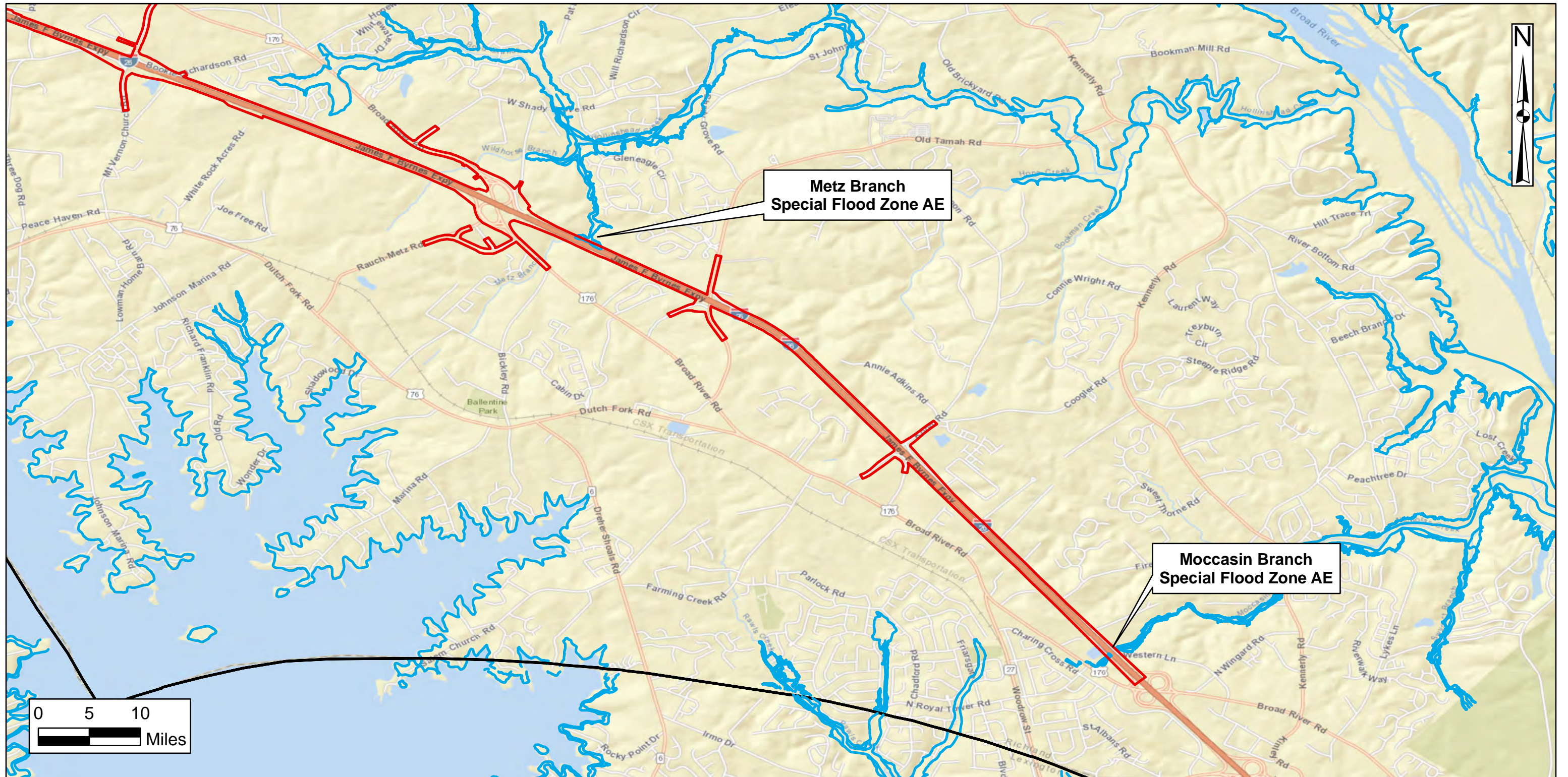
**I-26 Design Build Widening MM 85 to MM 101
Lexington, Newberry, Richland Counties
SCDOT P029208**

Source:
FEMA FIRM Mapping
South Carolina

Drawn By: RHH
QA/QC: KLM

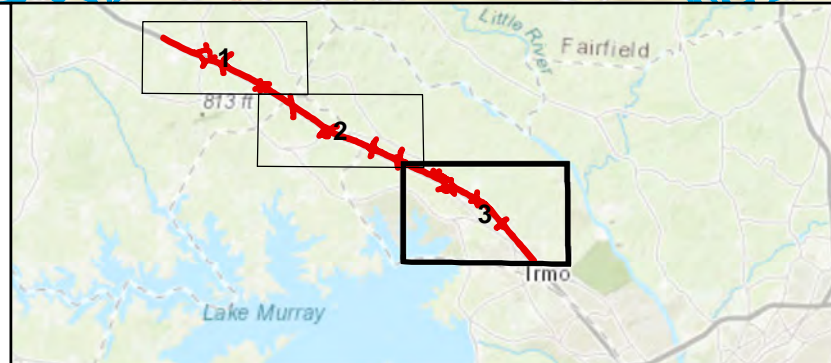
July 2018

Figure 2 of 3



Legend

- Flood Zone A
- County Line
- Project Study Area



**I-26 Design Build Widening MM 85 to MM 101
Lexington, Newberry, Richland Counties
SCDOT P029208**

Source:
FEMA FIRM Mapping
South Carolina

Drawn By: RHH
QA/QC: KLM

January 2018

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **Floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Lambert Conformal Conic State Plane South Carolina FIPS 3900. The horizontal datum was NAD83 HARN, GRS1980 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NINGS12
National Geodetic Survey
SSMC-3 #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit its website at <http://www.ngs.noaa.gov/>.

Base map information shown on this FIRM was provided in digital format by Lexington County, South Carolina.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

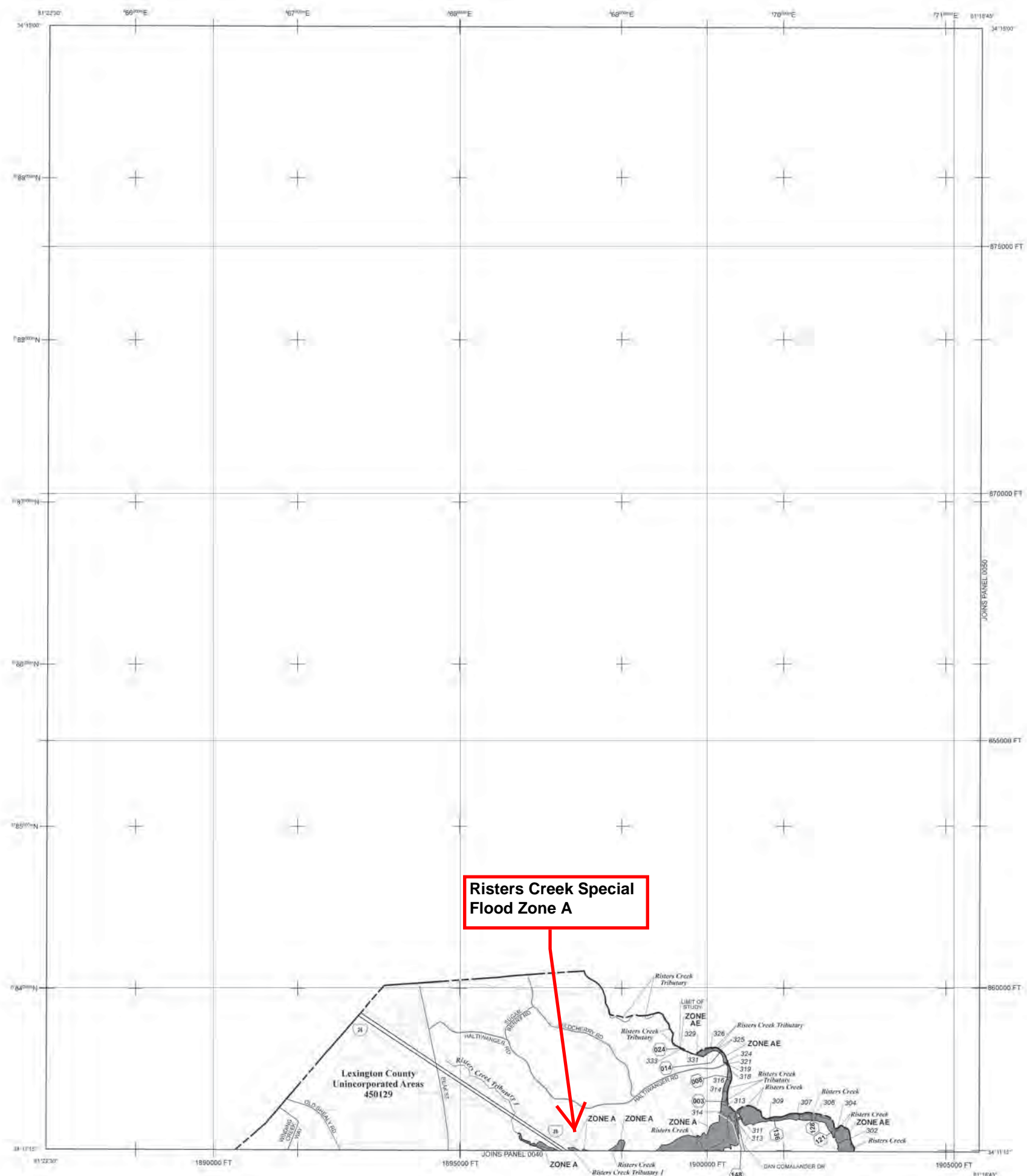
Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses, and a listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products of the National Flood Insurance Program in general, please call the **FEMA Map Information eXchange** at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Map Service Center website at <http://www.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.

The "profile base lines" depicted on this map represent the hydraulic modeling baselines that match the flood profiles in the FIS report. As a result of improved topographic data, the "profile base line", in some cases, may deviate significantly from the channel centerline or appear outside the SFHA.

This digital Flood Insurance Rate Map (FIRM) was produced through a unique cooperative partnership between the State of South Carolina and the Federal Emergency Management Agency (FEMA). The State of South Carolina has implemented a long-term approach of floodplain management to increase the resiliency associated with flooding. This is demonstrated by the State's commitment to map floodplain areas at the local level. As a part of this effort, the State of South Carolina has joined in a Cooperating Technical State agreement with FEMA to produce and maintain this digital FIRM.

<http://www.dnr.state.sc.us/>



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AV, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually exists on ponds); Base Flood Elevation determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on flooding streams); average depth determined. For areas of allowed fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently determined. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE AV** Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazards (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazards (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream (plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increase in flood heights).

OTHER FLOOD AREAS

- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by areas from 1% annual chance flood.

OTHER AREAS

- ZONE D** Areas determined to be outside the 0.2% annual chance floodplain; areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 100-year boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities
- Base Flood Elevation line and value; elevation in feet
- Base Flood Elevation value where uniform within zone; elevation in feet
- Referenced to the North American Vertical Datum of 1988
- Cross section line
- Traverse line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) datum, Western Hemisphere
- 100-meter Universal Transverse Mercator grid ticks, zone 17
- 5000-foot grid values; South Carolina State Plane coordinate system (FIPSZONE = 3900), Lambert projection
- Bench mark (see explanation in Notes to Users section of this FIRM panel)
- Five Mile
- MAP REPOSITORIES
- Refer to Map Repositories List on Map Index
- EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
- July 17, 1995
- EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
- February 6, 2000 - to change Base Flood Elevations, to add Special Flood Hazard Areas, to change Special Flood Hazard Areas, to change zone designations, to add roads and road names, to incorporate previously issued Letters of Map Revision, and to reflect updated geographic information
- July 3, 2018 - to update corporate limits, to change Base Flood Elevations, to add Base Flood Elevations, to change Special Flood Hazard Areas, to change zone designations, to update roads and road names, to incorporate previously issued Letters of Map Revision, to reflect updated geographic information, to change floodways, and to enhance data.
- For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
- To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6629.

MAP SCALE 1" = 1000'

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0030J

FIRM
FLOOD INSURANCE RATE MAP
LEXINGTON COUNTY,
SOUTH CAROLINA
AND INCORPORATED AREAS

PANEL 30 OF 555
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS	COMMUNITY	NUMBER	PANEL	SUFFIX
	LEXINGTON COUNTY	450129	1030	J

MAP NUMBER
45063C0030J

MAP REVISED
JULY 5, 2018

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **Floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Lambert Conformal Conic State Plane South Carolina FIPS 3900. The horizontal datum was NAD83 HARN, GRS1980 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3 #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit its website at <http://www.ngs.noaa.gov/>.

Base map information shown on this FIRM was provided in digital format by Lexington County, South Carolina.

This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

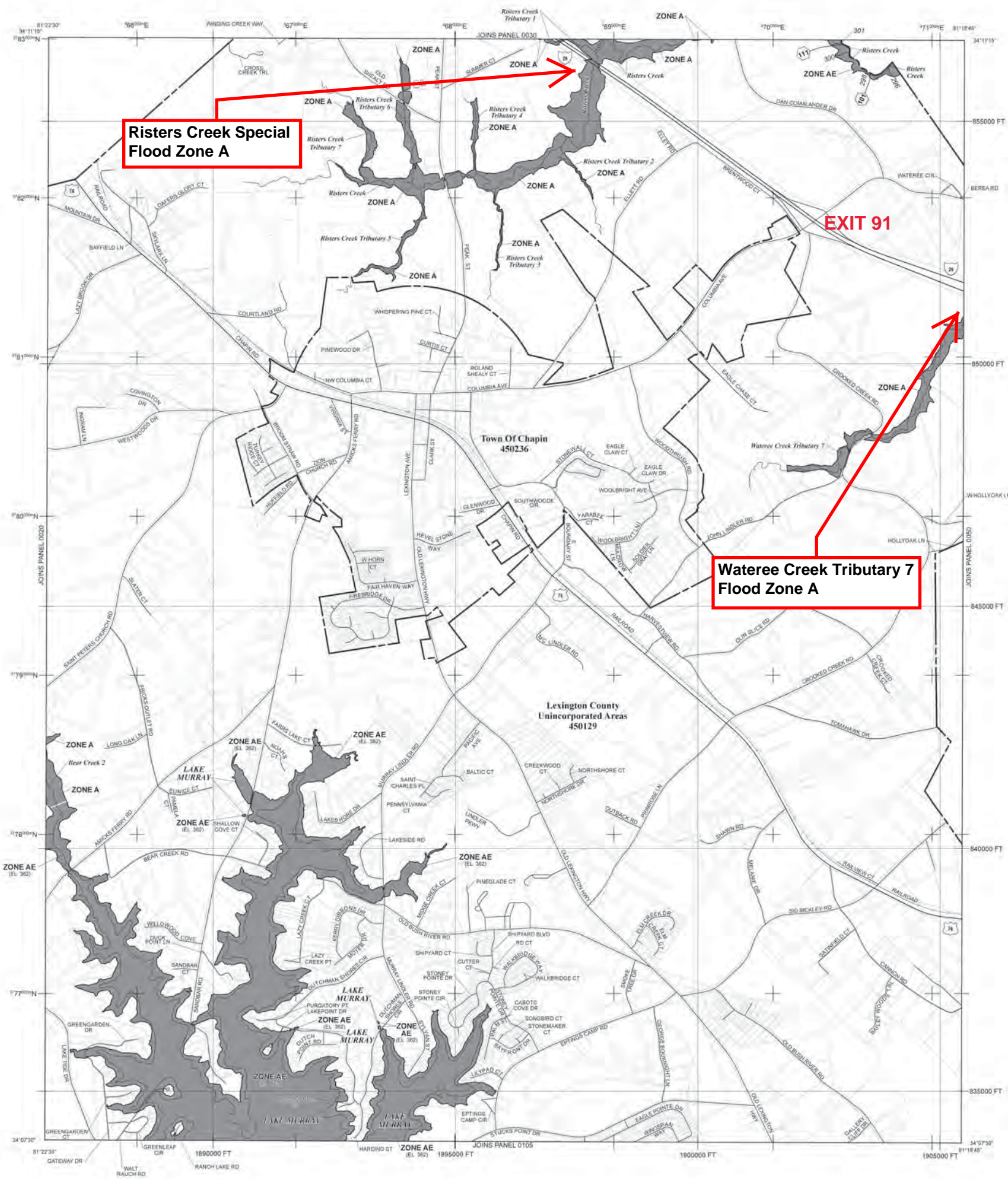
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This digital Flood Insurance Rate Map (FIRM) was produced through a unique cooperative partnership between the State of South Carolina and the Federal Emergency Management Agency (FEMA). The State of South Carolina has implemented a long term approach of floodplain management to decrease the costs associated with flooding. This is demonstrated by the State's commitment to map floodplain areas at the local level. As a part of this effort, the state of South Carolina has joined in a Cooperating Technical State agreement with FEMA to produce and maintain this digital FIRM.

<http://www.dnr.state.sc.us/>



LEGEND

- SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depth determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently deteriorated. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE AS9** Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.
- FLOODWAY AREAS IN ZONE AE
- OTHER FLOOD AREAS**
- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- OTHER AREAS**
- ZONE D** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE I** Areas in which flood hazards are undetermined, but possible.
- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
- OTHERWISE PROTECTED AREAS (OPAs)
- CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
- Floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities
- Base Flood Elevation line and value, elevation in feet*
Base Flood Elevation value refers to uniform state elevation in feet
- Cross section line
- Traversed line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) WGS84, Western Hemisphere
- 1000-meter Universal Transverse Mercator grid ticks, zone 17
- 5000-foot grid values: South Carolina State Plane coordinate system (FIPSZONE = 3900), Lambert projection
- Bench mark (see explanation in Notes to users section of this FIRM panel)
- River Mile
- MAP REPOSITORIES
- Refer to Map Repositories List on Map Index
- EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
- July 17, 1995
- EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
- February 6, 2000 - to change Base Flood Elevations, to add Base Flood Elevations, to add Special Flood Hazard Areas, to change Special Flood Hazard Areas, to change zone designations, to add roads and road names, to incorporate previously issued Letters of Map Revision, and to reflect updated topographic information.
- July 2, 2018 - to update corporate limits, to change Base Flood Elevations, to add Base Flood Elevations, to change Special Flood Hazard Areas, to change zone designations, to update roads and road names, to incorporate previously issued Letters of Map Revision, to reflect updated topographic information, to change floodways, and to advance datum.
- For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
- To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0040J

FIRM
FLOOD INSURANCE RATE MAP
LEXINGTON COUNTY,
SOUTH CAROLINA
AND INCORPORATED AREAS

PANEL 40 OF 555
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CHAPIN TOWN OF	4025W	304E	2
LEXINGTON COUNTY	4025V	304E	1

MAP NUMBER
45063C0040J

MAP REVISED
JULY 5, 2018

Federal Emergency Management Agency

NOTES TO USERS

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Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

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NGS Information Services
NOAA, NIMS12
National Geodetic Survey
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Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

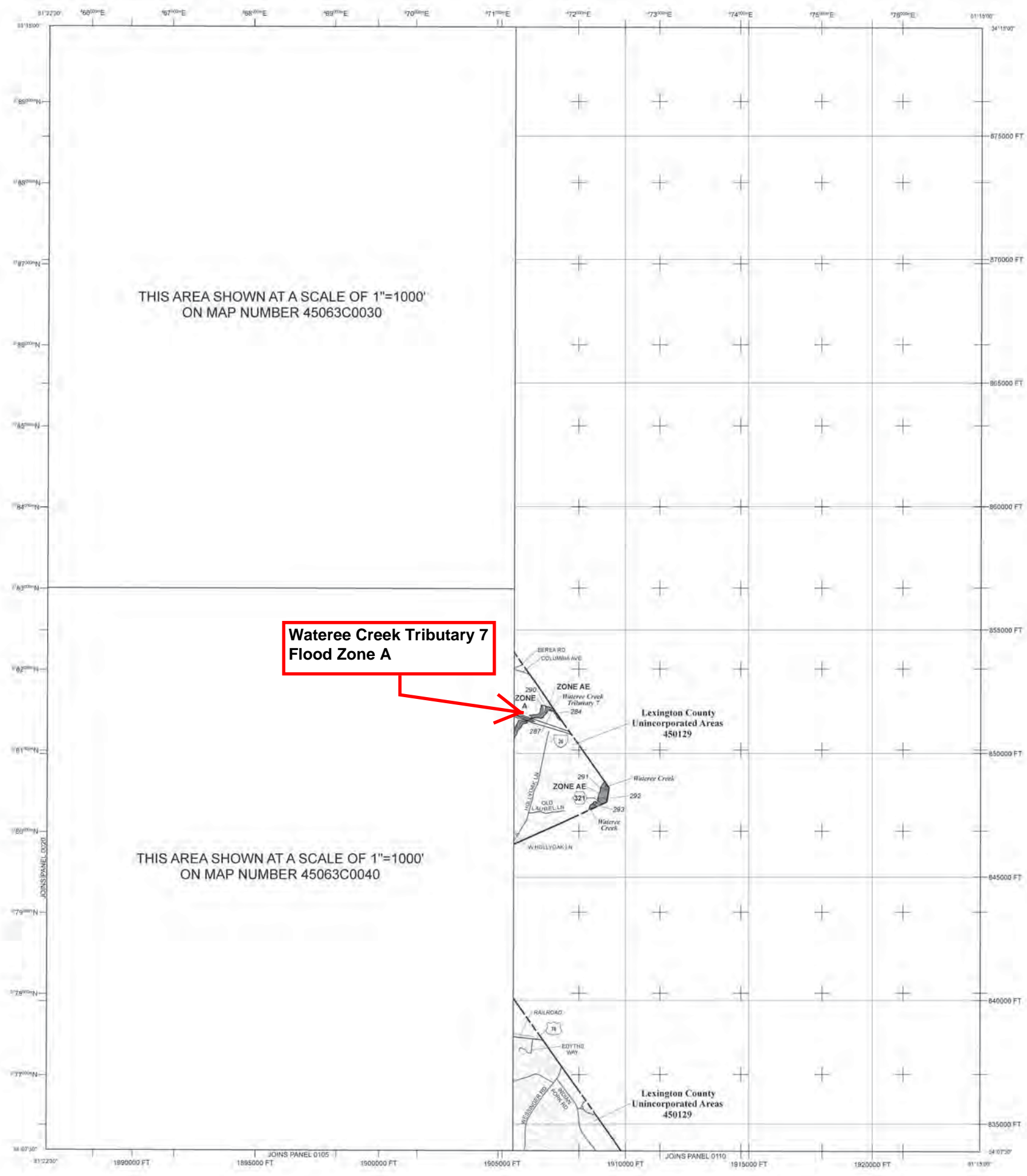
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<http://www.dnr.state.sc.us/>



THIS AREA SHOWN AT A SCALE OF 1"=1000'
ON MAP NUMBER 45063C0030

THIS AREA SHOWN AT A SCALE OF 1"=1000'
ON MAP NUMBER 45063C0040

**Waterree Creek Tributary 7
Flood Zone A**

LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, AV, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No base flood elevations determined.
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- ZONE AH** Flood depths of 1 to 3 feet (usually exists on ponds); Base Flood Elevation determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depth determined. For areas of allowed fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently determined to be inoperable or that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE AV** Areas to be protected from 1% annual chance flood events by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazards (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazards (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE
The floodway is the channel of a stream (plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights).

- OTHER FLOOD AREAS**
- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by areas from 1% annual chance flood.
- OTHER AREAS**
- ZONE D** Areas determined to be outside the 0.2% annual chance floodplain; areas in which flood hazards are undetermined, but possible.
- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**
- OTHERWISE PROTECTED AREAS (OPAs)**

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- Location boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities
- Base Flood Elevation line and value; elevation in feet* (E1.987)
- Cross section line
- Transit line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) WGS84, Western Hemisphere, 1000-meter Universal Transverse Mercator grid zone 17 5000-foot grid values; South Carolina State Plane coordinate system (FIPSZONE = 3900), Lambert projection
- DMS10
- Mile
- MAP REPOSITORIES

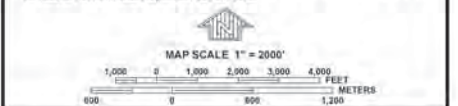
Refer to Map Repositories List on Map Index

EFFECTIVE DATE OF COUNTY-WIDE FLOOD INSURANCE RATE MAP
July 17, 1995

EFFECTIVE DATES OF REVISIONS TO THIS PANEL
February 6, 2000 - to change Base Flood Elevations, to add Special Flood Hazard Areas, to change Special Flood Hazard Areas, to add roads and road names, to incorporate previously issued Letters of Map Revision, and to reflect updated geographic information.
July 3, 2018 - to update corporate limits, to change Base Flood Elevations, to add Base Flood Elevations, to change Special Flood Hazard Areas, to change zone designations, to update roads and road names, to incorporate previously issued Letters of Map Revision, to reflect updated geographic information, to change floodways, and to advance suffix.

For community map revision history prior to countywide mapping, refer to the Community Map history table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6629.



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0050J

FIRM
FLOOD INSURANCE RATE MAP
LEXINGTON COUNTY,
SOUTH CAROLINA
AND INCORPORATED AREAS

PANEL 50 OF 555
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LEXINGTON COUNTY	45063	0050J	0

MAP NUMBER
45063C0050J

MAP REVISED
JULY 5, 2018

Federal Emergency Management Agency

APPENDIX H

Public Hearing Certification Package

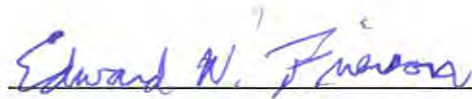
SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Columbia, South Carolina

Route: Interstate 26

PIN No: P029208

CERTIFICATE OF LOCATION/DESIGN PUBLIC HEARING

This is to certify that on Tuesday, March 13, 2018, between 5:00 p.m. and 7:00 p.m., a public hearing was held at Chapin High School located at 300 Columbia Avenue, Columbia, SC, as provided by 23 CFR 771.111 (h). Economic and social effects of the project's location, its impact on the environment, and its consistency with the goals and objectives of area planning, as promulgated by the community, have been considered by the South Carolina Department of Transportation



Environmental Project Manager

July 30, 2018

SCDOT I-26 Widening Project (MM85-MM101)
Public Hearing Summary
April 19, 2018

Introduction

A public hearing for the I-26 Widening Project (MM85-MM101) was held by SCDOT and FHWA in collaboration with the CECS, Inc. Consulting Team on Tuesday, March 13, 2018. A combination open house drop-in/formal public hearing format was utilized and the meeting was held in the gym or "arena" at Chapin High School from 5:00PM -7:00PM.

The public hearing was advertised by SCDOT through the use of road signs, web site postings and media coverage. Large road signs were strategically placed within the project area to promote the meeting. A media alert was also distributed to the State Newspaper and an additional notice was posted to the SCDOT website.

Meeting attendees were greeted by staff at two different building entrances and directed to the arena where they were requested to sign in at the registration tables. Once signed in, they were provided a six page project overview brochure with a description of the proposed design alternatives as well as a comment sheet to be used for provide written comments they would like to share about the project. They were also given information regarding the sign up process to speak during the formal public hearing portion of the meeting which was scheduled to start at 6:00 PM and directed toward the project display boards and maps for further information from staff and consultants about the project. Each of the exhibited display maps provided an overview of the project site location and the various preferred design alternatives developed by the project team. Project team members were assigned to each display station to provide an oral overview of the project, further explain the preferred design alternatives, answer questions and receive input and comments from the community stakeholders in attendance at the meeting. After attendees reviewed the display maps, they were given the option to complete a comment sheet and/or provide oral comments at the public hearing regarding the preferred design alternatives. Attendees were given the option to complete the comment sheets while at the meetings or mail or email their comments to SCDOT by **March 28, 2018**.

The Lexington County Sheriff's Department provided security for the meeting and they scheduled one officer to be stationed at the meeting facility from 4:30 PM to 7:30 PM.

Public Hearing Attendance

A total of **137** community stakeholders, not including SCDOT staff and Consultants, attended the I-26 Widening Project Public Hearing held at Chapin High School on March 13, 2018. Six (6) community stakeholders who attended the public hearing chose not to sign in the registration table, however, their demographic information was captured and is reflected in the demographic data in Table A. Three (3) media representatives attended the meeting, but they are not counted in the stakeholder total referenced above or in the demographic information provided in Table A below. Please see (in Table A) the ethnicity and gender

demographic information captured for those community stakeholders attending the I-26 Widening Project Public Hearing.

Table A

Stakeholder Attendee Demographic Breakdown

Ethnicity/Gender Category	Attendees Signing-In	Attendees Not Signing-In	Total
African American Men	7		7
African American Women	8		8
White Men	71	4	75
White Women	43	2	45
Hispanic Men	0		0
Hispanic Women	0		0
Asian Men	0		0
Asian Women	1		1
Other	1		1
Total	131	6	137

Public Hearing

The formal Public Hearing component of the meeting was opened at 6:10 PM by Henry Phillips, the SCDOT Public Hearing Officer. Mr. Phillips welcomed all of those in attendance and explained the formal Public Hearing procedures. He explained that Michael Hood, the SCDOT Project Manager would provide a presentation describing the proposed design changes to I-26 and after his presentation, attendees who previously signed up to speak at the Public Hearing would be given two minutes each to orally comment on the project. He also explained that although the formal Public Hearing would not include a question and answer session, there would be an opportunity to ask questions of the individual SCDOT representatives after the formal hearing concluded. He then introduced Michael Hood, who proceeded to provide a description of the proposed project and the preferred design alternatives. He also discussed the National Environmental Policy Act or (NEPA) process and explained the purpose of the public hearing and the public’s opportunity to comment on the recommended design changes to I-26 and the related interchanges.

Michael Hood related that the project proposes improvements to an approximately 16 mile long section of the I-26 corridor designed to increase capacity and upgrade interchanges and bridges to meet federal and state requirements. Improvements would take place from 1.6 miles west of SC 202 (Exit 85) interchange to the US 176 (Exit 101) interchange. I-26 would be widened for a total of 6 lanes, three in each direction, from Exit 85 to Exit 97 and 8 lanes, four in each direction, from Exit 97 to Exit 101. A total of seven overpasses that cross I-26 would be replaced including S-36-167 (Parr Road), S-36-39 (Holy Trinity Church Road) S-32-49 (Peak Street), S-40-405 (Old Hilton Road), S-40-234 (Mt. Vernon church Road), S-40-80 (Shady Grove Road), and S-40-58 (Koon Road). The interchanges at Exit 85, 91, and 97 would be reconstructed. SCDOT has selected Preferred Alternatives at each of the interchanges, and those selections were on display at the Public Hearing. The I-26 Widening project will be financed by federal and state funds and is estimated to cost \$530 million. Construction is expected to begin in 2019.

After the presentation, the Hearing Officer (Henry Phillips) opened up the formal public hearing and four attendees had who previously signed up to speak at the Hearing came forward to speak about the project. The Public Hearing oral comments were recorded by the court reporting firm of A. William Roberts, Jr. & Associates and are detailed in the attached transcript of the Public Hearing.

Written Comments

As mentioned earlier, the attendees were given the option to provide written comments regarding the project and were given the opportunity to submit their comments at the meeting or submit comments via mail, email or the SCDOT website by March 28, 2018.

A total of one hundred thirty six (136) written comments have been received to date as a result of the Public Hearing held on March 13. One hundred twenty seven (127) of the comments were submitted prior to the March 28, 2018 deadline date and nine (9) comments were received after the deadline submission date. Additionally, eight (8) of the comments received prior to the deadline date were submitted via wiki-mapping with no identifiable respondent and thus, no direct response will be provided to persons making these anonymous comments. It is also important to note that there were also a few comments that were duplicates which were submitted via different sources from the same respondent. Please see below the actual number of written comments received via the following sources:

Comment Sheets Submitted at the Public Hearing: **10**

Comment Sheets Mailed: **19** (seven (7) received after the March 28 date)

Comments Sheets Emailed: **65**

Comments Posted via the Website: **32** (One (1) received after March 28 date)

Comments Posted via Wiki-mapping: **45** (One (1) received after March 28 date)

Total Written Comments Received: 171

Please see the attached Excel spread sheet listing of all comments received as a result of the Public Hearing from the various sources specified above.

Oral Public Hearing Comments

Five persons signed up to speak at the formal I-26 Public Hearing, but only four participants decided to come forward and use the opportunity to place their comments on the record. Three of the four oral commenters expressed concern about the closing of Julius Richardson Road and the traffic congestion and safety issues that would occur as a result of rerouting traffic to other local roads.

The fourth commenter expressed concern about the removal of the traffic light in front of the Food Lion as a result of the preferred alternative for the interchange at Exit 97. Please see the full transcript of the Public Hearing oral comments in the attached transcript.

Summary of Observations and Key Comments for Consideration

Below is a summary of the major areas of concern by those expressing comments both orally and in writing during and after the Public Hearing.

- The Public Hearing was well attended with 137 persons attending in addition to SCDOT and FHWA staff and staff consultants. Both the verbal and written responses from those attending seem to indicate that there is a great deal of interest, support, and concern regarding the I-26 Widening Project. As one might expect, those individuals providing comments expressed a wide array of opinions and several of them suggested that the project should go further in alleviating traffic congestion and interstate access concerns.
- More than fifty (50) of the comments were received from residents of the Ashford and Rolling Creek subdivisions who expressed concern and opposition to the closing of

Julius Richardson and the resulting impact on other local roads in the area such as West Shady Grove Road. There were also six (6) of those commenting in writing who supported the closing of Julius Richardson, but also suggested other remedies to reduce the projected congestion such as installing an extended traffic signal at West Shady Grove Road and Broad River Road. Three of the four oral comments discussed similar concerns about the closing of Julius Richardson and the resulting impact on traffic congestion and safety as they are rerouted to other local roads.

- At least fifteen comments were received regarding the relocation of the bridge on Peak Street with all those commenting suggesting there is no need to relocate the bridge, but rather expressing a preference to rebuild the bridge in the same location.
- Three of the written comments and one of the four oral comments received during the formal Public Hearing expressed concern about the removal of the traffic light in front of the Food Lion at Exit 97 interchange. The concern raised was the unintended negative impact on local businesses as of result of customers not having ease of access to enter and exit the shopping complex if the traffic signal is removed.
- Four of those commenting in writing also expressed a concern about the current and future noise level created by the volume of interstate traffic (during and after the construction). It was suggested by those respondents that a sound barrier be installed before construction begins to reduce the noise from the construction and traffic on the interstate, especially along the area near the Westcott Ridge sub-division.

PUBLIC HEARING CERTIFICATION ATTACHMENTS

- A. Public Hearing Transcript
- B. Public Hearing Handout
- C. Sign-In Sheets
- D. Comments Received
- E. SCDOT Comment Responses

ATTACHMENT A

Public Hearing Transcript

In the Matter Of:

Public Hearing on SCDOT Widening Project for I-26

SCDOT Widening Project for I-26 Public Hearing for

March 13, 2018



A. William Roberts, Jr. & Associates

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PUBLIC HEARING
SCDOT WIDENING PROJECT FOR I-26

DATE: March 13, 2018
TIME: 6:10 PM
LOCATION: Chapin High School Gymnasium
300 Columbia Avenue
Chapin, SC
REPORTED BY: AMY R. COPE,
Court Reporter

A. WILLIAM ROBERTS, JR., & ASSOCIATES

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1 MR. PHILLIPS: Okay. I'd like to
2 welcome everyone out here tonight. I appreciate
3 you coming out. My name is Henry Phillips. I work
4 for the South Carolina Department of
5 Transportation. I'm acting in the role as our
6 public hearing officer tonight. I'm going to go
7 over just a few little things with you before we
8 get to our presentation.

9 I want to let everyone know that this
10 is not a question-and-answer format, okay. So when
11 Mr. Hood gets up here in a little bit and gives the
12 presentation, he's going to go through his
13 presentation, and when he concludes that, then I'll
14 allow for the folks who signed up to speak. And
15 then once we're done with that portion, if time
16 allows, we'll go right back out and we'll be glad
17 to entertain your questions at the displays and
18 those things.

19 Also, I want to let you know that this
20 session will be recorded and it will be a part of
21 our public record for the project and it is
22 available through the Freedom of Information Act,
23 so just to let you know that. Well, first of all,
24 it's important that you're all here, you know, some
25 folks probably think, why bother, why get involved,

1 they've already made up their minds, they're
2 already going to do what they're going to do, but
3 that's not the case. I mean, we try to engineer
4 and design these projects within our parameters
5 that we deal with, but many, many times we learn
6 about things that we've missed that are more --
7 that come from the local folks that are here every
8 day and a lot of times, that does a wonder for
9 making us be able to deliver a much better project.

10 So please don't ever feel that way. We
11 certainly welcome you being here tonight and do
12 look forward to getting your comments. Speaking of
13 the comments, certainly there are a lot of ways you
14 can comment, tonight certainly you can leave
15 comments in our box that we have here. You can
16 mail them in, there's an address on the handout.
17 You can e-mail them in, there's an address on your
18 handouts. And you can certainly send all those
19 things in to us, the comment period ends on this
20 project March 28th, so please try to do so before
21 then.

22 The website, as far as the information,
23 I think everything that you see here tonight should
24 be on our website, so if you go to SCDOT.org,
25 there's probably a couple of different places that

1 you can find it, if you go to the public
2 information forum, down to the I-26 widening
3 project. And there might also be another, I know
4 it's on that one. And I believe there's also an
5 address in your handout that directs you to that as
6 well.

7 Before I turn it over to Mr. Hood, I
8 didn't see any, but I'm not always that in tune
9 politically, but do I have any local elected
10 officials here tonight that care to say a word
11 before we begin? Okay, very good.

12 So with that, I want to introduce
13 Mr. Michael Hood. Michael Hood is employed with
14 the Department of Transportation and he is our
15 project manager for this portion.

16 MR. HOOD: Thank you, Henry. First, I
17 just want to thank everybody for coming out this
18 evening. We had a lot of wonderful conversations,
19 a lot of warm and caring people from the area, a
20 lot of support for the project, that's always good
21 hear. I also heard some concerns and I want those
22 people to know that I've heard those concerns from
23 them and we'll take those back and use those as we
24 move forward in the project.

25 So the project is I-26 widening from

1 mile marker 85 to 101, that's from the Irmo area
2 out towards the Chapin and out towards the
3 Little Mountain area. Here's a location map, you
4 can see exit 101. An adjacent project that ties
5 into 101 is a project that a lot of you have heard
6 about and know about, it's called the Carolinas
7 Crossroad Project. So that project will come out
8 and meet us at exit 101, and we're going to begin
9 our project there with an eight-lane section.

10 So what you have out there right now,
11 that's where the three lanes neck down to two in
12 each direction, and it's a four-lane section
13 currently, but it will be an eight-lane section in
14 the future, four lanes in each direction, and that
15 eight-lane section will carry out to exit 97 to
16 Peak.

17 After the Peak interchange at exit 97,
18 we'll go from an eight-lane section with four in
19 each direction, to a six-lane section with three
20 lanes in each direction. From 97 out to Chapin, it
21 will remain six lanes and the Chapin interchange
22 will be reconstructed as part of this project as
23 well. As many of you here know, the S-48
24 Columbia Avenue corridor project that goes into the
25 town of Chapin is also an adjacent project that

1 will join up with the interchange, which is now
2 part of the interstate widening project.

3 After exit 91, we'll continue out to
4 exit 85 and that's SC-202 and we'll continue six
5 lanes the entire length out to exit 85. After the
6 85 interchange, which will be reconstructed, those
7 three lanes will then drop back down to two. Along
8 the course of the corridor of the project, there
9 will also be seven non-interchange overpass bridges
10 that will also be reconstructed.

11 So when we talk about a project, we
12 talk about a purpose and need for having that
13 project. For this example I actually put those
14 backwards and said what is the need first. The
15 need is simple for those of us who travel this
16 corridor on a regular basis. We have congestion,
17 we delays, and we have crashes. So we need to
18 increase the capacity of the road to meet traffic
19 and safety requirements and for public safety
20 through these traffic-congested areas.

21 The existing conditions on I-26 I won't
22 spend long on because everyone here travels the
23 corridor or they wouldn't be here. Four lanes, two
24 lanes in each direction all the way from 85 to 101,
25 three interchanges, really four if you count 101,

1 and seven major bridge interpasses. The rolling
2 corridor has varying grades, part of that
3 contributes to some of the congestion and some of
4 the danger that's currently out there.

5 So let's talk about the deficiencies
6 that exist and what's out there right now. So
7 let's start with exit 85, SC-202, Little Mountain,
8 and hopefully, you can read the diagram up there,
9 but basically what we have is road accesses from
10 ramps. We have intersections that are too close
11 together. We have loops that don't necessarily
12 meet the specific design speeds that we want them
13 to, and all of these things are issues that we plan
14 to fix with this project.

15 Exit 91, you see a lot of the same.
16 You have two-way traffic on a ramp at Crooked
17 Creek. You have turning movements where the left
18 turns are backing up traffic. You have
19 intersections and accesses that are too close
20 together and within controlled access areas that
21 don't lend themselves to the best safety that we
22 can design.

23 Last, we'll look at exit 97, the Peak
24 exit. So specifically on this one, I want you to
25 pay attention to where Julius Richardson Road and

1 Rauch-Metz Road come into the actual ramps for the
2 intersection, so we have people coming off the
3 interstate going 70 miles an hour and there's
4 someone having to turn left across that. Those
5 things will be removed in the proposed addition.
6 We also have interchanges that are too close
7 together again, and driveway access that is all
8 throughout the interchange in areas that should be
9 controlled access.

10 So in the proposed addition, obviously
11 I've explained the four-lane widening from 97 to
12 101, and then the three-lane widening from 85 to
13 97. We also talked about the interchange
14 improvements from exit 85, 91, and 97, and how
15 improving that congestion that is out there now
16 will be safer with the new improved traffic flow.

17 So let's take a look at the typical
18 section of what will be out there in the future.
19 The gray area that you see is the existing pavement
20 as it is today. The black pavement that you see is
21 an example of how this will likely be constructed.
22 With this being a design-build project, we do allow
23 for innovation and it may not be constructed
24 exactly in this manner, however if it goes a little
25 more outside versus inside, or a little left or

1 right, it's all going to be about the same amount
2 of new pavement and existing pavement.

3 So in the top typical section, you see
4 what would be constructed from mile marker 85 to
5 97. And that's an existing two-lane section for
6 four total lanes to an existing six-lane section
7 with a concrete median barrier, a full width inside
8 shoulder, and a new additional lane to the center.

9 In the bottom typical section, you see
10 an existing two-lane section with the additional
11 lane and full inside shoulder and concrete median
12 barrier, just as shown in the top, but also an
13 additional pavement and outside shoulder for an
14 additional lane on the outside. That will be what
15 we constructed from exit 101 to 97.

16 So if you've been at these tables
17 talking with our representatives tonight, you may
18 have heard somebody say the word NEPA and thought
19 to yourself what in the heck are they talking
20 about. So I threw this slide in there just to give
21 you some information. The word NEPA refers to the
22 National Environmental Policy Act of 1969. The
23 purpose of that Act is to ensure that effects of
24 projects on human and natural environment are
25 considered and ensure that all that environmental

1 information is available to the public before an
2 action is taken on a project.

3 So this public hearing is one of the
4 most important steps in our NEPA process, us
5 bringing this information to you showing you the
6 impacts and making sure everyone is informed and
7 that we considered those impacts in our
8 alternatives analysis is a crucial part of this
9 program.

10 Here's another slide that kind of gives
11 an idea of what goes into the NEPA process. These
12 are several topics that we already considered as we
13 go through the NEPA process. And this is probably
14 the most information that you're going to see on
15 one slide in this presentation, I'm sure. I know
16 everyone can't read all this and I certainly won't
17 stay on it long enough for everyone to read all
18 this, but the reason I put it up here is to let you
19 know that we do have copies of the environmental
20 assessment report that goes through all of our
21 alternatives analysis and shows the impacts of our
22 reasonable alternatives and what led us to choose
23 the preferred alternatives that we're presenting to
24 you today. And our copies of that are available at
25 the sign-in table.

1 So let's talk about the preferred
2 alternatives of the interchanges. I think the
3 majority of the people in the room are probably
4 interested in looking at these because this is
5 where the majority of our property impacts would
6 occur on this project, we have very few along the
7 main line, other than a few that happen over at the
8 overpass.

9 So this is exit 85, SC-202, the
10 Little Mountain interchange. And as you can see in
11 yellow, the existing interchange is a partial
12 cloverleaf. You have the loop ramps to the left.
13 And the proposed interchange that we have is shown
14 in the green shading. So what you see is a diamond
15 on the bottom side of the interstate and you see
16 the on-ramp and off-ramp standard diamond. And on
17 the top of the interstate, you see that same
18 diamond ramp, but also a loop in one quadrant and
19 nothing in the other. And the reason we chose that
20 as the preferred alternative as opposed to, I don't
21 know how many of you remember when we came for the
22 second public information meeting, this was not one
23 of the three alternatives, we had a partial
24 cloverleaf, and we had a diamond, and we had a
25 bowtie.

1 And this a bit of a hybrid because all
2 of our impacts were occurring in that quadrant
3 where you see no proposed construction. Basically
4 for those of you familiar with the area, Four Oaks
5 Road area, and we had two residential relocations,
6 a great deal of stream impacts and due to the
7 topography in the area, there was a great deal of
8 fill-in in that area as well. We were able to
9 solve all of those impacts by using the loop-around
10 in the same quadrant that the off ramp is for the
11 diamond.

12 Also you see that we have realigned
13 Meadow Brook and Four Oaks Road, the frontage road,
14 so that they're straight across from one another
15 and they're further out so they can achieve a safe
16 spacing between the intersections for those on and
17 off ramps and the frontage roads.

18 Moving to exit 91, this is, of course,
19 the Chapin interchange, this is S-48 Columbia
20 Avenue. And again I'll remind everyone there's a
21 separate project for the corridor widening that is
22 going into town. This is just the interchange that
23 we're looking at for this. So the preferred
24 alternative is a diverging diamond, this is the
25 same preferred alternative that was presented

1 originally for the S-48 project when it was
2 presented as a part of that project. It has since
3 -- construction of that has come on-board with our
4 project since it's interacting with the interstate.

5 So as you can see, the diverging
6 diamond, the frontage road now wrap around the
7 businesses and access those from the back to
8 establish a safer control of access in that area
9 closer to those interchange lanes.

10 Last but not at least, we have exit 97,
11 this is US-176 Broad River Road, this is the Peak
12 interchange, by the DMV, The Plex, for those of you
13 familiar with the area. So we have the yellow, you
14 see again the existing, and that was a partial
15 clover. And you see our preferred alternative in
16 the green, just like the Chapin interchange, is a
17 diverging diamond. So for this interchange,
18 remember when we looked at the deficiencies, we had
19 frontage roads that were interacting with the ramps
20 at Julius Richardson and Rauch-Metz, so those
21 frontage roads have been removed from those ramps.
22 You see at Rauch-Metz the road now bends around by
23 The Plex and comes up between the DMV and the gas
24 station that has the Burger King in it, and it
25 joins 176 there at a signalized light that has

1 proper spacing.

2 On the opposite side, you see the
3 Julius Richardson now connects to Broad Berry and
4 has a cul-de-sac, so the road ends there. A lot of
5 people use Julius Richardson as a cut-through to
6 get to the interstate, and now those people will
7 stay on West Shady Road, and there will be a new
8 signal where West Shady Road meets 176.

9 Yet again, we won't have that
10 interaction with high speed vehicles exiting the
11 interstate and people turning from a stopped
12 condition. Also you see several areas where
13 controlled access has been changed. Unfortunately,
14 this is the one interchange where we have a true
15 relocation, the Shell Station in the bottom right
16 quadrant, for lack of a better description, that
17 Shell Station will be relocated and there will be a
18 new eastbound onramp toward Columbia in that
19 location.

20 So going forward, let's talk about the
21 remaining project milestones. Tonight we really
22 encourage your comments from this public hearing,
23 your interaction in this project let's all us be
24 better, it improves the roads, the safety, our
25 program. We really want you to participate in the

1 process and that's not just lip service. We look
2 forward to hearing from you.

3 We're going to have a NEPA
4 determination from the federal highway authority,
5 we're going to have that in the summer of 2018,
6 we'll be completing the conceptual design around
7 that same time. We have a design-build contract in
8 the spring of 2019, around the April/May time
9 frame. We're going to begin right-of-way
10 acquisition roughly six months after that, so we're
11 calling that fall of 2019. And construction will
12 probably begin within a year of that design-build
13 contract being signed. We have winter 2019 on
14 here, it may stretch to the beginning of 2020 or
15 they may find a way to accelerate this and start it
16 sooner, that's really kind of part of the
17 contractor's plan to take place.

18 We're estimating the completed
19 construction on here, this is completely an SCDOT
20 estimate at this point, obviously the contractors
21 who bid on the project will submit a schedule to
22 us, so we're just estimating roughly four to five
23 years for the project to be completed. We've got
24 2024 shown on here, leaving us some flexibility.

25 Estimated project costs in our stip

1 document that we have available to the public, we
2 currently have \$530 million programmed for the
3 project. And I'll just reiterate again what I just
4 said, we covet your comments, we value those
5 comments. Please, if you haven't filled out a
6 comment card and you want your voice to be heard,
7 don't hesitate. Hopefully a lot of people have
8 signed up to come forward and give comments.

9 And I'm going to go ahead and turn it
10 back over to Mr. Phillips so he can allow that to
11 happen.

12 MR. PHILLIPS: Thanks, Michael. Now,
13 don't get it wrong, if you didn't sign up to speak,
14 if you turned in comment, we'll get your comments.
15 It's just an opportunity that some folks like to
16 get up and air their concerns or their questions or
17 their ideas, so that's what the formal part allows
18 for. So there's the presentation, and I think the
19 presentation is either already on our website or
20 will be on our website very soon. So if you missed
21 or if you get to talking to a neighbor or a
22 coworker or someone and they go, gosh, I didn't
23 make it or what did they say or what did they show,
24 you should be able to find it on our website.

25 All right. So now we will begin the

1 portion where the folks who have signed up to speak
2 will come forward. A few ground rules, there's
3 always got to be some rules, we've got some ground
4 rules, the format again, it's not a
5 question-and-answer. So if you come up and you're
6 wanting to ask questions out, we're not going to
7 respond to them. We'll be glad to talk with you
8 afterwards, anyone at the displays or anything like
9 that.

10 This portion is being recorded. The --
11 there's a time keeper right here and she will let
12 you know, she's got two cards, one that's yellow
13 that says 30 seconds, and she'll let you know when
14 you have 30 seconds left. You're given two minutes
15 total. She'll let you know at the minute and a
16 half mark that you have 30 seconds left, so we
17 would ask that you begin wrapping up your comments
18 at that time. And then at the two-minute mark,
19 she'll flip that around and show you the red side
20 that says your time has expired. So I would ask
21 that you please end your comments at that time, so
22 we can move forward. No profanity, no personal
23 attacks, please. When you come up here, please,
24 state your name, your address, if you're here
25 representing a group, a neighborhood association,

1 or something like that, please give us that as
2 well. Your time is not transferrable, so if you're
3 here with someone else and you talk for 30 seconds,
4 you can't give the person behind you your minute
5 and a half, okay.

6 So with that, I do have some folks that
7 I think I can make out most of these names, but
8 what I will tell you is I will give out the first
9 person's name for them to come up to begin and I
10 will let the person behind them know that they're
11 up next, so you can be on standby.

12 So with that I have Lily Hunter.
13 Ms. Hunter, are you going to come up and speak?

14 MS. HUNTER: I'll pass.

15 MR. PHILLIPS: She's good, she's heard
16 enough. And then Henry Martin. And after
17 Mr. Martin, I believe I have Ellen Babb.

18 MR. MARTIN: I'm Henry Martin. I live
19 in Chelsea Park. Does anybody else here live in
20 Chelsea Park subdivision? Okay. I guess this is a
21 good format, I want to tell you, it's really got
22 some good stuff. If you have not seen the video
23 back there, they're showing it up on the big
24 screen, my wife says you should see that, the video
25 of the construction of the over change with the

1 cross-over and stuff, answered some of my
2 questions. So I did get some of my questions
3 answered today and I just wanted to tell you that I
4 thought it was a good setup and I appreciate you
5 guys doing all that, I'm impressed with what you've
6 done. But the -- I did learn today that I
7 explained to you a little bit more, is that the
8 purpose of this is strictly to improve I-26, so the
9 people going on I-26, on and up I-26, that's the
10 main purpose. The peripheral part is when they do
11 the interchanges of the -- to do the widening, they
12 have to widen the interchanges that they have, what
13 they're not doing and not considering, which they
14 should consider is all the other peripheral traffic
15 around that, these things including the Koon Road,
16 these other interchanges that they're going to
17 widen that could probably relieve access, plus the
18 widening of the road like 176 where it goes up to
19 the high school, Broad River Road, which goes all
20 the way up to the lake, those need to be partly in
21 this consideration that people are getting on now
22 because you know if you come from Columbia, 176 and
23 76. So those are things that we would ask that you
24 to consider and I understand they're only doing one
25 project and it's 530 million, but this just kind of

1 creates some other issues to deal with.

2 The other big issue that we have to me
3 in Chelsea Park is now we're going to be routed on
4 West Shade Road right out to the interstate and
5 there's a big curve that we have -- we've had two
6 fatalities at our intersection just at Julius
7 Richardson where people just ran through the road.
8 And so you need to give consideration, strong
9 consideration, to safety as one of your items to
10 changing that curve because it can impact somebody
11 because it's a high, blind curve, people come out
12 of Rolling Creek. If you miss that curve, you're
13 going to go down into a drop-off of about seven or
14 eight feet down into somebody's yard. So I believe
15 that the amount of traffic that's now going to go
16 that route that didn't go that route is going to be
17 astronomical. So I don't know what your traffic
18 measurements are and I asked that earlier. So that
19 is basically my thought is just to say that we need
20 to consider some of the other peripheral widening
21 issues, 76 and 176 to handle that traffic. I don't
22 think it's far enough just going where you going
23 and we need some -- I know you're going the 101,
24 which also has some -- maybe there's some roads
25 there and you can expand on that. So, thank you.

1 MR. PHILLIPS: Thank you, Mr. Martin.
2 Ms. Ellen Babb, and then I have Peter Patel.

3 MS. BABB: Well, I just had some
4 comments. My first comment is I really appreciate
5 the widening of I-26, especially to four lanes and
6 I think that's really going to help. And the other
7 widening -- my other thing I guess is a
8 recommendation for those of us who come on Julius
9 Richardson off West Shady Road, I know one will
10 eliminate that left-hand turn on to the exit
11 entrance ramp, why we couldn't keep the right-hand
12 turn from Julius Richardson on to the ramp for
13 those of us going to Columbia in the morning. And
14 then those of us coming from Columbia in the
15 evening, keep that where you can turn right on to
16 Julius Richardson. I think that could -- you
17 wouldn't have the left-hand turn on to Julius
18 Richardson or a left-hand turn off Julius
19 Richardson getting on to the interstate. So that I
20 think that would be one way to make things
21 safer and yet still give some of -- well, eliminate
22 some of that other traffic at West Shady Road going
23 on to 176, and also to make it, I guess, cut some
24 of the traffic pattern, so you don't have everybody
25 in that one place.

1 And I guess my other comment, probably
2 a lot of other people are making this comment that
3 why couldn't we have another interchange between
4 exit 97 and 101 because that would cut out of lot
5 that traffic that builds up there at exit 97, and
6 it's pretty bad in the morning right now. So thank
7 you.

8 MR. PHILLIPS: Thank you, Ms. Babb.
9 Mr. Peter Patel. And then I'm going to mess this
10 up, Kirt, something, Keeshon, maybe.

11 MR. PATEL: Thank you everybody for
12 coming out on this lovely evening. Thank you for
13 giving your time to listen to my comment. I'm
14 Peter Patel, I live off the 97 exit, as well as I
15 also have a business off that exit. My concern is
16 that primary exit where that traffic light is, it
17 gives us direct access into Food Lion, which is a
18 good access point for Food Lion. It gives us good
19 right-hand turns out, good left-hand turns out.
20 Now, with the alternative drawing proposed by
21 SCDOT, it is a great concept for ease of traffic
22 and congestion, however, my concern is it would
23 hurt the livelihood of the business owners and the
24 small business owners that do business off that
25 exit, off that traffic light. So I just want to

1 make sure that we did get heard and also my fellow
2 business owners get heard as well. Thank you.

3 MR. PHILLIPS: Thank you, Mr. Patel.
4 Kirt...

5 MR. KEESHON: Keeshon.

6 MR. PHILLIPS: Keeshon.

7 MR. KEESHON: My name is Kirt Keeshon,
8 I live in Rolling Creek. The order here worked out
9 well because the folks who talked before me who are
10 going to be changing their routes away from Julius
11 Richardson are now going to be driving past the
12 entrance to Rolling Creek. While I don't think the
13 volume of traffic is a major concern, the way that
14 our entrance sits and that sharp right and then
15 left turn, it is really difficult to see,
16 especially when you're coming from 176 turning left
17 into Rolling Creek, it is very difficult to see
18 folks coming around that bend. And to increase the
19 numbers, that's going to be percentage-wise is
20 going to be pretty large. I know the number of
21 folks that I see taking Julius Richardson is quite
22 a bit coming home, I'm sure it's the same in the
23 morning. So for safety, which sounds like is a big
24 theme tonight for the improvements, I think we all
25 appreciate, I think this is one unintended

1 consequence that's popping up there on West Shady
2 Road that needs to be somehow addressed. There
3 aren't any accidents there yet, to my knowledge,
4 but I see them coming based on the increase in this
5 traffic flow.

6 One last comment, as you mentioned in
7 the program, if you're going to try to use existing
8 pavement, I say get rid of it all, it's terrible.

9 MR. PHILLIPS: Thank you, Mr. Keeshon.
10 And that is all the people that I had signed up to
11 speak. Again, I want to remind y'all how important
12 it is to get your comments. And this isn't the end
13 of it, you've got until March 28th to get your
14 comments into us. We have forms here, you can fill
15 them out and leave them with us. You can take them
16 home and turn them in. You can make copies of it
17 and give it to your friends and they can mail them
18 in as well. You can direct them to the website
19 that we have, the e-mail addresses and send them in
20 that way. So there's certainly lots of
21 opportunity, we just ask that you get them in by
22 March 28th.

23 With that we will conclude this formal
24 portion. We get to keep the lights on until
25 7 o'clock, so you're welcome to stay and we'll be

1 here until 7:00 and try to answer your questions.

2 Thank you for coming out.

3 (The hearing was concluded at 6:40 PM)

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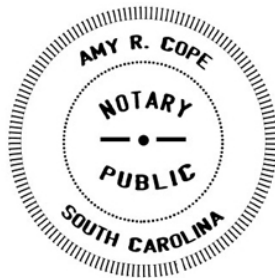
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CERTIFICATE OF REPORTER

I, Amy R. Cope, Court Reporter and
Notary Public for the State of South Carolina at
Large, do hereby certify that the foregoing
transcript is a true, accurate, and complete
record.

I further certify that I am neither
related to nor counsel for any party to the cause
pending or interested in the events thereof.

Witness my hand, I have hereunto
affixed my official seal this 21st day of March,
2018 at Columbia, Richland County, South Carolina.



Amy R. Cope

Amy R. Cope, Court Reporter
My Commission expires
May 12, 2018

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(No Exhibits Proffered)

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ATTACHMENT B

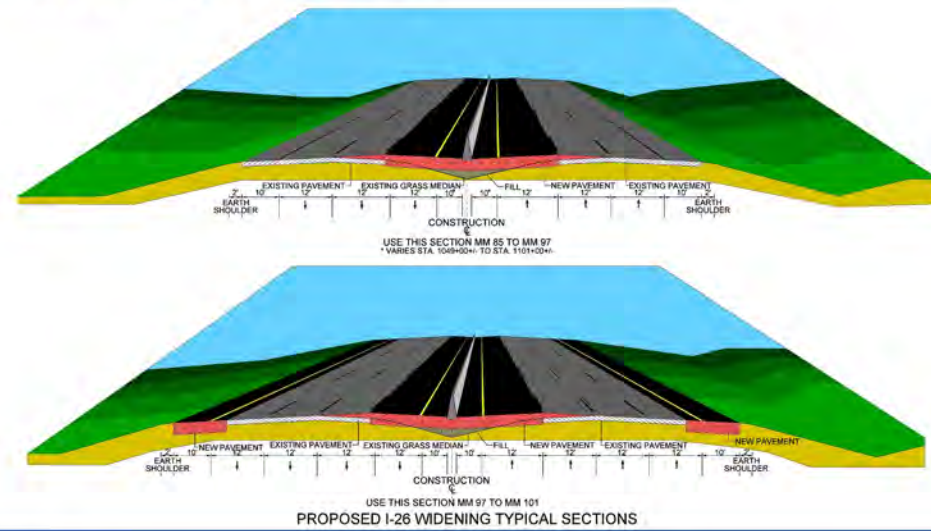
Public Hearing Handout

Title VI

SCDOT complies with all requirements set forth by Federal regulations issued by the U.S. Department of Transportation under the Title VI of the Civil Rights Act of 1964, as amended.

Any persons who believe that he or she has been discriminated against because of race, color, religion, sex, age, handicap or disability, or nation origin under a program receiving federal aid has the right to file a complaint with SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at the Office of Business Development & Special programs, 955 Park Street, Suite 117, Columbia, SC 29202 or at 803-737-5095. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident and should be signed by the person making the complaint.

Typical Roadway Sections



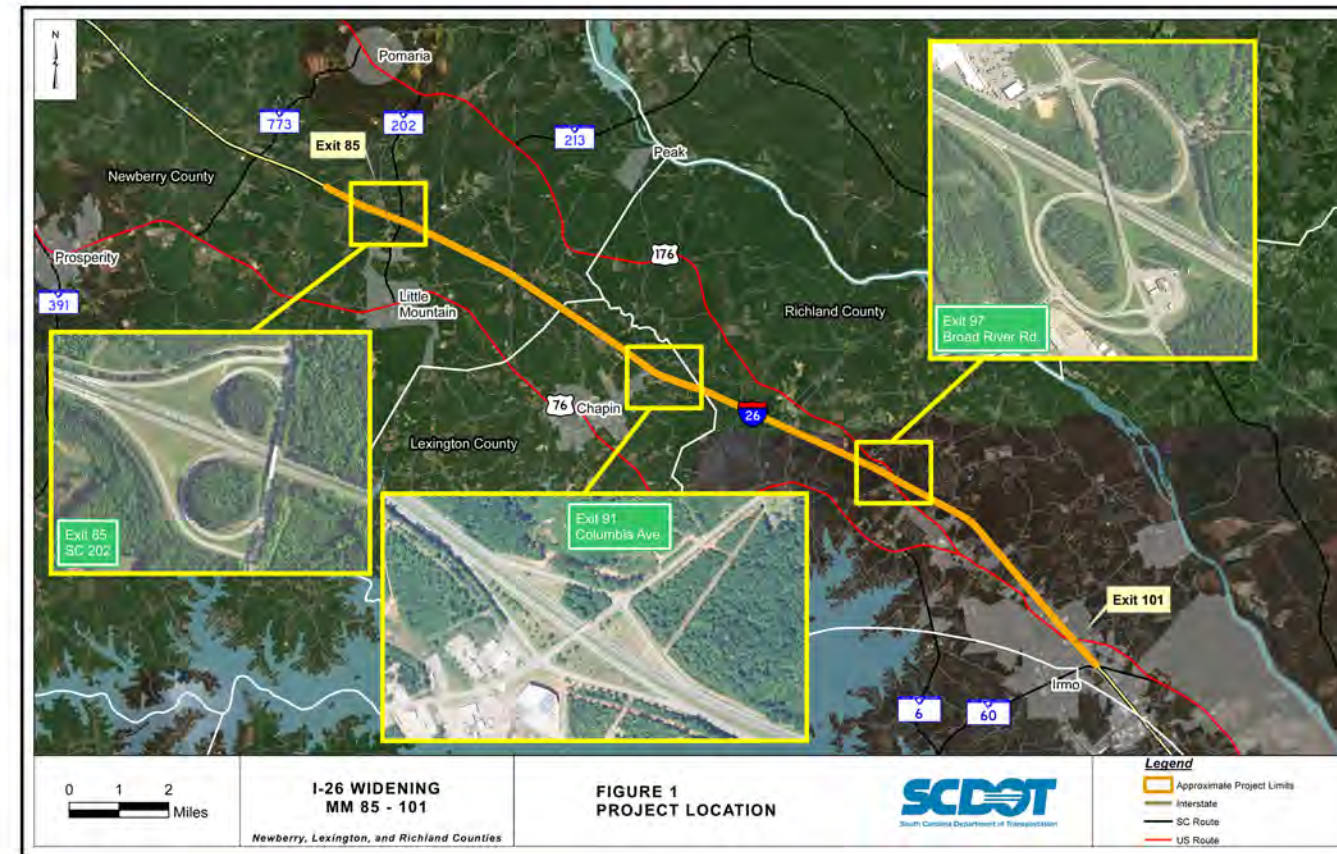
Comments

You are also encouraged to provide written comments on the forms provided so that we may have a written record of your concerns and suggestions. SCDOT appreciates your attendance and strongly encourages you to provide your input regarding the project in one of the following ways:

- 1 **Leave it in the Comment Box** (available during the meeting)
- 2 **Mail to:** Michael L. Hood, P.E.
SCDOT
P.O. Box 191
Columbia, SC 29202-0191
- 3 **Email to:** HoodML@SCDOT.org
- 4 **Online on the project website:**
www.scdot.org/inside/i26-widening.aspx

COMMENTS WILL BE ACCEPTED
UNTIL **MARCH 28, 2018**

All comments received by this date will
be responded to directly.



Project Description

SCDOT proposes improvements to an approximately 16-mile long section of the I-26 corridor designed to increase capacity and upgrade interchanges and overpass bridges to meet state and federal design requirements. Improvements would take place from 1.6 miles west of the SC 202 (Exit 85) interchange to the US 176 (Exit 101) interchange. I-26 would be widened for a total of 6 lanes, three in each direction, from Exit 85 to Exit 97 and 8 lanes, four in each direction, from Exit 97 to Exit 101. A total of seven overpasses that cross I-26 would be replaced including S-36-167 (Parr Road), S-36-39 (Holy Trinity Church Road), S-32-49 (Peak Street), S-40-405 (Old Hilton Road), S-40-234 (Mt. Vernon Church Road), S-40-80 (Shady Grove Road), and S-40-58 (Koon Road). The interchanges at Exits 85, 91, and 97 would be reconstructed. SCDOT has selected Preferred Alternatives at each of the interchanges (see insets for Exit 85 - Alternative 1A, Exit 91 - Alternative 3, and Exit 97 - Alternative 1).

Funding

The project is to be financed using Federal and State funds and is estimated to cost \$530 million.

PROJECT SCHEDULE	DATE
Advertise for Design-Build Construction	Spring 2018
Final Environmental Approval	Summer 2018
Construction Begins	2019



Purpose of this Public Hearing

The South Carolina Department of Transportation (SCDOT) and Federal Highway Administration (FHWA) are pleased to have you attend this Public Hearing on the proposed design to widen a 16-mile long section of I-26 and reconstruct three interchanges from mile marker (MM) 85 near Little Mountain to MM 101 near Irmo in Newberry, Lexington, and Richland Counties.

The purpose of this public hearing is to provide an opportunity to review and discuss individually, with representatives from SCDOT, the preliminary plans for the proposed improvements to I-26. Another purpose of the meeting is to gather information from the public or any interested organization regarding historic or cultural resources in the area.

Purpose of the I-26 Project

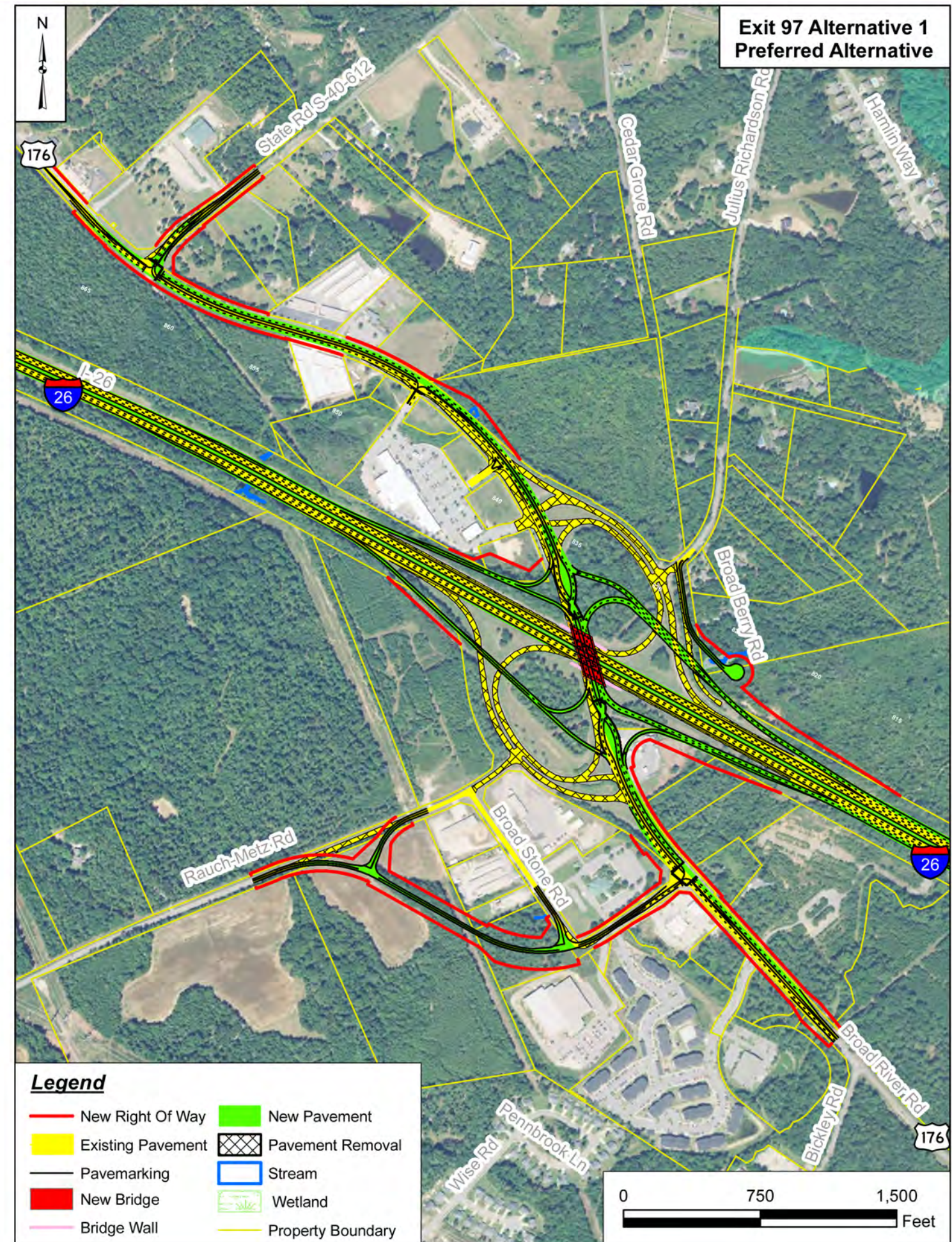
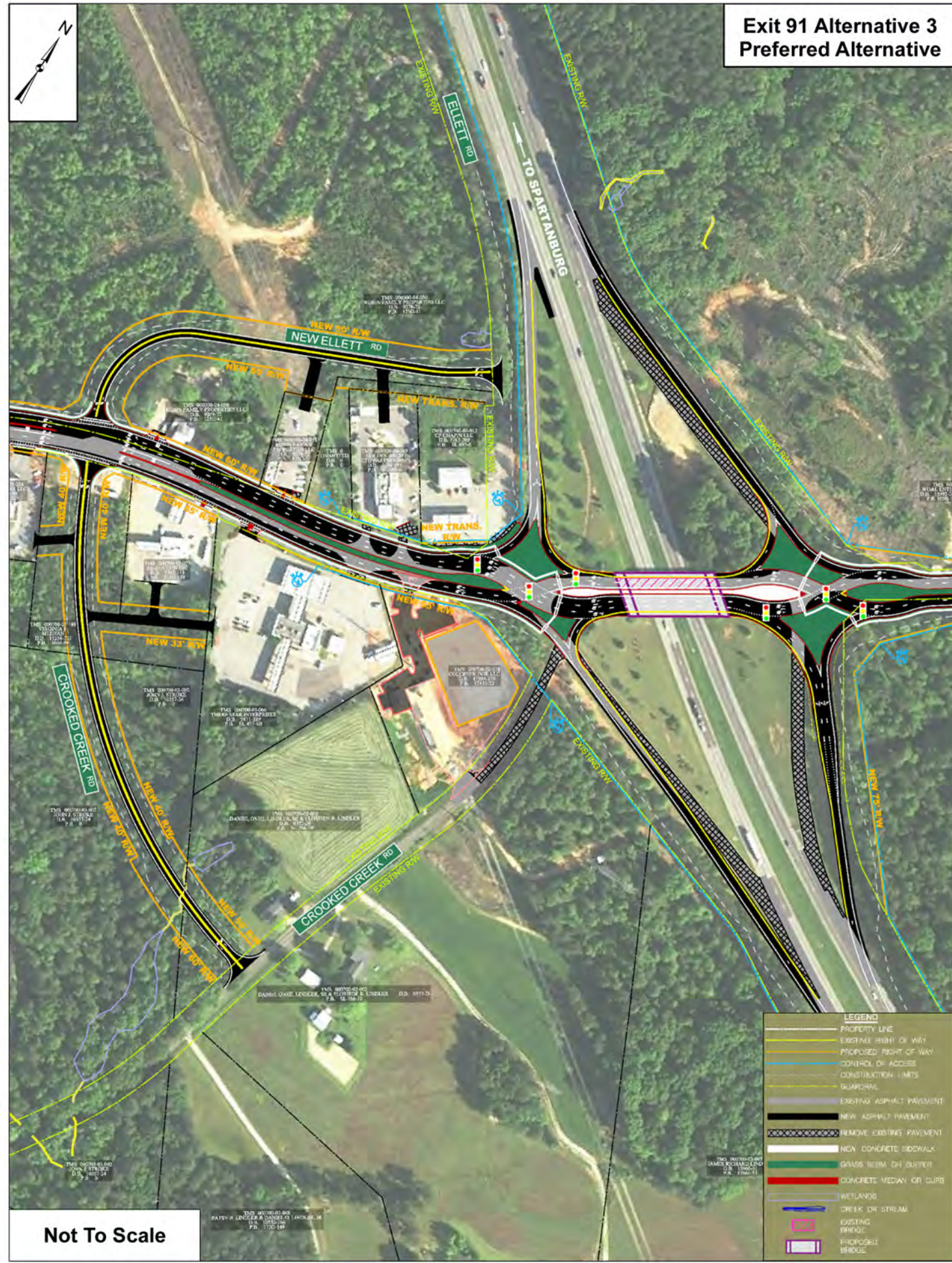
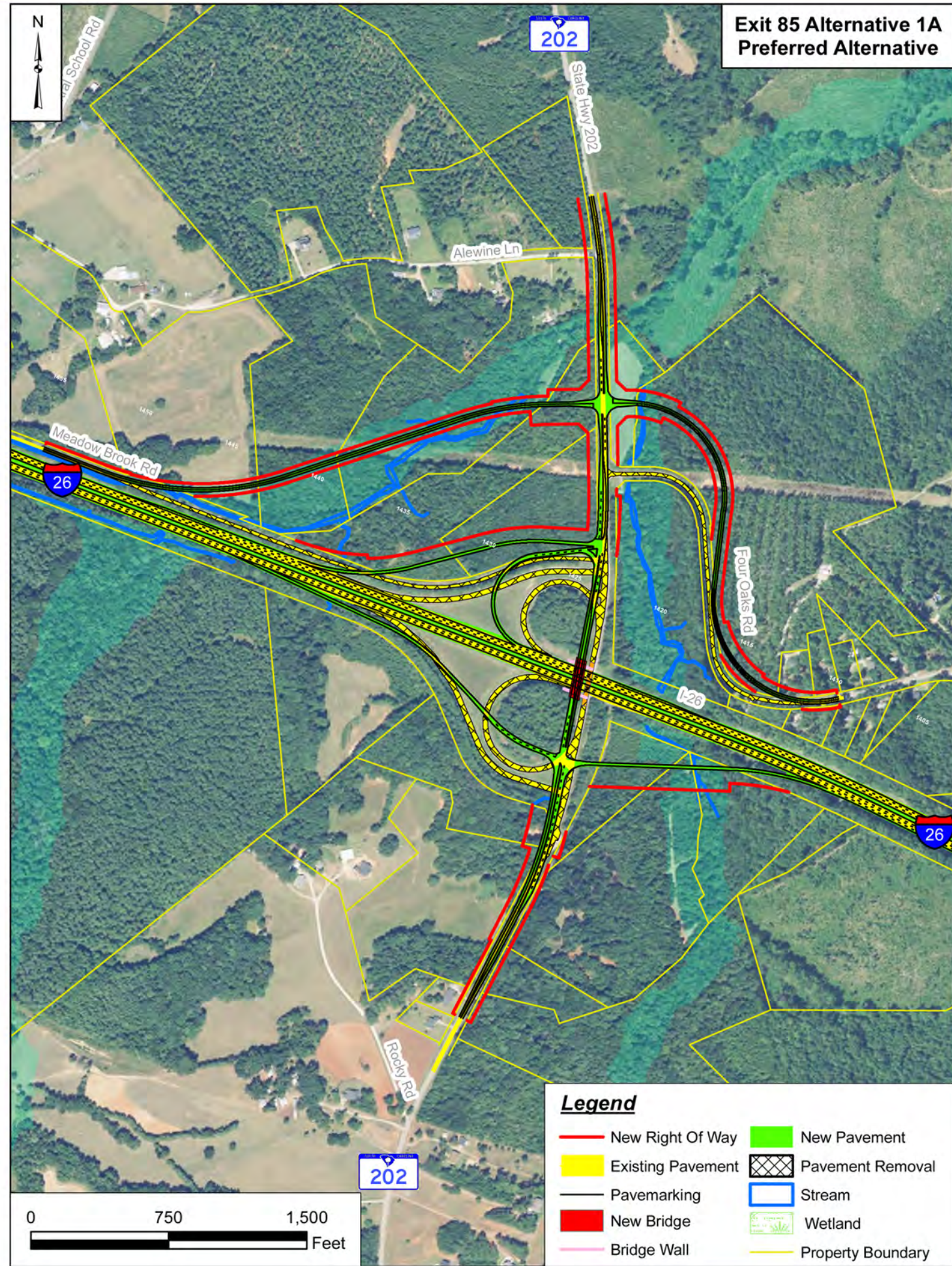
The proposed project has two primary purposes: increase roadway capacity to address the projected increased traffic volumes; and correct geometric deficiencies along the mainline and at several interchanges and overpasses in this section of I-26 by bringing them into compliance with current state and federal design standards. The secondary purpose is to improve safety which will be enhanced by improving the geometric design of the facility.

Public Hearing Format

The hearing format will be informal from 5:00 PM to 6:00 PM. The Environmental Assessment (EA), large display boards and maps of the project area are available for viewing. Project team members from SCDOT are present to discuss the project with interested citizens on an individual basis. Attendees are encouraged to ask questions and provide comments.

At 6:00 PM, SCDOT will make a brief, formal presentation in the arena about the project's purpose and need, preliminary plans, schedule, and potential impacts to the community and the natural environment. Immediately following the presentation, attendees will have the option to make formal verbal comments regarding the proposed project.

Anyone who wishes to verbally comment must sign up between 5:00 PM and 5:55 PM when entering the public hearing. Each comment will be limited to two minutes and may not be transferred. The informal portion of the public hearing will continue during this time. All formal verbal comments will be recorded as part of the official project record. Commenters will be asked to state their name, address, and any relevant group affiliation.



ATTACHMENT C

Sign-In Sheets

INTERSTATE 26 WIDENING PROJECT (MM85-MM101)

PUBLIC HEARING

SIGN-IN SHEET

Staff/Consultants

DATE: March 13, 2018

TIME: 5:00 - 7:00 PM

MEETING LOCATION: Chapin High School

PLEASE PRINT

Name	Address	Zip Code	Telephone No.	E-Mail
Cody Crouch	955 Park St.	29201	737-1316	crouchc@scdot.org
JOHN BOYLSTON	SCDOT		737-1527	boylstonjd@scdot.org
Miller Ogello	2350 Valleyview, Dallas TX		(404) 993-5412	mllo@bridgefarmers.com
Mark A Walker	SCDOT		803-260-4248	walkerma@scdot.org
Kira Jackson	PO PJNA			
Pat Noble	PJNA			
Andrea Williams	PJNA			

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INTERSTATE 26 WIDENING PROJECT (MM85-MM101)

PUBLIC HEARING

SIGN-IN SHEET

Staff/Consultants

DATE: March 13, 2018

TIME: 5:00 - 7:00 PM

MEETING LOCATION: Chapin High School

PLEASE PRINT

Name	Address	Zip Code	Telephone No.	E-Mail
Paul Eminger	CECS			emingerpaul@cecsinc.com
Maher Almassri	CECS			almassrim@cecsinc.com
Nick Waites	955 Park St	29201	737-1308	waitesnt@scdot.org
Maria Ott	955 Park St	29201	737-0305	ottemma@scdot.org
ROB DUBNICKA	140 STONERIDGE #450		803-206-5151	robert.dubnicka@strivac.com
Robert Dubnicka	140 Stoneridge #450	29201	803-206-5151	robert.dubnicka@strivac.com
Drew McCaffrey	District 2 Office		864-992-3952	MCCAFFREY@SCDOT.ORG
Brian Nickerson	CECS	29201	803-779-0311	Nickersonbg@cecsinc.com
Paul Road	"	29201	"	Roadph@cecsinc.com

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INTERSTATE 26 WIDENING PROJECT (MM85-MM101)

PUBLIC HEARING

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STAFF

Staff/Consultants

DATE: March 13, 2018

TIME: 5:00 - 7:00 PM

MEETING LOCATION: Chapin High School

PLEASE PRINT

Name	Address	Zip Code	Telephone No.	E-Mail
Hongfen Li	955 Park Street	29201	803 737 0247	Lihongfen@scdot.org
Emily Berry	" " "	29201	803 737 1053	BerryEJ@scdot.org
BINH NGUYEN	" "	" "	803 737 0781	nguyenbt@scdot.org
Gwendolyn Singh	PJ Nohl	29203		.
Jennifer NECKER	955 PARK ST		803-737-7829	NeckerJ1@scdot.org
Siohhan Gordon	955 Park St		803-737-1337	gordanso@scdot.org
Brooks Bickley	955 Park St	29201	737-4685	bickleybj@scdot.org
BRIAN KLAUK	955 PARK ST.	29201	735-5051	KlaukBD@scdot.org
Chris Johnston	" " "	" "	737-4441	JohnstonWC@scdot.org
SHANE BELCHER	1835 ASSEMBLY ST, SUITE 1270 COLUMBIA, SC 29201	29201	803-253-3187	jeffrey.belcher@dot.gov

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Name	Address	Zip Code	Telephone No.	E-Mail
Jeff Sieckman	2020 Park St. Columbia SC	29201	903-779-0711	sieckmanj@cecsinc.com
Nicole Riddle	955 Park		737-0841	RiddleNL@scdot.org
HENRY PHILLIPS	SCDOT 955 PARK	29201	737-1872	PHILLIPSMH@SCDOT.ORG
Emily Lawton	FHWA			
Ed Frierson	SCDOT - ECU	29201	237-1861	FriersonEW@scdot.org

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Name	Address	Zip Code	Telephone No.	E-Mail
Rhonda Lindler	825 Crooker Road <i>Chapin</i>	29036	2065856	rclindler@gmail.com
Bar C	137 Landsail	2912	803 917 972	
Holland Loger	14 Wilhorma Lt.	29063	705 1480	hloger@lex-co.com
Gerald Steele	166 Ballentine Ct. <i>Chapin</i>	2902	803 318 4487	steele@KNA American
Janice Harris	7950 Broadview	29043	264 4267	Janice298@aol.com
Joe Dever	512 Turkey Pointe Ln	29036	803-335-7618	Joseph.W.Dever@gmail.com
Crestus Wulff	861 AMUCK Road		741-8003	



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Name	Address	Zip Code	Telephone No.	E-Mail
David Montgomery	141 Hickory Meadow Rd Corryton, SC	29072	803-236-0413	boykin414@gmail.com
LISA Williams	706 Fazer Oak Rd	29075	803-932-2224	
Frances Shealy	534 Columbia Ave	29036	803-345-5629	
MIKE SPAIN	2601 MAITLAND Cir Rd	32818	407-331-3100	mjspain@kneconstruction.com
Terry Koon	2318 Chapin Rd	29036	803-345-8805	terrykoon@bellsouth.net
Jesica Mackey		29045		
BRICE URQUHART	240 STONERIDGE, COLA	29710	803-391-2056	BRUCEURQUHART@DAVISFLYING.com
Tony Chapman	152 Back Acacia Rd Chapin, SC	29036	803-201-3689	ChapincoTLIS@yellow.com
Beth Sawyer	100 Willow Creek Dr Irmo, SC	29063	803-732-2126	

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Name	Address	Zip Code	Telephone No.	E-Mail
Raven McAllee		29063		
Leonard McAllee		29063		
Charlie Savarance	102 Broad Berry Rd	29063		
Daniel Atkinson		29209		
BRAD ZAMSONI	1020 JULIUS RICHMOND RD	29003		cs@szl.com
THAD BRUNSON		29075		
Ryan Hamrick	5105 Cypress Center Dr. Ste 290 Tampa, FL	33609	813-781-1330	rhamrick@superiorconstruction.com
John Chapman	152 Back Acres Rd.	29036	803-201-3690	uschapman2001@yahoo.com
Mark Lester	1102 Ralph Counts Rd. Little Mttn Chapin, SC.	29075		
CAREY PAGE	124 Soused Cove Pt.	29036		

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Name	Address	Zip Code	Telephone No.	E-Mail
Wayne Sams	1300 Pet Sites Rd	29036		wayne4sams@gmail.com
LORRAINE Buckwell	351 Summer Oaks Tr	29127	SCDOT	
Bob + Mary Helen Dawkins	251 Hamm Dr.	29127	803-364-2606	brobertadawkins@att.net
Jana Jayroe	421 Pomaria St	29075	803-924-7183	ajjayroe@sc.rr.com
Glenda Lindler	184 Hunter Dr. Chapin	29036	920-3724	gwilindler@gmail.com
Karen Cox	212 Johnson Merin Rd	29036	920-0059	KSLX25@yahoo.com
Samuel William	706 Four oak Rd	29075	271-6474	
DAN SMITH	2151 CHAPIN RD	29036	600-5430	dan@smithconstructors.com
Regina Newbarnes	6215 E Sligh Ave Tr A	33617	813-507-1810	regina-newbarnes@geinc.com
Tom BOYLE	6215 E. Sligh Ave Tr A	33617	813-623-5877	tom.boyle@geinc.com

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Name	Address	Zip Code	Telephone No.	E-Mail
Michael Chaste	120 Balkentine Ln. Chapin		404-427-2897	mchrist2@walshgrp.com
SHAWN DAYS		29703		SHAWN.DAYS@KOLICOM
Kolleen Ulmer	104 Covington Blvd	29036	351-0138	
KEVIN ULMER	" "	"	429-8363	KULMER@PARRISANDPARRIS
Whitt Eline	7300 Woodrow St. IRMO	29063	803-608-0925	ips@townofirmosca.com
TODD STEAGALL			803-960-8600	
Rene Dunton	Little Mttn	29075		rd@lmescc.us
William R Dunton	235 Mill St Little Mttn	29075	803-399-1473	rd@lmescc.us
Pranv Patel	23 Ash Ct. IRMO	29063	7144038402	ontherunshell4@gmail.com

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Name	Address	Zip Code	Telephone No.	E-Mail
Tushnet Pate	23 Ash Court, IRMO	29063	803-528-1215	enthusiast1@tts.com
STAN SHERLY	1006 Glenwood Chapin	29036	345-1873	mayerston@att.net
JAMES WEBB	406 PARLOCK RD IRMO	29063	319-8180	helffe@yahoo.com
Roland Bait	CMCOB	—	—	—
DAVID CROCKER	Lynn M Cothran, Chapin	29036	9224157	—
BRADLEY MICKNER	Traskwood, SC	32256	704-497-8908	bmickner@sc.gov
Charles Shesly	Lt. MFA	29075	312-4173	hentmasu@gmail.com
Judy McMillin	Chapin, SC	29036	345-8919	—
Mik+Tina Comalander	935 Peak St Chapin	29036	345-3617	—
VINCE FANSLER	1105 JULIUS REYNOLDS	29063	303053426	forrie@gmail.com

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Name	Address	Zip Code	Telephone No.	E-Mail
Bell M. Miller	567 Lakeshore	29036	345-8919	
CHUCK PRESCOTT	P.O. BOX 515	29036		
HENRY MARTIN	312 Beulah Lane	29063	803-261-0442	henrymartin77@gmail.com
DEREK STATION	4270 BELLE MEADE CIR	29012	980-772-6065	Derek.Station@CAROLINA-TEA.com
Hal Stevenson	1511 Heywood Ave	29005	803-519-7750	hal@stevenson.com
DAVID W. KNIGHT	236 Columbia Ave Chapin	29036	345-6540	LmLaw1@bellsouth.net
Suzie Russell Hawell	108 Hope Trace Way	29063	606-66634	hawellsl@cecsinc.com
Dale B.	549 Hickory hill dr	29063	803-272-1747	
Joey Wiggins	109 Shore Edge Dr.	29036	803-749-8101	
Gary Wiggins	109 Shore Edge Dr.	29036	"	

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Name	Address	Zip Code	Telephone No.	E-Mail
Jim + Linda Proper	1019 Suljus Richardson Rd	29063	(803) 781-6974	
Russ Jeter	POB 7425 Columbia	29201	803-765-0600	
Todd Brazick	521 Gibson Rd. Wal, SC	29072	785-6114	
Jake + Dick Britt	531 WESTERN LN IRMO, SC	29063	781-1120	
Shett FRAZIER	215 Pinehurst Dr	29108	276-1143	
Chris W. Clark	8186 Putnam	29177	609-6466	
Scott Armstrong	113 Beaver dam Rd	29225	294-5994	scott.armstrong@parsons.com
HUGH EDWARDS	224 EOGSWOOD DR	29306	415-7786	HUGH@SC.RA.COM
Matt BROWN	1620 Village Market Dr	29532	803 261-3039	Gulley@net.vccu.edu
Mitchell Metts	1110 Elekza Rd	29063	803-907-2571	mitchell.metts@ice-engineering.com

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Name	Address	Zip Code	Telephone No.	E-Mail
Beverly Hollowell	7298 Broad River Rd	29126	276-2788	
Ricky Ward	110 TREMBURN CIRCUIT	29023	743-3097	RICKYWARD@SCRR.COM
Melissa Sorell	101 FREDERICK DR	29036	920-1289	MELISSA.SORELL@SCRR.COM
Al Koon	162 PINEWOOD DR	29036	803-315-4633	AKK@SCRR.COM



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Name	Address	Zip Code	Telephone No.	E-Mail
Jack Morgan	Po Box 927 Chapin	29036	803 3155990	JACK.MORGAN 678@6mail.com
Anna Fansler	1105 Solins Richardson Rd	29036	301-524 7136	or Fansler74@ gmail.com
Judy Shaw	201 Roland Shady Court	29036		
Doug HARPER	600 Willowd Pkwy	29036	803 407 9830	dharper@sc.rr.com
Jim & Shyllie Muth	941 Sandhatch Rd PO Box 35 Chapin SC	29036		
Patricia Goodale	306 Hollow Cove Rd	29036	803 270-0910	pagi1213@aol.com
Linda Brown	620 Village market Dr	29036	803 665 6503	itsmelch113@yahoo.com
Keith Sumner	217 Cedar View Dr	29063	803-247-7888	ksumner@sc.rr.com
DAVID TAYLOR	1411 GERARDS ST. STE 325 COLUMBIA SC 29201	29201	803 445 9692	dauid.taylor @stantec.com
Ellen Babb	428 Maypop Ln Irmo	29063	843-260 3186	ellenbabb98 @gmail.com

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Name	Address	Zip Code	Telephone No.	E-Mail
Charles Eleazer	1211 Rough-Mete Rd	29063	815-2494	creleazer@gmail.com
Tara Clerc	248 Massey Cir	29036	774-248-4485	Taraclerc3@gmail.com
So Ann Burgess	380 Hollow Cove Rd	29036	941-7505	Sobty64@AOL.com
Reginald Simmons	236 Stoneridge Dr.	29201		rsimmons@cmccs.org
Andrew Smith	891 Treasury Bend	29412		andrew.smith@tsandh.com
Chad Bobrowski	1748 Wyngate Circle	29466		chad.bobrowski@rsenior.com
Saran Perez	657 Evertan	29036	417-7102	SPerez275@gmail.com
Blake Hales	212 Cayden Court	29036	845-839-0481	Jkhales95@a4.net
Kim Hales	11	6	15	11
Michael Clerc	248 Massey Circle	29036	803-526-0767	mikeclerc5@gmail.com

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Name	Address	Zip Code	Telephone No.	E-Mail
Maeve Mason	Col.		803.737.0411	msrmason@regstaff.sc.gov
Brenda McHugh	4617 Wade St	29210	803798-8522	brenda.mcguffey@hotmail.com

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Name	Address	Zip Code	Telephone No.	E-Mail
Jaime Timmeeman	442 Hollow Cove Rd.	29032	803- 800 ⁶²² -3290	justicers@hotmail.com
Carrie Moore	4253 Donovan Dr		803-201-1763	Carrie moore @ bell south of
Fraul Saaja	160 Willow Creek Dr	29063	803-422-7346	MSAja-1976@gmail.com

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Name	Address	Zip Code	Telephone No.	E-Mail
PHILLIP HUTCHERSON	204 S. NICHOLS CREEK PT	29003	609 3050	pdhutcherson@bellsouth.net
GARY PARISH	420 CRAWLEY LN, CHAPIN	29036	803 816 4173	gparish57@gmail.com
Betty Edgerton	130 Pinewood Dr Chapin	29036	803 345 3672	
Judy Hinde	9 Hinde Way Chapin	29036	603-345-3143	judyhinde@bellsouth.net
Jim Kupfer	106 Flora Drive (Dun Ground)	29607	869.281.8326	jim.kupfer@flora.com
Tony Holman	704 Pomaria Street ^{Littlewood}	29075	803-924-1341	tholman2652@aatt.net
Kirt Keechan	3 Holly Hill Ct	29063	781-5566	kkeechan@sc.rr.com
Roland St. Bradford	P.O. Box 605	29036		
MARK MONROE	5405 Cypress Center Dr. #200 TAMPA, FL 33636	33609	813-245-2601	mmmonroe@superconstructions.com

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Public
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DATE: March 13, 2018

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MEETING LOCATION: Chapin High School

PLEASE PRINT

Name	Address	Zip Code	Telephone No.	E-Mail
Miller Ogello	2350 Valley View Ln, Dallas TX		(404) 9935412	miller.ogello@bridgefarmer.com
JOHN BURNS	8236 GRAY FOX BLVD. COLA, SC	29223	803-530-8798	BURNSJM@SCDOT.ORG
TODD COKER	7324 Broad River Rd, Pomaria, SC	29126	803-380-4457 803-3	tcoker@TransySystems.com

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INTERSTATE 26 WIDENING PROJECT (MM85-MM101)

PUBLIC HEARING

FORMAL COMMENT SIGN-UP SHEET

- You MUST sign up below to speak. Your name will be called from this formal Public Comment Sign-Up Sheet.
- You will be given 2 minutes in which to make your comments. This time may not be transferred to another speaker.
- You will receive a signal when you have one minute remaining. You will receive a second signal when the 2 minutes have expired.
- Formal Comments will be recorded, however verbal comments will not be responded to in writing. If you would like to receive a written response, you must submit a written comment.

PLEASE PRINT CLEARLY

MARCH 13, 2018

Name	Address	Zip Code	Telephone No.	E-Mail
Lillie Hunter	Newberry 418 Boundary St.	29104	803 276 2515	
Henry Martin	312 Beulah Lane	29063	803 761-0442	henrymartin77@gmail.com
Ellen Babb	4258 Maypop Ln Irmo SC	29063	843-260 8186	ellenbabb98@gmail.com
Peter Patel	23 Ash Ct.	29063	(714) 403 8402	ontherunshell1@gmail.com
Kirt Keeshan	3 Holly Hill Ct	29063	781-5566	KKeeshan@SC.RB.com

ATTACHMENT D

Comments Received

ID #	Last name	First name	Address	Email	Phone	Comment Source	Comment
1	Jeter	Russell	P.O. Box 7425	rj@jeterlawsc.com	803-765-0600	Hearing	I represent the owners of the Food Lion Center at the Peak Exit. Currently the shopping center has access via a turn lane and traffic light that they paid for. Under Alternative #1, the Center will lose that access and that light.
2	Patel	Tushar and Peter	106 Sandalewood Ln, Columbia, SC 29210	ontheshell1@gmail.com	803-528-1215	Hearing	I own parcel B, in front of Food Lion, for development of future convenience store/gas station. The current traffic light is being taken away with this new proposed plan which is not going to work at all for our future project. So at this point we have invested lot of our time and money into this. It definitely impacts our as well as many livelihoods. So we are requesting to not close the current existing traffic light.
3	Nicholson	Chas	1176 Putnam Dr. Chapin, SC 29036	N2chasran@aol.com	803-6096466	Hearing	Bridge over Lake Murray would be an answer. FAD 80/20 may help this. Good project. Hurry and start. 24/7 would get it done quicker.
4	Chapman	Tony	152 Back Acres Road, Chapin, SC	ChapmanTL13@yahoo.com	803-201-3689	Hearing	Presently the sight distance at the intersection of Stone Hill Road and Mt. Vernon Church Road is very limited. Would like to see the sight distance improved to at least minimum standards based on speed limit (not an advisory speed limit). This has become an issue with the increased traffic due to new school and development in area.
5	Babb	Ellen	428 Maypop Lane, Irmo, SC 29063	Ellenbabb98@gmail.com	843-260-8186	Hearing	1. Suggest for Exit 97, keep Julius Richardson open for (R) - hand turns only - if people coming from Cola., turn right on Julius Richardson (then right onto W. Shady Grove). Also, people coming from W. Shady Grove to Julius Richardson, then turn right only the exit ramp as we do now. 2. Love the expansion from 2 to 4 lane on I-26 exit 97-101. Thanks! 3. Add one more exit between Exit 97 and 101. That would reduce the huge traffic flow at exit 97, especially in the mornings.
6	Hunter	Lillie	418 Boundary Street Newberry, SC 29108		803-276-2515	Hearing	I want you to be sure to have safety as the utmost design feature. For example, 1) prevent water buildup that could cause hydroplaning, 2) design for heavy downpour of rain to run off the highway safely, 3) have reflective markers to highlight the lane that I should be driving in after sundown (when it is dark) and during a downpour during which you may only be able to see a few feet in front of you vehicle, 4) have exit signs in very easy to see print and well forewarned to prepare me to exit in unfamiliar territory, 5) how will the concrete lane barriers be safe in event of a vehicular crash and will it be easily replaced? Will they be as safe as the cable we have now?
7	Shealy	Charles	78 N. Ponderosa Dr. Little Mtn, SC 29075 P.O. Box 222 Little Mountain, SC 29075	ltmtman@gmail.com	8033124173	Hearing	Little Mountain Town Council Member. The new design for Exit 85 looks much better. I believe it's a better plan and will work well. Thanks.
8	Ellis	Judy and Craig	845 Peak Street, Chapin, SC 29036	Circleeranch@bellsouth.net	803-816-5139	Hearing	If you replace the overpass like on the plans, you will be at my front porch. The noise is unbearable now, we need a barrier. The plans seen today do not reflect what we have heard. The land homes effected are from a land grant handed down thru family from King George of England. I have been there 39 years. The road is a race track now - the speed has to be lowered drastically. My driveway is at the existing bridge now - how am I supposed to use my driveway? V.C. Summer is closed and the traffic is a lot less. There are other ways to get around without moving out the bridge. Building with more right-of-way is not needed. Keep bridge in same place.
9	Goodale	Patricia	306 Hollow Cove Road Chapin, SC 29036	pag1213@aol.com	803-270-0710	Hearing	I back up to I-26 in Westcott Ridge. Please do everything possible to ensure placement of a sound barrier. This was not information given when home was purchased in May. Traffic noise has increased dramatically and will be intolerable by the addition of 2 lanes. Without wall there will be no hope of selling this home.

ID #	Last name	First name	Address	Email	Phone	Comment Source	Comment
10	Crocker	David	1005 Lynn McCartha Road Chapin, SC 29036	CrockerD76@gmail.com	803-932-4152	Hearing	I was disappointed in DOT response from an earlier public meeting concerning the Highway 176 and 76 routes from Irmo to Chapin and beyond. The response was that there is no plan to address this lack of adequate traffic capacity. Has this changed? Who is responsible for addressing this within the DOT? Thanks in advance for your updates.

ID #	Last name	First name	Address	Email	Phone	Comment Source	Date	Comment
11	Martin	Henry	312 Beulah Lane Irmo, SC 29063	henrymartin77@gmail.com	803-261-0442	Email	3/13/2018	<p>Mr. Hood, I am seeing the plan for widening I-26 to Little Mountain. We live off exit 97 using Julius Richardson to get to West Shady Grove (to be closed). There are a couple of key things that come to mind that may have been covered already in the meetings. I hope to make it to Chapin tonight but here they are in case I don't make it: 1- Why is their no plan, or what is the plan to use the other roads that cross over I-26 in this subject area to bleed off traffic... from I-26 and the exit ramps like Exit 97 like Koon Road, Shady Grove Road and Mount Vernon Church road...if those were Exits... a lot of traffic would be alleviated in my opinion. For example with this new exit change and the closing of Julius Richards cut thru to West Shady Grove and Chelsea Park Subdivision, I would prefer to get off at Grove Road and come home that way rather than go to the light turn right - go up a half mile and come back on Shady Grove with hair pin turn and not made to handle all the traffic it will soon handle. We solve one problem and create another- Comments?2- What about Us 76 and 176 which also need widening in several areas. Especially 76 to Chapin. This would allow more traffic to flow there instead of the interstate. Is there a plan to widen these roads are just dump this traffic thru the same ports. The bottleneck will just be moving to the secondary roads. To where untamed developers have placed a lot of homes and developments to which the State and the County have not planned for proper road maintenance and management in my opinion. Once again the homeowner and tax payer suffers.</p> <p>3 - The overall flow of Exit 97 looks to be a problem with all these choices. A lot could be solved if the Food Lion shopping center was not there and you could loop traffic going west to the lake side under the bridge instead of turning left over the bridge (as most major interstate loops do). This along with getting Rauch Metz Rd traffic to Broad River Road via Broadstone and another light is just a mess over this intersection. Now there will be 3 lights- Broadstone, Exit ramp dump and West Shady grove along with turns into the shopping center across this rerouted traffic coming from the developments off West Shady grove to the interstate and the turn and possible light at Bickley Rd which in itself is a disaster. So thats 4 lights of stop and go traffic - I believe will be backing up into other lights, and traffic I believe will still be backing up west bound from Columbia into the main interstate. This plan looks like a failure or at best kicking the can down the road. These are the questions I am interested in getting answers to how the DOT has thought thru this road update.</p>
12	Martin	Henry		henrymartin77@gmail.com			3/16/2018	<p>After attending the Chapin meeting and speaking, here are the issues that must be addressed with the exit 97 update: 1- the closing of Julius Richardson and diverting traffic down West Shady Grove north of the Shopping center I don't believe has been thought out. There are issues at the curve at Rolling creek that will create a hazard for that area. This needs to be addressed now and not later. 2- at the light on West Shady and Broad river I assume there is an extended left turn lane. This will need to be widened probably as far back as the church property extends or else right turn flow will be blocked. By the time this is done light timing may be an issue as more homes will be built by 2024. 3- a left turn out and left turn into the shopping center must be addressed or this shopping center will die. Those coming from the north where all the traffic is routed will now have to turn left against traffic. 4. Bickley road intersection and getting out with this multi lane down to one at this intersection is going to be an issue. Maybe a light is planned for here sooner but it's been an issue for a while and this final design will make left turn from Bickley to the interstate side impossible during certain times. This needs to be addressed now. (Or explain the plan) Someone proposed a right turn off the exit, right turn off Julius Richardson instead of closing it. (Specific lane, turns blocked by medians). That seems like it has some merit rather than addressing the road on West Shady Grove. I would hope that this is reconsidered. In addition please post the updated schedule for this project on the website. What is there is not accurate to what you published at the meeting. Also publish the DDI video for the interchange under the exit 97 documents. Please publish the final alternate for exit 97 under our portion. Please call me if I can be a part of any reviews on this subject. I am retired and can assist with comments from someone that has been here over 12 years at this intersection.</p>
13	Budzynski	Katey	213 Rolling Creek Cir Irmo, SC 29063	kbudzynski@lexrich5.org	803-476-8266	Email	3/19/2018	<p>I am reaching out to you as a concerned resident of the Irmo area. I live in the Rolling Creek subdivision off West Shady Grove Road. From my understanding of this project, Julius Richardson Road will be closing as a cut through to I 26 and the traffic light on 76. Currently there are many cars that travel that path at all times of day. My concern is the risk to all drivers turning left into Rolling Creek from West Shady Grove Road. There is a curve further down W Shady Grove so those drivers turning in to our neighborhood often are approached by fast cars traveling the opposite direction on W Shady Grove. When turning into our neighborhood you can't see the traffic approaching due to that curve and it is very dangerous. I as well as my son and husband have all had very close calls turning into our neighborhood. Not once but many times. I am concerned as the amount of traffic on this road increases due to the closing of Julius Richardson the risk for all those families living in Rolling Creek will dramatically increase. Not only do we have many teenagers in our neighborhood but babies and toddlers in back seat car seats. 1 T-bone accident can be detrimental! I urge you to consider adjusting that curve to decrease the danger to all drivers moving forward.</p>
14	Cox	Michael		mrcox09@gmail.com		Email	3/14/2018	<p>Hello Michael, my name is Michael Cox and I am a resident of Westcott ridge. I am emailing to add input to the I-26 project and mainly the building of the wall. Westcott ridge is a nice neighborhood but the forecasted noise that will come from the construction and the additional traffic would make it less of a community. I would ask that the wall be constructed before the start of the construction on the roadway so that my family and the other families get the peace that they enjoy at home. I'm sure you leave work and want to come home to a relaxing environment and that is all that we are asking. To make this happen I feel the wall should not end at the power line but go several hundred more feet so that the noise doesn't go around the wall and that the wall be the first step in the construction.</p>
15	Dye	Ann	4 Summer Creek Road Irmo, SC 29063	anndye@mtwsa.org		Email	3/21/2018	<p>I am a frequent user of Julius Richardson Road, and have NEVER had a problem with traffic congestion on Julius Richardson, or entering I-26 from Julius Richardson, or exiting I-26 onto Peak exit. Because of this, I find NO NEED for a 4 lane enlargement of I-26 at the Peak exit or eliminating Julius Richardson. If safety is your issue, it would logically be safer to keep Julius Richardson as it is, open to Ashford and Chelsea Park Communities. PLEASE, please listen to our logic.</p>
16	Summer	Gina		Gsummer@sc.rr.com		Email	3/21/2018	<p>I am writing to let you know of my great concern for the closing of Julius Richardson Road. I fully understand and support shutting off the I-26 west bound ramp from Julius Richardson but I am extremely concerned about all of the traffic that will be thrown onto West Shady Grove Road from the Ashford and Chelsea Park neighborhoods. I live in the Rolling Creek Subdivision and there is a dangerous curve east of the entrance to our neighborhood. There is a speed reduction sign that is virtually ignored. While there has not been a serious accident there yet, it is only a matter of time especially with increased traffic the closing of Julius Richardson will cause. Please reconsider this change for the safety of our neighborhood.</p>
17	Lide	Barry	Rolling Creek Circle Irmo, SC 29063	barry.lide@gmail.com		Email	3/21/2018	<p>If you close Julius Richardson Road, the traffic on West Shady Road will at the very least double. To make a left turn either coming in to our neighborhood will be dangerous and trying to make a left turn to get on Broad River or 176 will be next to impossible. This is asking for trouble and is extremely dangerous for all concerned. You can not get a clear path to see around the curve on West shady road and the cars come around that curve way too fast. I think another study should be done and a different solution is a must.</p>

18	Moon	Carol		moon.carol@gmail.com		Email	3/22/2018	I would like to add my voice to those who have already expressed concern over the pending closure of the Julius Richardson shortcut/access to I-26 at the Peak exit 97. I fear this will cause several safety concerns, one of which will be the increase of traffic using the Ashford neighborhood as a shortcut to Wal-Mart, etc. We already have a speeding problem in this neighborhood, and this will only add to the safety concerns with so many children and walkers in the neighborhood. Please please reconsider this pending closure.
19	Crum	Denise	516 Gleneagle Circle Irmo, SC 29063	dcrum1014@aol.com		Email	3/23/2018	I live in the Ashford Subdivision in Irmo, SC. I want to express my concern regarding the closing of Julius Richardson Road. My concern is mainly a safety issue because I believe there will be a significant increase in traffic traveling through our neighborhood by using us as a shortcut to Walmart shopping center. The increased traffic will dramatically increase the danger of speeding and congestion in our neighborhood thus reducing our safety. There are many children in this neighborhood and it does raise a concern. I do have a second concern, but it is mainly convenience. I use Julius Richardson Road many times throughout the day and closing it will greatly alter my route. My hope is that you will reevaluate the decision to close Julius Richardson Road.
20	Comalander	Michael L and Tina H	935 Peak Street Chapin, SC 29036	Comalander2020@yahoo.com		Email	3/19/2018	<p>We attended the public meeting/hearing on March 13, 2018, in Chapin. The bridge replacement alternative presented will have a significant impact to our property and quality of life. The alternative presented is to leave the current bridge in place and build a new bridge on the west side of the existing one. This will require shifting Peak Street to the west and acquiring additional right-of-way from our property as well as a number of other property owners from just north of Old Shealy Road to beyond the Lexington/Newberry county line. This seems an incredibly expensive use of taxpayer money and is completely unnecessary.</p> <p>Traffic Levels - Perhaps this bridge replacement plan was developed while construction for Units Two and Three was underway at the VC Summer Nuclear Plant. During that construction phase, there was an increased amount of traffic on Peak Street. However, since the construction project has been abandoned, traffic has decreased significantly. We would also point out that attempts to get a traffic light installed at Peak Street and Columbia Avenue (Hwy. 48) have failed because there is not enough traffic on Peak Street to warrant a traffic light. If traffic is light enough that a traffic light is not warranted (even though it is extremely difficult and sometimes impossible to make a left turn onto Columbia Avenue and even takes some time to make a right turn causing inconvenience to drivers) it would seem to us there is not enough traffic on Peak Street to justify this bridge replacement alternative.</p> <p>Route Alternatives - There are many alternative routes around a road closure at the bridge site. Traveling north on Peak Street from Chapin, one option is to take Old Shealy Road to Beagle Run Road to Holy Trinity Church Road to Peak Street (Red Knoll Road in Newberry County). The distance to our home (which is next to the bridge) using this route, is approximately four miles and takes five minutes. There is very little inconvenience using this route. Other options include turning right on Columbia Avenue after exiting I-26 west bound at Chapin Exit, taking Dan Comalander road to Haltiwanger Road to Peak Street, or taking Dan Comalander road and continuing onto US 176. One could exit I-26 at Peak Exit and take US 176 to Holy Trinity Church Road or continue on US 176. Once on Holy Trinity Church Road one could continue to Little Mountain or take Sam Koon Road to US 76 on the west side of Chapin. There are additional permutations, but hopefully you get the point that there are multiple alternatives around a bridge closure.</p> <p>Four to five years ago, there was a detour on Peak Street because Rister Creek Bridge, which is about 3/4 mile from Columbia Avenue was replaced. Travelers from Chapin were unable to reach Old Shealy Road, so this closure was much more inconvenient than what the I-26 bridge closure would be. Travelers made adjustments during this time, and we expect that adjustments can again be made for a detour that would be less inconvenient than what we have already experienced. Impact to Personal Property and Quality of Life - Our property is surrounded by Peak Street, I-26, and a Mid Carolina Electric Cooperative right-of-way. In 1985, the SCOOT implemented a project that leveled embankments and removed trees and vegetation on and around the interstates. Prior to this work, there was a substantial embankment and many trees between our property and I-26. Both provided a significant noise barrier to the traffic on I-26. Since that work was done, the noise has been significant and continues to increase. Now, one of us has to use a noise machine every night to drown out the interstate noise in order to sleep. We have a large deck on the back of our house that we are unable to use because of the noise. When we are in our yard, we have to stand very close (three feet or less) to anyone else in order to hear what the other is saying. Currently, there is an embankment on the Peak Street side of our property. Although there is not a lot of traffic on Peak Street, this embankment helps deflect noise from Peak Street. Shifting Peak Street west and taking part of our property for this shift, will result in that embankment being removed. Removing the embankment and moving the road closer to our home will have a negative impact on the noise abatement that remains. Thus, we will be subject to noise from all sides of our property, and this will further reduce the enjoyment of our outdoor living space.</p> <p>Many mature trees that enhance the beauty of our property would be removed, along with some of our landscaping. In addition, the right-of-way acquisition would take part of our septic tank drain lines. We have been told that the new right-of-way at one point would be 15 feet from our parking out-building. This means that the largest portion of right-of-way acquisition impacting our property will occur in the area that we use the most, for parking, storage, and entertaining.</p> <p>The effects of the preferred bridge replacement alternative on our property are substantial and will decrease the enjoyment, appeal, and value of our property. Emotional Impact - On a more poignant note, we are surrounded by family, living on land that has been in the family for many, many years. This family property was impacted by the initial construction of I-26. The story that has been passed down to us is that our grandfather was told that more property was being taken than what was initially required so that more acquisitions from the family land would not later be needed. Our brother lives next to us, our niece next to our brother, and our mother next to our niece. We have an aunt and two first cousins across Peak Street from us. Another cousin lives on the Chapin side of the I-26 bridge on Peak Street. Living close to each other is convenient and rewarding. We are not only family, but friends. We look out for each other and help each other. This community relationship of family is invaluable, and we treasure it. Your preferred alternative is extremely distressing to us. We do not want to move and lose proximity to this wonderful familial location. However, sadly, we anticipate the impacts to our property and quality of life will be so detrimental, that we will most likely move from the property that we have lived on for over 40 years.</p> <p>Summary- We respectfully ask that you give additional deliberation to the impacts that selecting this alternative, and building the replacement bridge next to its current location will have on us and our neighborhood family, and reconsider the currently preferred alternative. The relatively minor inconvenience of a road closure will last for a finite period. The effects to our property of shifting the road and bridge in order to keep the route open during construction will last the remainder of our lifetimes and beyond. Please select a different and less detrimental option.</p> <p>Thank you for taking the time to read our comments. We look forward to a more favorable decision relative to replacement of the Peak Street overpass.</p>

21	Proper	Jim and Linda	1019 Julius Richardson Road	jimrproper@gmail.com		Email	3/15/2018	General comment: The proposed changes will improve egress and ingress at the interchange, as a homeowner on Julius Richardson Rd it will have some unintended consequences. I have the following concerns. The closing of Julius Richardson Rd will cause an increase response delay for fire and ambulances (estimate of 10 minutes). This will affect about 10 families. As I think you will agree 10 minutes could make a life or death difference in the outcome of an emergency. Due to the large number of new developments (with runoff retention ponds) along route 176, Wildhorse Branch creek occasionally overflows Julius Richardson Rd during heavy rain storms. During these periods the road will be blocked on both ends. This would isolate 6-7 families from emergency services. The closing of Julius Richardson Rd will cause traffic from the large number of homes along W Shady Grove Rd to be redirected to just W. Shady Grove Rd. Hundreds of cars currently use W Shady and Julius Richardson . W Shady Rd. is very narrow and will likely be the new delay point even with a traffic light at the intersection of W. Shady Grove Rd and Rt 176. In addition the left turn into Rolling Creek subdivision (heading east on W Shady Grove Rd) is located on a blind curve. This intersection will become even more of an "accident waiting to happen". Suggestion: Much of the traffic congestion at exit 97 is due to commuters who live between exit 97 and exit 91. If a new exit was installed mid way between the two exits, exit 97 would only need minor changes. Such an interchange could be put in more cost effectively on highway S-40-405 where it crosses I-26. There is already a bridge, it's less densely populated and the highway ties into rt 176 midway between Ballentine and Chapin.
22	Farmer	Jennifer		Jennifarmer0228@yahoo.com		Email	3/20/2018	I just wanted to take a moment to express to you my serious concerns regarding the potential closing of Julius Richardson Rd. as a part of the SCDOT I-26 widening project. As indicated in all information about this project – SAFETY is a major theme and priority. My concerns arise out of a decrease of safety if Julius Richardson is closed. I live in the Rolling Creek neighborhood and we use this road to safely access the interstate and the rest of Ballentine/Irmo on a daily basis. Turning right out of our neighborhood and then attempting to turn left on Broad River is just unsafe. As you are aware, closing Julius Richardson will amount to a dramatic increase in the number of cars passing our neighborhood on a daily basis. Although a light has been proposed at West Shady Grove and Broad River Rd, I really do not feel that it will sufficiently accommodate all of this additional traffic in a timely and safe manner. An additional SAFETY concern is the significant increase in traffic traveling the sharp curve on left side of our exit onto West Shady Grove. Exiting the neighborhood can be tricky, but turning left into Rolling Creek is dangerous as a driver cannot see a safe distance around the curve. The increased traffic from our neighbors will dramatically increase the danger of making this turn, reducing our SAFETY. Please take time to consider the concerns of myself and so many others who would be effected by the closure of Julius Richardson. We ask that you please reconsider this portion of the I-26 expansion plan and keep Julius Richardson open as a safe option for all the neighborhoods on and around the West Shady Grove Road area.
23	Picton	Amber		amjean1@gmail.com		Email	3/22/2018	I have recently heard of the elimination of Julius Richardson's connection to the entry/exit ramps at exit 97, which is a huge concern for my families safety and the safety of others. Granted Julius Richardson was poorly planned, only because there is no right hand turn lane painted to ensure people who are using it get out of the way of the flow of traffic, but that is easily remedied. It is physically impossible for anyone to get down to West Shady Grove to turn right during rush hour and it is hard to see where you need to turn. Also, that road cannot handle the volume of cars for all of those subdivisions, it is narrow and windy and has a lot of homes and subdivisions on the stretch before you get to Julius Richardson. Can an alternate exit be made off the bridge of Shady Grove? Please reconsider leaving Julius Richardson and adding a turn lane, there are only going to be more houses in that area, which will make another alternative even worse in the future.
24	Frost	Heather		heather.frost@presidential.com		Email	3/19/2018	I strongly support the changes proposed to the exit ramp off I-26, at the Peak exit (97) near Irmo, South Carolina. This would involve closing Julius Richardson Road and Rauch-Metz Road. It has been increasingly more dangerous to enter/exit these ramps due to cars traveling at excessive speeds getting off the interstate into merging traffic. My parents are getting older and I am concerned with their safety getting in and out of their driveway and onto the road. I am also concerned with our small children and animals being near these roads as I witness the speed and amount of traffic coming through. I realize this may force some local commuters to adjust their daily routes. I hope the changes proposed minimize these inconveniences. Ultimately, the safety concerns addressed by these changes are desperately needed and we applaud the effort being made to correct these deficiencies. Please let me know if there is anything further I can do to help get this change made.
25	Julin	Kim	713 Gleneagle Cir Irmo, SC 29063	kimjulin75@gmail.com		Email	3/21/2018	I live in Ashford subdivision in Irmo and am concerned that closing Julius Richardson Rd. will cause safety issues in Ashford. People will start to cut through Ashford to get on I 26. They will be in a hurry and cause more speeding and congestion problems. Also when West Shady Grove was out of service during the flood, people were cutting through Ashford. This could happen again which would leave no access to I 26. Please reconsider and keep this access road to I 26 open.
26	Johnson	Deocha		deocha.johnson@gmail.com		Email	3/22/2018	I'm writing in disagreement with the extension of Hwy 26 at the expense of loosing Julius Richardson Rd. My primary concern is the safety for my children. We already have some issues with speeding and I'm concerned that with increased thru traffic this will only get worse. This will also eliminate a critical route for my work commute and create a bottle neck for many commuters. Please reconsider the decision to eliminate this important road and come up with another alternative.
27	Bland	Lani and Jeff	218 Rolling Creek Circle	lanibland@gmail.com	803-931-6767	Email	3/23/2018	Increased traffic flow on West Shady Grove near Rolling Creek Subdivision is definitely a concern for us as the parents of two teenage drivers (and one more teenage driver in about a year and a half). I'm shocked there has been a lack of accidents at this curve already. When my teenagers were learning to drive, we went over and over and over how to handle getting in and out of Rolling Creek because of this intersection - and inability to see what's coming from either way. Please reconsider how this project is being handled and use your expertise to keep us all safe. The safety of all of us at this intersection is already a huge risk and too large of a price to pay - to find out you should have handled differently - with someone's life.
28	McAbee	Karen		catriona97@att.net	803-530-3480	Email	3/21/2018	Please accept my thanks for your professionalism and guidance through the initial construction process. Unfortunately, we had to leave before the meeting was concluded, but we were able to hear your remarks. I remember you said the construction details are at the company's discretion and schedule, but do you have a general idea when surveying, etc. will begin at Exit 97? Is surveying the next step, or are there other preliminaries? Failing that, if you are permitted to give us advance notice of the beginning of the process, we would appreciate it. Since the red line on the chosen alternates represents the DOT right-of-way, would you clarify right-of-way definition? Is the road center line the beginning point? How many feet does it extend? I've read 60' and 45' and am confused. On behalf of my husband, Charles Saverance (our neighbor at 102 Broad Berry), and myself, again many thanks. I can't tell you what a relief it is for us to walk across our respective yards and not have to wonder if we're going to have to build a house.

29	Hobson	Brian		brianhobson@gmail.com		Email	3/20/2018	My name is Brian Hobson, and I am a resident of the Ashford Subdivision. I noticed that during the I-26 widening information meeting, it was stated that elimination of Julius Richardson's connection to the entry/exit ramps at exit 97 would occur. I have a few questions about this if you would oblige me. First, is there a proposed drawing of the new interchange as it applies to exit 97 available for viewing? I'm specifically wondering if Julius Richardson Rd will be dead-ended where it currently connects to the off ramp, or if there will still be a way to reach the stoplight from the end of the road. Second, if Julius Richardson Rd. traffic will no longer be allowed to reach the stoplight, has anyone done any sort of traffic study regarding the increased flow of traffic from West Shady Grove Rd. onto Broad River? I speak from experience that traffic from the light near Food Lion already backs up past the West Shady Grove Rd. entry point into Broad River in the mornings. I can only assume that the traffic flow would worsen with the addition of multiple large communities being forced to use what will become the only available route. Finally, for full disclosure, this impacts me personally. Now I see that even with a new light at that intersection, I'll have 5-10 minutes added on to an already substantial commute in the morning. My wife also will be impacted, for she takes our children to Montessori in Chapin, and now her traffic avenue will be made more congested with the original being unavailable. In closing, any information you could provide by way of drawings, studies, etc. would be greatly appreciated.
30	Franklin	James and Joann		Joannretired@earthlink.net		Email	3/23/2018	I recently was made aware that SCDOT has plans to close Julius Richardson Road as a means of an entrance and exit to Broad River Road. I reside in the Rolling Creek Subdivision. My concern lies with the safety of the sharp curve on West Shady Grove Road near the entrance of our subdivision. Almost all people traveling on West Shady Grove Road fail to slow down for this curve, making it dangerous to turn into or exit Rolling Creek Subdivision. This curve is very dangerous as you cannot see a safe distance around the curve. I am unaware of any accidents here so far. However, I am afraid that with West Shady Grove Road being the only means whereby all the communities off West Shady Grove Road will be able to exit, the chances of accidents will greatly increase. My family asks that you please reconsider the decision of closing Julius Richardson Road.
31	Perez	Alberto		panther8237@gmail.com		Email	3/20/2018	I am writing to express my concerns about the " elimination of Julius Richardson's connection to the entry/exit ramps at exit 97" . Closing of this exit/entry ramp will force large amount of traffic onto Shady Grove road creating a safety issue for local sub division that exist off this road. Making a left hand turn onto Shady Grove will be a safety issue , especially for those living at Rolling Creek sub division, since Shady Grove bends at the entrance to Rolling Creek and it is difficult to see on coming traffic. This will also cause large backup of traffic at shady Grove and 176. Please consider leaving Julius Richardson entry/exit ramp as is or come up with a different solution.
32	Smith	Dan		dan@smithconstructors.com	803-600-5430	Email	3/16/2018	I attended the public hearing at the high school this week. My main question is why are we not adding access ramps to the work on the Peak Street bridge? Cost would be minor compared to the planned extent of this project if performed concurrently. This alternative route to 26 would also reduce the traffic at the Chapin exit. For the Chapin area, I'd think this would be a "no brainer". We have one exit. Irmo has at least three. Newberry has at least three.
33	Lafollette	Phillip		philliplafollette@att.net		Email		All for the improvements to I-26 as presented. The sooner the better! I do take issue with the sound barriers that were described for the two housing developments. The Interstate was in existed when those developments were created. The tax payers should not pay for something the developer should be responsible for. Please let me know if I am miss-informed Thanks!!.
34	Hudson	Kip		kip.r.hudson@gmail.com	443-430-4262	Email	3/22/2018	While many in my Ashford neighborhood may disagree, I support the closing of Julius Richardson access to I-26 off/on ramps provided a light is put in place at W Shady Grove Rd and Broad River Rd. Removing this Julius Richardson access will push a lot of traffic to this dangerous W Shady Grove Rd and Broad River Rd. intersection. In the morning the traffic on Broad River is too heavy for W Shady Grove Road drivers to make a left onto Broad River. The intersection improvements will need left and right turn lanes in addition to traffic signal.
35	Goguen	Matthew	306 High Bluff Ln. Irmo, SC 29063	mlgoguen@gmail.com	678-763-7015	Email	3/14/2017	My concern with the exit 97 plan is that there will be no traffic control light to allow or assist customers from exiting the Food Lion shopping center during peak hours of traffic. Being an area resident and a customer to that shopping center, I can attest to how challenging it can be to exit in the evening rush hour window. I believe you will see an increase in accidents focused on the north west exit from vehicles attempting to make a left turn out of the shopping center. Will all the traffic lights at the exit be synchronized to ensure best traffic flow?
36	Fansler	Vince	1105 Julius Richardson Rd. Irmo, SC 29063	forrief@gmail.com	301-305-3426	Email	3/17/2018	On March 13, 2018 we attended a meeting on changes to the exit ramp off I-26, at the Peak exit (97) near Irmo South Carolina. This would involve closing Julius Richardson Road and Rauch-Metz Road. We vehemently support the changes proposed. For years, It has been extremely dangerous to enter/exit these ramps due to cars, traveling at excessive speeds, off the interstate into merging traffic. Although we realize this may force some local commuters to adjust their daily routes, the changes propose minimize these inconveniences. Ultimately, the safety concerns addressed by these changes are desperately needed and we applaud the effort being made to correct these deficiencies.
37	Fansler	Anna	1105 Julius Richardson Rd. Irmo, SC 29063	arfansler74@gmail.com		Email	3/19/2018	We strongly support changes proposed to the exit ramp off I-26, at the Peak exit (97) near Irmo, South Carolina. This would involve closing Julius Richardson Road to the general public. For years, It has been extremely dangerous to enter/exit these ramps due to cars traveling at excessive speeds off the interstate into merging traffic. Once we are home at 1105 Julius Richardson Rd. morning/afternoon rush hours and anytime on the weekends it is extremely difficult to cross the road to access our property on the other side. Although we realize this may force some local commuters to adjust their daily routes, the changes propose minimize these inconveniences. Ultimately, the safety concerns addressed by these changes are desperately needed and we applaud the effort being made to correct these deficiencies.
38	Denny	Chris	216 Gleneagle Cir Irmo, SC 29063	rev.chris.denny@gmail.com		Email	3/21/2018	I write in support of closing Julius Richardson Road as part of the I-26 widening project. I am a resident/home owner in the Ashford Subdivision, located between W. Shady Grove Road and State Road S-40-80. Personally, I travel daily to and from work using the I-26Westbound Exit 97 ramp. While it is convenient for me to turn onto Julius Richardson to travel home, I have also experience several "near misses" with other cars. As you know we exit at 70 miles an hour and reduce speed, but the quick right turn onto Julius Richardson becomes dangerous even while I am signally a right turn motorist assume that signal is part of the exiting process and are not prepared to slow down. Several people have taken to using the emergency lane as a right turn lane, which is also unsafe. When I need to travel upstate via I-26W, the intersection with Julius Richardson and the access toward I-26W is also dangerous. I fully support the proposed plans to change the traffic patterns at Exit 97. I expect some of my neighbors/fellow homeowners may claim otherwise, but I believe for safety sake closing the access to Julius Richardson is prudent and well thought through. I write in support of closing access from the Exit 97 ramp onto Julius Richardson Road.
39	Herbignat	Donna and Maury	304 Cooper's Hawk Irmo, SC 29063	donnasueherb@aol.com		Email	3/21/2018	We live in Ashford subdivision at 304 Cooper's Hawk and have recently read that SCDOT is planning to close Julius Richardson Road because it is an unsafe exit. However if this road is closed, please consider the unsafe conditions that will be brought forth in our neighborhood. I remember, when Shady Grove was partially closed due to the flooding a few years ago, the speeding traffic that our neighborhood had to endure with people cutting through to get to Walmart or school. The neighborhood would again become a cut thru if Julius Richardson were closed. Please consider not closing Julius Richardson and show us that you care about the safety of our residents and their children.

40	Lee	Bob		boblee54@gmail.com		Email	3/22/2018	I fully support the closing of Julius Richardson Road as part of the I-26 widening project to meet full interstate standards and improve safety. I live on W. Shady Grove Rd. and am part of the Ashford community, so it will be a slight inconvenience for us but worth it! This should not be a democratic decision. Do the right thing.
41	Neel	Bert		james.neel@td.com		Email	3/20/2018	No clue if the rumors are true because I'm guilty of not being able to attend the public meeting last week to get good accurate information. So this email comes with that disclaimer. However in case the rumor of Julius Richardson road being closed if the widening of I26 from Little Mountain on into Columbia are true, I'm emailing pleading those decision makers to reconsider! I travel from Ashford Subdivision down Julius Richardson daily as I work in Newberry and makes things so much easier for my drive time. I have never been down this road in my commute and not seen a line of cars using this short road to take advantage of easy access to the interstate, and ask that we keep this this way. Going down West Shady Grove to Broad River and to take a left is a nightmare, especially during shift change at the Nuclear plant. Will keep this short but ask those involved in making this decision to please consider other options in order to keep this traffic flowing smoothly. I'm sure ya'll have ways of doing a traffic count in this area, if not already conducted, to take a hard look at the best way of handling this other than the way it's apparently being proposed.
42	Kesling	Sandra		sandavkes@aol.com		Email	3/22/2018	I just want to say that I oppose the closing of Julius Richardson Rd. that is planned for the future. For our neighborhood, Ashford Hall, that is the way we have gone in and out of here for 22 years and really don't understand how closing it is going to be any asset to the road widening project. I do think the traffic light that they plan on putting there at the church on Broad River Road has been necessary for a long time, so that is a good thing, but again I strongly oppose the plan to shut Julius Richardson Rd.
43	Stirling	Janet		stirlingj@aol.com		Email	3/23/2018	I adamantly oppose shutting down Julius Richardson road in connection with the I26 widening. I live near the corner of West Shady Grove and West Ashford Way and I am very concerned about the increase in traffic on West Shady Grove that will result.
44	Johnson	Don	7 Shady Creek Ct. Irmo, SC 29063	djcjinsc@gmail.com		Email	3/22/2018	I'm a resident of the Ashford subdivision and I'm very concerned about the proposed change to Julius Richardson Rd. which would result in its connection to the off-ramp at exit 97 being closed. That will place an undo amount of pressure and traffic cutting through our subdivision to head to the WalMart, Chick-Fil-A and surrounding area. I've personally seen a sample of what this situation would look like. About 2 months ago there was a major traffic tie-up that blocked traffic from being able to get from West Shady Grove to the exit 97 off-ramp by going down Julius Richardson. As traffic turned around many drivers chose to cut through the Ashford subdivision in order to connect more quickly with Shady Grove and head towards the Broad River/Dutch Fork intersections. The infrastructure of Ashford and its roads is not designed to handle that extra traffic. Please reconsider this plan and design the widening of I-26 in such a way as to preserve the connection between Julius Richardson and exit 97.
45	Marvin	Bethany		bethanymarvin5@gmail.com		Email	3/20/2018	This email is in reference to the possible road closure at Julius Richardson. As a home owner in Chelsea Park, this creates a huge safety concern for our family & fellow neighbors. This road access is vital to our daily routines. If the road is closed, trying to turn left at the end of shady grove is extremely dangerous. It is the main reason I use Julius Richardson Rd is to avoid making that left turn. There is a sharp curve there as well that creates a safety issue. My family, along with other neighbors, are considering to move in light of the possible road closure. I urge you to please consider an alternative to closing Julius Richardson.
46	Sitsch	Gwen	200 Brookview Lane Irmo, SC 29063	gsitsch@hotmail.com		Email	3/22/2018	I have been advised that in the widening of I-26, the access from Julius Richardson Road to I-26 will be eliminated and that drivers will have to go down West Shady Grove Road to a new light at Hwy 176. As a resident of the Rolling Creek subdivision, I have great concerns about the likelihood of increased accidents for those turning into and out of Rolling Creek due to the sharp curve at the entrance to the subdivision. I've lived in RC for almost 19 years and the number of near-misses I have had both turning into and out of the neighborhood have been numerous. With an increase of traffic from the west end of the road, this is a huge safety concern. I request that your committee reconsider the risk here and consider adding the straightening of the curve on West Shady Grove Road at Rolling Creek Parkway to this project.
47	Steck	Tiffany		tksteck@lexrich5.org		Email	3/20/2018	I am writing with concern about the Rolling Creek Entrance and my safety concerns for me and my family. Rolling Creek's entrance is located at a curve on West Shady Grove Road. Many cars do not obey the speed limit on West Shady Grove but there is limited traffic. My concern with the proposed plan is that there will be an increased number of cars on West Shady Grove Rd., probably speeding, which will make it more difficult to enter and exit our neighborhood safely. The view when entering the neighborhood is obstructed by the curve and very dangerous. Please review the current plan with a safe solution to this problem.
48	Stalker	Heather		hstalker2000@yahoo.com		Email	3/18/2018	I would like to second my neighbors' concerns about the danger of the blind curve in front of the entrance to Rolling Creek. Many times I have had close calls there when cars were coming around the curve too fast as I was turning into the neighborhood. We have a lot of teenage drivers in our neighborhood, and I think the increase in traffic on West Shady Grove Rd. is going to make it an even more dangerous turn for all of us, but especially for these inexperienced drivers. Please reconsider the decision not to address this spot in the upcoming renovations.
49	Bedford	Heather	109 Hollingshed Blvd Irmo, SC 29063	thebedfords@gmail.com		Email	3/23/2018	I am writing to you as an Ashford resident with my grave safety concerns about the closing of Julius Richardson Rd. and it's access to I-26. My family has lived on Hollingshed Creek Blvd. in Ashford since 2010, we have had many incidents with people from both our own neighborhood and Chelsea Park hitting our mailbox (twice) and running into parked cars on our street. The most grievous incident occurred when a speeding car from Chelsea Park hit and killed our neighbor's cat. The person apologized and said they were using our neighborhood as a short cut to get to Chick-Fil-A, but an apology was not what that family needed nor could it undo the damage done by a speeding, non-resident. With the closure of Julius Richardson, incidents like these will become more frequent and more dangerous. My concern as a mother of two children and resident of Ashford is that the closure of Julius Richardson Rd. will create even more traffic flow through our own neighborhood and fear it will become the main thoroughfare to the Ballentine area. There have been too many incidents in our neighborhood already, especially on my street! While I have supported many state and county initiatives in the past, I cannot condone the closing of this street without having expressed my deepest concerns for the safety of our residents and most importantly, the safety of my family. Please take this plea into consideration when you make your final decision.

50	Skawinski	Jill		jskawinski@leiplaw.com	803-381-1932	Email	3/21/2018	After reading that the purpose of the project is to increase capacity and improve safety, I think you may have missed the mark on improved safety. Changing Julius Richardson into a non through street is a mistake. Taking away the easy right hand turn off the ramp will make the interchange into another Harbison Blvd during peak times. With close to 650 homes in Chelsea Park and Ashford alone having to wait for a light to allow access to Broad River will cause major unnecessary congestion that will back up on to I-26 causing increased auto accidents. That would make the interchange less safe. More than likely people will opt to drive THROUGH Ashford subdivision causing this neighborhood to deal with even more folks speeding, making it unsafe for children just so they can avoid the interchange altogether increasing traffic in the area of US Hwy 76 & 176. I can understand moving the access point with Rauch Metz Rd. That intersection is dangerous and it will relieve the drivers from having to play "chicken" in order to get on I-26 in the morning. I am not against change, I like that you are creating a way to increase capacity on the interstate. I do not agree with the suggested proposal though. Please feel free to contact me.
51	Amadio	Marina		smamodio@bellsouth.net		Email	3/23/2018	I am writing in ref to the work that will be done on I26 towards Irmo. I live off the Peak exit and was informed that Julius Richardson road will be closed. This is a big concern, we have several neighborhoods around our neighborhood, (Ashford) the amount of traffic that will come through Ashford will be a huge safety concern. We have lots of children in Ashford, the number of cars coming through, more speeding, would be a safety issue. Please reconsider the plans for Julius Richardson road.
52	Zhang	Bin		ben.binzhang@gmail.com	404-668-7650	Email	3/21/2018	Your I-26 project brings my attention and I am writing to you to discuss the safety of Rolling Creek neighborhood. I was informed by our neighbors who attended the SCDOT I-26 widening information meeting on Tuesday that the project will cause closure of Julius Richardson. As you know, the Julius Richardson is used extensively by residents in Ashford and Chelsea Park as well as many others to access I-26. If this one is closed, all the traffic will be forced to take the West Shady Grove and pass the Rolling Creek. If you take a look of the West Shady Grove road, you will find that there is a sharp curve on West Shady Grove to the exit left of Rolling Creek. This will make two negative effects on our neighborhood: 1. Those who take West Shady Grove and make a left turn to get into the Rolling Creek will be very difficult and dangerous; 2. Those who exit the Rolling Creek will be difficult and dangerous to make a left or right turn. The reason is that we cannot see a safe distance around the curve on West Shady Rd. When Julius Richardson is closed, the traffic on West Shady will be busy and heavy. This causes our serious concerns on safety with such a sharp curve left behind without being considered in I-26 project. The Rolling Creek is a safe neighborhood and we all want to keep it safe. If I-26 project does not consider this, it may cause a big safety problem. Your decision can keep Rolling Creek neighborhood safe before it is too late. With all due respect, I bring this serious and critical safety issue to your attention. Please reevaluate your decision and include straightening the West Shady Grove curve in your I-26 project to keep Rolling Creek neighborhood safe.
53	Collins	Greg and Karen		gre.collins@bshg.com		Email	3/21/2018	We live in Rolling Creek and 4 drivers in our house we need help on below if shortcut is eliminated. We have concerns as stated below. We have lived here 19 years we echo the recap below please consider this proposal. 1. Pending closure of Julius Richardson short cut. 2. The addition of 2 lanes in each direction of I-26 will increase driver safety. One casualty of the modernization will be the elimination of Julius Richardson's connection to the entry/exit ramps at exit 97. This road is used extensively by Ashford and Chelsea Park as well as many others to access I-26. This traffic will be forced down West Shady Grove past our neighborhood to a new traffic light at Hwy 176. Our concern lies with the safety of the sharp curve on West Shady Grove to the exit left of our neighborhood. Exiting the neighborhood can be tricky but turning left into Rolling Creek is dangerous as you cannot see a safe distance around the curve. The increased traffic from our neighbors will dramatically increase the danger of making this turn, reducing our safety increasing the traffic flow will greatly increase the likelihood of an accident. 3. Our hope is straightening the West Shady Grove curve will be included in the project.
54	Massaro	Earnest	111 Brookstone Way Irmo, SC 29063	eamassaro@gmail.com	704-998-1700	Email	3/27/2018	If there is any truth to the information I have been provided regarding the closing of Julius Richardson Road during an I-26 expansion project, then I would hope you would take into consideration the increased traffic this would cause to the neighborhood I reside in. I understand the addition of 2 lanes in each direction of I-26 will increase <i>driver</i> safety on THAT road, but people will then start using my neighborhood as a cut-through to/from stores in the Wal-Mart shopping area and dramatically DECREASE the safety of all the residents – both pedestrian and drivers – where I live. You should know that my house is right on the main street of the Ashford subdivision (Brookstone Way). We already have plenty of people that love to travel 60 MPH and faster on this wide and smooth road that dissects my neighborhood, ignoring posted speed limits of half that speed. Closing the access via Julius Richardson Road would make the already dangerous amount of traffic type skyrocket. I beg you sir to reconsider and leave this bypass valve of a road open as it is today. The safety of many families here depend on your decision in this important matter.
55	Comalander	Patsy	1027 Peak Street Chapin, SC 29036	Comalander2020@yahoo.com	803-345-5785	handwritten form submitted via email	3/28/2018	[**Submitted by Tina Comalander on behalf of her Mother-In-law, Patsy Comalander, who does not use email.] I disagree with building a new bridge next to the current bridge going over I-26 on Peak Street. It will take a lot of taxpayer money to buy up the additional right-of-way and there is not enough traffic on Peak Street to justify spending money to do that. We can't even get a traffic light on Peak Street in Chapin. Also there are many ways to get around the bridge being closed. We did this when Risters Creek Bridge was closed a couple of years ago. The plan will also affect my family, two of my sons, my granddaughter, my niece, as well as me. You will be taking part of my land for the right of way. I am already close to the road bed, there is a steep bank that makes it seem as though the road is not as close as it is. If you take more of my property, the road will be too close to my house. I do not agree with your actions.
56	Webster	Shannon	116 West Creek Court Irmo, SC 29063	soleary06@gmail.com		Email	3/27/2018	This email is to hopefully persuade you to reconsider the plans of closing Julius Richardson Rd. While our HOA is already working on measures for speed prevention, meanwhile, properties have been damaged and pets killed. Closing the road will only increase more cut-thru traffic and the result will be more damage and worse. I have two small children and this is of great concern to my husband and me. I hope this reaches you accordingly. Please also know that this is not only concerning to my, but to fellow neighbors alike.
57	Comalander	Kay and Troy	1014 A Peak Street Chapin, SC 29036	kaycomalander@scfbins.com	803-345-3058	handwritten form submitted via email	3/26/2018	Troy and I do not approve of building a new bridge on Peak Street, Chapin because there is not enough traffic on this road. We had a bridge out for over a year and there are many ways to go around to get to Peak Street another way. Also, it would cost tax payers billions of dollars to build a new bridge when you can replace the old one with a new bridge. They will be taking family land that has been in the family for hundreds of years. We all live close and look out for each other and we would like to keep it that way. If they build a new bridge, some of the Comalanders would have to move after that land has been passed down for hundreds of years. My husband was born on that property 54 years ago. His grandfather lived on that land and his father lived on that land. Please do not build a new bridge on Peak Street. Please replace the old one and leave Peak Street the way it is.
58	Burgey	Jeff	334 Spring Mist Court Lexington, SC 29072	kaycomalander@scfbins.com	803-582-8043	handwritten form submitted via email	3/26/2018	I oppose the building of a new bridge on Peak Street in Chapin, SC 29036. That would be a waste of tax payers money and there is not enough traffic on that road and the old bridge could just be replaced. There are many other ways to go around.

59	Comalander	Earline	1014 Peak Street Chapin, SC 29036	kaycomalander@scfbins.com	803-345-2039	handwritten form submitted via email	3/26/2018	I oppose the building of a new bridge on Peak Street. There is not enough traffic on this road and this would cost tax payers billions of dollars when the old bridge can just be repaired. We went a year without the bridge when we had the flood and traffic was fine. There are several different way to go around Peak Street. My family has lived here for hundreds of years and I do not want them to have to move and have most of their yards taken. We are a very close family that look out for each other and want to keep it that way. Please replace the old bridge and not build a new bridge. Keep Peak Street the way it is please.
60	Caulfield	Eric and Catherine	110 Coopers Hawk Circle Irmo, SC 29063	ecinse@gmail.com	803-781-9076	Email	3/25/2018	I am writing to you about the upcoming widening project of I-26 west of Columbia SC. I missed the public meeting as I teach classes at night and was not able to attend. My family and I live in the Ashford neighborhood off of exit 97 and use Julius Richardson Road in our daily commute. I understand that your proposal for the project includes ending access to Julius Richardson Road from the exit 97 interchange "for safety reasons". While I am all in for additional safety, I believe your proposal may cause unforeseen congestion and additional safety issues on the surrounding roads? There are hundreds, if not thousands of homes in this area of Richland County with more and more being planned and built as we speak. Traffic is already an issue so redirecting can only exasperate the problems that already exist. I fully support the closure of access to and from the I-26 west bound ramp from Julius Richardson as traffic has to cross the I-97 off ramp from Columbia and is already unsafe. I was wondering if there have been any traffic studies for the local area around exit 97 that you could share that support your proposals? I would ask that you please review the existing proposal in order to keep Julius Richardson Road open to traffic coming from Columbia to turn right on that road and a lane that would allow a right-hand turn from Julius Richardson Road onto the exit ramp to access route 176. Please consider my ideas and concerns and let me know if you any questions for us?
61	Clement	Derek	11 Adare Court Irmo, SC 29063	derek@kellasuna.com		Email		I am writing to you today to express my concern of the proposed closing of Julius Richardson Road. As a resident of Ashford and a parent of three young boys who like to play outside my concerns are specifically related to the increase in traffic traveling through our neighborhood with the closing of Julius Richardson Road. From the increased traffic along West Shady Grove Road and people using our neighborhood as a shortcut to Wal-Mart and Broad River Road this decision will dramatically increase the danger of traffic and will reduce our safety. Please reevaluate the decision to close Julius Richardson Road and consider alternatives so the residents that live in our neighborhood won't see an increase in traffic and safety concerns.
62	Becker-Bear	Rebecca		rebeccabeckerbean@msn.com	803-851-6249	Email	3/26/2018	As a homeowner in Ashford Estates, I wish to comment on the negative impact of the proposed closing of Julius Richardson Road. This will force traffic down West Shady Grove to a light at Highway 176. This will increase safety hazards in our quiet neighborhood. It will likely increase speeds and will create additional problems for pedestrians, children playing, etc. Please reconsider leaving Julius Richardson in place!!
63	Ruff	Russell		russellruff@gmail.com		Email	3/27/2018	I understand the 5 mile limit for overpasses in rural areas but I have to ask, wouldn't it be more efficient to convert the holy Trinity overpass into a ramp since the grading has already been completed, as opposed to reconfiguring the ramp on 202. The benefit to the DOT is cost but there are numerous benefits to the citizens of both Chapin and Little Mountain. 1. Using that as an entrance/exit, it's 2.5 miles closer to the center of LM coming from Columbia. 2. There are multiple roads that intersect into that overpass, which the town of Chapin and VC Summer would benefit from. These parties already use 202 but have to travel more than 5 miles in the wrong direction to get there or take back roads to peak which is already congested. 3. It could be incorporated into a bypass for both Little Mountain and Chapin in the future. In reality a large majority of the traffic coming from 202 to get to the interstate are from people trying to avoid Chapin and VC summer. Adding a ramp there would probably negate the necessity to even bring the lanes up to 85. If you haven't already, you should consider putting your tube counters on 76 coming from both directions at the 202 intersection and then you'll see the amount of traffic trying to avoid Chapin. Personally I don't predict any type of exponential growth past the county line in the near or distant future.
64	Sizemore	Mr. Stacey	127 Savannah Ln. West Columbia, SC 29169	staceysizemore@scfbins.com	803-609-5431	handwritten form submitted via email	3/26/2018	I oppose the building of a new bridge on Peak Street in Chapin. It is a waste of tax payers money and the old one can be repaired.
65	Beaudrot	Vicki	149 Cassidy Road Gaston, SC 29053		803-794-0869	handwritten form submitted via email	3/26/2018	Am opposed to new bridge at Peak Street in Chapin, SC. There are other ways to travel through this area that would not adversely impact family land.
66	Ingram	Jonathan	417 Caro Lane Chapin, SC 29036	jonathanhingham@gmail.com		handwritten form submitted via email	3/26/2018	Instead of building new roads and a bridge that will interfere with family land, why can't we simply improve the existing bridge and road.
67	Dye	Ann	4 Summer Creek Road Irmo, SC 29063	anndye@mtwsa.org		Email	3/28/2018	I am a frequent user of Julius Richardson Road, and have NEVER had a problem with traffic congestion on Julius Richardson, or entering I-26 from Julius Richardson, or exiting I-26 onto Peak exit. Because of this, I find NO NEED for a 4 lane enlargement of I-26 at the Peak exit or eliminating Julius Richardson. If safety is your issue, it would logically be safer to keep Julius Richardson as it is, open to Ashford and Chelsea Park Communities. PLEASE, please listen to our logic.
68	Lint	John	216 Beckworth Lane Irmo, SC 29063	ricknsteph01@att.net	352-408-8118	Email	3/24/2018	Please accept these comments on the proposed I-26 project. Each of the 3 alternatives being reviewed close Julius Richardson from being a through road. As a resident of the Ashford subdivision, this will have direct effects on safety within our subdivision. Non-Ashford residents will seek a short-cut through our subdivision, which will increase traffic and they will travel at speeds higher than the posted speed limit. I have seen this occur in other areas. One concern about concentrating the traffic that is not spread between West Shady Grove and Julius Richardson is the sharp curve approximately 1/2 mile from its intersection with Broad River. It forms an almost blind intersection with Rolling Green Parkway especially when traveling W. Shady Grove toward Broad River. Due to the increased traffic your plans will put on W. Shady Grove, I'd expect you to address this in your studies and take measures for public safety on that curve. I understand that given the I-26 expansion, linking sideroads to on/off ramps create safety concerns as well. I ask you to consider an additional option available for each of the 3 alternatives [Hyperlink to SCDOT project page for I-26]. That is to link Julius Richardson along the current ramp alignment so that it comes out and can for a traffic light immediately across from the entrance road to Food Lion shopping center (shown in red in the photo below). This would allow Julius Richardson to remain open and decrease traffic pressure on W. Shady Grove as well as not increase traffic pressure in the Ashford and Chelsea Park subdivisions. If this option is studied in detail or not, I would expect some level of analysis on the direct, indirect, and cumulative effects of increased traffic through side roads and subdivisions such as ours. I would also ask you to consider, if studies show linking Julius Richardson to Broad River as shown below (or as your expertise determines it best) is for some reason not viable, the please provide mitigation for the increased traffic and speeds through the subdivision in the form of speed humps/tables. I understand that this may not be in the scope of your NEPA project directly; however, if you at least cover it in the environmental document and feasibility study, then that might provide assistance to our community to seek funding and permission to provide them on our own, if you are not able. To summarize. 3. Examine option of linking Julius Richardson to Broad River Road. 2. If this is not available, provide mitigation for increased traffic through Ashford with devices such as speed humps/tables or other more effective means; 3. Examine and make safe the curve on W. Shady Grove.

69	Forand	Angela	306 West Ashford Way Irmo, SC 29063	aforand@sc.rr.com		Email	3/24/2018	I am a long time resident of the Ashford Subdivision off of I-26, Exit 97 in Irmo. I am aware that one portion of the proposal to widen I-26 is to close Julius Richardson Road as a through road. I have significant concerns with this portion of the proposal. First, the use of Julius Richardson to access I-26 is immensely convenient, cutting about 5 minutes off of my commute compared to having to use West Shady Grove where it intersects Broad River Road. I recognize that some persons may be inconvenienced in order to make I-26 safer. However, my primary concern is that there would likely be a significant increase in traffic through my subdivision. Persons who live in Chelsea Park would begin to use my neighborhood as a short cut to the Ballentine Wal-Mart and other businesses in the area. I value the current quiet and safety of my neighborhood and would not want to see it disrupted by the closure of Julius Richardson Road. Please consider my concern as well as that of my neighbors when planning options for the widening of I-26.
70	McAbee	Leonard		lmcabee@att.net		Email	3/23/2018	I hope this email finds you well. I have a few items to follow up the meeting about the I-26 project. First I would like to express my relief that we do not have to consider building a new house and garage. I cannot imagine trying to move our possessions from our house, much less our garage. As to blocking off Julius Richardson road from the off-ramp, I understand all the reasons this needs to be done. The only drawback I see is that if we were to need emergency vehicles to come to our house, it will take longer. Also, it might encourage people to begin dumping even more trash on the side of Broad Berry than they do now. One thing I would really like to see is a change in the way the lanes terminate when downsizing. Currently, when coming down I-26 toward Spartanburg, where the 3 lane section narrows to 2 around mm 101, the high speed lane merges into the lower speed lane. This is a very serious issue in my opinion. Countless times when I have been coming home from Columbia, it seems that there are a number of race car drivers out there that do not merge before they get to the end of that high speed lane. Rather, they race everyone to the very end to the point that I have seen drivers run over the yellow lines and sometimes into the median to get past traffic. This could lead to very serious consequences. I feel that it would make more sense to terminate the lowest speed lane as an off ramp so that it just naturally disappears. That way traffic in the higher speed lanes can continue on without issue. I may think of something else later and pass that along to you.
71	O'Leary	Catheryn	11 Shady Creek Ct Irmo, SC 29063	cho_glow@hotmail.com		Email	3/27/2018	I am concerned about the proposed closing of Julius Richardson Rd as part of the SCDOT future I-26 widening project. I fear the closing will make my neighborhood an even more attractive short cut option for thru-traffic and non residents. This is an issue that is already present in our neighborhood and we are hoping to find a remedy for improvement and many here believe closing Julius Richardson will make the problem worse. This is a safety issue for myself and all of my neighbors. Thank you for your consideration.
72	Cook	Samantha		samanthac2491@yahoo.com		Email		Pending closure of Julius Richardson: I live in Ashford and I have many concerns with closing Julius Richardson Rd. My SAFETY concern is the significant increase in traffic traveling through our neighborhood by using us as a shortcut to Wal-Mart, etc. The increased traffic from our neighbors will dramatically increase the danger of speeding, reducing our SAFETY. If this SAFETY issue that concerns me and my family. Public input will only be accepted until March 28. Please re-evaluate this decision.
73	Johnson	Cherilyn	7 Shady Creek Ct. Irmo, SC 29063	ionthesparrow@gmail.com		Email	3/25/2018	My name is Cherilyn Johnson and I live on Shady Creek Ct. in the Ashford subdivision. While I agree that I-26 would benefit from expansion, I sincerely hope that it can be done without closing Julius Richardson Rd. That road is used A LOT by people in our communities, and its loss would create a major safety problem. Because of the location of our subdivision and its entrances, it is inevitable that traffic now using Julius Richardson would take a shortcut through Ashford if Julius Richardson were no longer available. We already have problems with people driving too fast through our subdivision, where adults and children spend lots of time walking, jogging, or exercising pets on our main road, Gleneagle Circle. Their safety is vitally important, and an increase in traffic would pose a serious threat to that safety. Please protect our residents and leave Julius Richardson available. Thank you for your attention.
74	Farmer	Joseph		jsphfermer@aol.com		Email	3/25/2018	I'm a resident Rolling Creek and have lived in the neighborhood for approximately 10 years. I am urging you to consider to the urgent importance of straightening of W. Shady Grove Rd. as a safety factor in relation to the widening of I-26. Many times as I have turned into my neighborhood from West Shady Grove Road there have been near misses from cars roaring above the speed limit around the curve in Shady Grove headed toward my neighborhood entrance. I fear that if the road is not straightened the increased traffic will most certainly result in multiple accidents, some of them fatal.
75	Tanner	Tina		tannersplace@bellsouth.net		Email	3/28/2018	Please re-investigate the amount of traffic that will be rerouted down W. Shady Grove Rd. It is very difficult to see the traffic now as it comes around the corner. In fact it is not visible at all. Having more traffic coming down W. Shady Grove Rd. will increase the difficulty and the potential accidents. With this amount of traffic it will be very difficult to enter onto Broad River Road from W. Shady Grove Rd. This has been an ongoing concern for visibility for many years. I have to call every six months to have the foliage, trees, bushes, cut down so that the visibility is better. At this point it takes sometimes 15 minutes to enter onto Broad River Road. Every day there is an incident that happened with most of them a close call. I have also called many times in regard to the speed limit signs that are posted on broad river road. There are two different speed limits on each side of the road on Broad River Road. One way is 35 mile an hour which is posted on the yellow sign. The other direction indicates 45 mile an hour on the sign. I am assuming that the point of being safe is to not to have any accidents. Without looking more into the area you will have a very high increase in accidents. Please! Take a closer look at this again!

ID #	Last name	First name	Address	Email	Phone	Comment Source	Date	Comment
76	Comalander	Kenny and Annie	1005 Peak Street Chapin, SC 29036		803-667-2917	Mail	3/22/2018	My family and I are asking that would reconsider the moving of the Peak Street bridge that crosses 1-26. My concern is that a road would be paved through my front yard, reducing the value of my property and having a road with the speed limit of 55 close to my home. I propose the alternative of repairing or replacing the existing bridge with a detour. From the town of Chapin, one would take Old Shealy Rd to State Rd S-36-354 to Holy Trinity Church Rd. I find this to be a minor detour and less of a burden financially, compared to permanent damage to the property owners of Peak Street and the tax payers of South Carolina.
77	Huggins	Representative Chip	202 Blatt Building Columbia, SC 29201	Chiphuggins@schouse.gov	803-212-6812	Mail	3/22/2018	I have enclosed the comment sheet and letter I received from Mr. and Mrs. Kenny Comalander regarding the Peak Street Bridge that crosses 1-26. Please review their comments, and I would certainly appreciate your attention to this matter as soon as possible. Thank you very much for your consideration and we look forward to hearing from you. If I can ever be of assistance, please call me.
78	Huggins	Chip	202 Blatt Building Columbia, SC 29201	Chiphuggins@schouse.gov	803-212-6812	Mail	3/22/2018	I have enclosed the comment sheet and letter I received from Mr. and Mrs. Michael Comalander regarding the Peak Street Bridge that crosses 1-26. Please review their comments, and I would certainly appreciate your attention to this matter as soon as possible. Thank you very much for your consideration and we look forward to hearing from you. If I can ever be of assistance, please call me.
79	Huggins	Chip	202 Blatt Building Columbia, SC 29201	Chiphuggins@schouse.gov	803-212-6812	Mail	4/8/2018	I have enclosed the comment sheet and letter I received from Mr. and Mrs. Troy O. Comalander regarding the Peak Street Bridge that crosses 1-26. Please review their comments, and I would certainly appreciate your attention to this matter as soon as possible. Thank you very much for your consideration and we look forward to hearing from you. If I can ever be of assistance, please call me.
80	Huggins	Chip	202 Blatt Building Columbia, SC 29201	Chiphuggins@schouse.gov	803-212-6812	Mail	4/8/2018	I have enclosed the comment sheet and letter I received from Jeff Burgey regarding the Peak Street Bridge that crosses 1-26. Please review his comments, and I would certainly appreciate your attention to this matter as soon as possible. Thank you very much for your consideration and we look forward to hearing from you. If I can ever be of assistance, please call me.
81	Huggins	Chip	202 Blatt Building Columbia, SC 29201	Chiphuggins@schouse.gov	803-212-6812	Mail	4/8/2018	I have enclosed the comment sheet and letter I received from Earline Comalander regarding the Peak Street Bridge that crosses 1-26. Please review her comments, and I would certainly appreciate your attention to this matter as soon as possible. Thank you very much for your consideration and we look forward to hearing from you. If I can ever be of assistance, please call me.
82	Huggins	Chip	202 Blatt Building Columbia, SC 29201	Chiphuggins@schouse.gov	803-212-6812	Mail	4/8/2018	I have enclosed the comment sheet and letter I received from Mr. Stacey Sizemore regarding the Peak Street Bridge that crosses 1-26. Please review his comments, and I would certainly appreciate your attention to this matter as soon as possible. Thank you very much for your consideration and we look forward to hearing from you. If I can ever be of assistance, please call me.
83	Huggins	Chip	202 Blatt Building Columbia, SC 29201	Chiphuggins@schouse.gov	803-212-6812	Mail	4/8/2018	I have enclosed the comment sheet and letter I received from Ms. Vicki Beaudrot regarding the Peak Street Bridge that crosses 1-26. Please review her comments, and I would certainly appreciate your attention to this matter as soon as possible. Thank you very much for your consideration and we look forward to hearing from you. If I can ever be of assistance, please call me.
84	Huggins	Chip	202 Blatt Building Columbia, SC 29201	Chiphuggins@schouse.gov	803-212-6812	Mail	4/8/2018	I have enclosed the comment sheet and letter I received from Mr. Jonathan Ingram regarding the Peak Street Bridge that crosses 1-26. Please review his comments, and I would certainly appreciate your attention to this matter as soon as possible. Thank you very much for your consideration and we look forward to hearing from you. If I can ever be of assistance, please call me.
85	Huggins	Chip	202 Blatt Building Columbia, SC 29201	Chiphuggins@schouse.gov	803-212-6812	Mail	4/8/2018	I have enclosed the comment sheet and letter I received from Mr. and Mrs Carl Storey regarding the Peak Street Bridge that crosses 1-26. Please review their comments, and I would certainly appreciate your attention to this matter as soon as possible. Thank you very much for your consideration and we look forward to hearing from you. If I can ever be of assistance, please call me.
86	Mathis	Brenda	116 Cedar Crest Lane Irmo, SC			Mail	3/22/2018	My husband and I live in the Rolling Creek subdivision off of West Shady Grove Road. It is our understanding that Julius Richardson Road will be closed with the widening of I-26. This additional traffic (from Chelsea Park and Ashford) will, we believe, greatly increase the risk of accidents at the entrance of our neighborhood. As you know, there is a sharp curve just beyond our entrance and over the course of fifteen years we have lived in RC, we have had a number of "near misses" trying to turn left into our neighborhood from West Shady Grove Road. We believe the increased number of cars using this stretch of road will definitely be a safety factor for us. We deeply appreciate your consideration and concern and trust you will do what you can to have a positive impact on the situation.
87	Sawyer	Frank and Elizabeth	100 Willow Creek Drive Irmo, SC 29063	msawyer1956@gmail.com	803-422-7346	Mail		We have lived in Rolling Creek for 20 years and have always had a concern about the blind turn at our entrance. There has never been much traffic coming up West Shady Grove toward Broad River Road. Reasons for this include 1) the neighborhoods below us are zoned for Dutch Fork schools and 2) the turn left onto Broad River Road is nearly impossible. Schools and neighborhoods on Broad River Road towards Peak has caused this. The blind curve at entrance not only is a safety concern for our residents turning into the neighborhood, but also for vehicles coming from Ashford towards Broad River Road. Its a blind curve for them also. No, there haven't been many accidents yet, but there will be. What happens when the school bus is hit early in the morning trying to turn into RC when its dark? It is irresponsible for SCDOT not to <u>prevent</u> the accidents and possible deaths that will happen here? But I guess that's just how the gambles.

88	Wysokowski	Adam and Sue	12 Glenhawk Loop Irmo, SC 29063			Mail	3/23/2018	I am writing to ask you to reconsider the pending closure of the Julius Richardson Rd. entry/exit to I-26. We live in the Ashford Community in Irmo, SC and are greatly concerned for the SAFETY of our community. Our concern is the significant increase in traffic and speeding through our neighborhood that this closure will cause. People will use our community as a shortcut between Shady Grove and West Shady Grove Roads.
89	Bedford	Heather	109 Hollingshed Creek Boulevard Irmo, SC 29063			Mail	3/23/2018	I am writing to you as an Ashford resident with my grave safety concerns about the closing of Julius Richardson Rd. and it's access to I-26. My family has lived on Hollingshed Creek Blvd. in Ashford since 2010, we have had many incidents with people from both our own neighborhood and Chelsea Park hitting our mailbox (twice) and running into parked cars on our street. The most grievous incident occurred when a speeding car from Chelsea Park hit and killed our neighbor's cat. The person apologized and said they were using our neighborhood as a short cut to get to Chick-Fil-A, but an apology was not what that family needed nor could it undo the damage done by a speeding, non-resident. With the closure of Julius Richardson, incidents like these will become more frequent and more dangerous. My concern as a mother of two children and resident of Ashford is that the closure of Julius Richardson Rd. will create even more traffic flow through our own neighborhood and fear it will become the main thoroughfare to the Ballentine area. There have been too many incidents in our neighborhood already, especially on my street! While I have supported many state and county initiatives in the past, I cannot condone the closing of this street without having expressed my deepest concerns for the safety of our residents and most importantly, the safety of my family.
90	Taylor	Stephen	101 W. Ashford Way Irmo, SC 29063			Mail	3/26/2018	I am concerned about the proposed closure of Julius Richardson Road intersecting the exit ramp at Exit 97, as part of the project widening I-26. I would hate to see the needed improvements for safety for I-26 create new safety concerns for those of us living in the subdivisions that regularly use Julius Richardson Road. First of all, traffic on Broad River Road on the north side of I-26 is already horrendous, especially during commuter hours. Funneling more traffic onto Broad River Road, even with a traffic light at the junction of Broad River and West Shady Grove, without first making it a four lane road will create, in my opinion, multiple problems with back-ups and intersection violations. Secondly, without a doubt, traffic will greatly increase THROUGH our subdivision (Ashford), particularly on Hollingshed Creek Blvd, Glen Eagle Circle and Brookstone Way. This route will become the cut-through for people to access Old Tanah Road, perhaps on their way to the cluster of shopping around Walmart. Old Tanah Road already has its problems with the school traffic from Dutch Fork HS. The three roads mentioned above in Ashford are used a lot by our residents for walking and jogging. Our SD also allows intermediate curbside parking. Already we have a problem with speeding, and the increased traffic count will make this particularly dangerous. Finally, I would question the hazard risk of the present setup with Julius Richardson Road connecting with the I-26 exit ramp. My family uses this route several times a day. The traffic flows uniformly and I do not remember an accident at the intersection. Perhaps you have statistics I do not have access to, but as a regular user, I do not see a safety need for the proposed change. Please reconsider the proposal to close the intersection of Julius Richardson with the exit ramp at Exit 97.
91	Comalander	Patsy	1027 Peak Street Chapin, SC 29036		803-345-5785	Mail		I disagree with building a new bridge next to the current bridge going over I-26 on Peak Street. It will take a lot of taxpayer money to buy up the additional right-of-way and there is not enough traffic on Peak Street to justify spending money to do that. We can't even get a traffic light on Peak Street in Chapin. Also there are many ways to get around the bridge being closed. We did this when Risters Creek Bridge was closed a couple of years ago. The plan will also affect my family, two of my sons, my granddaughter, my niece, as well as me. You will be taking part of my land for the right of way. I am already close to the road bed, there is a steep bank that makes it seem as though the road is not as close as it is. If you take more of my property, the road will be too close to my house. I do not agree with your actions.
								We attended the public meeting/hearing on March 13, 2018, in Chapin. The bridge replacement alternative presented will have a significant impact to our property and quality of life. The alternative presented is to leave the current bridge in place and build a new bridge on the west side of the existing one. This will require shifting Peak Street to the west and acquiring additional right-of-way from our property as well as a number of other property owners from just north of Old Shealy Road to beyond the Lexington/Newberry county line. This seems an incredibly expensive use of taxpayer money and is completely unnecessary. Traffic Levels - Perhaps this bridge replacement plan was developed while construction for Units Two and Three was underway at the VC Summer Nuclear Plant. During that construction phase, there was an increased amount of traffic on Peak Street. However, since the construction project has been abandoned, traffic has decreased significantly. We would also point out that attempts to get a traffic light installed at Peak Street and Columbia Avenue (Hwy. 48) have failed because there is not enough traffic on Peak Street to warrant a traffic light. If traffic is light enough that a traffic light is not warranted (even though it is extremely difficult and sometimes impossible to make a left turn onto Columbia Avenue and even takes some time to make a right turn causing inconvenience to drivers) it would seem to us there is not enough traffic on Peak Street to justify this bridge replacement alternative. Route Alternatives - There are many alternative routes around a road closure at the bridge site. Traveling north on Peak Street from Chapin, one option is to take Old Shealy Road to Beagle Run Road to Holy Trinity Church Road to Peak Street (Red Knoll Road in Newberry County). The distance to our home (which is next to the bridge) using this route, is approximately four miles and takes five minutes. There is very little inconvenience using this route. Other options include turning right on Columbia Avenue after exiting I-26 west bound at Chapin Exit, taking Dan Comalander road to Haltiwanger Road to Peak Street, or taking Dan Comalander road and continuing onto US 176. One could exit I-26 at Peak Exit and take US 176 to Holy Trinity Church Road or continue on US 176. Once on Holy Trinity Church Road one could continue to Little Mountain or take Sam Koon Road to US 76 on the west side of Chapin. There are additional permutations, but hopefully you get the point that there are multiple alternatives around a bridge closure. Four to five years ago, there was a detour on Peak Street because Rister Creek Bridge, which is about 3/4 mile from Columbia Avenue was replaced.

92	Storey	Carl and Ashley	1019 Peak Street Chapin, SC 29036	ashley22592@icloud.com	803-728-5175	Mail	<p>Travelers from Chapin were unable to reach Old Shealy Road, so this closure was much more inconvenient than what the 1-26 bridge closure would be. Travelers made adjustments during this time, and we expect that adjustments can again be made for a detour that would be less inconvenient than what we have already experienced. Impact to Personal Property and Quality of Life - Our property is surrounded by Peak Street, 1-26, and a Mid Carolina Electric Cooperative right-of-way. In 1985, the SCOOT implemented a project that leveled embankments and removed trees and vegetation on and around the interstates. Prior to this work, there was a substantial embankment and many trees between our property and 1-26. Both provided a significant noise barrier to the traffic on 1-26. Since that work was done, the noise has been significant and continues to increase. Now, one of us has to use a noise machine every night to drown out the interstate noise in order to sleep. We have a large deck on the back of our house that we are unable to use because of the noise. When we are in our yard, we have to stand very close (three feet or less) to anyone else in order to hear what the other is saying. Currently, there is an embankment on the Peak Street side of our property. Although there is not a lot of traffic on Peak Street, this embankment helps deflect noise from Peak Street. Shifting Peak Street west and taking part of our property for this shift, will result in that embankment being removed. Removing the embankment and moving the road closer to our home will have a negative impact on the noise abatement that remains. Thus, we will be subject to noise from all sides of our property, and this will further reduce the enjoyment of our outdoor living space. Many mature trees that enhance the beauty of our property would be removed, along with some of our landscaping. In addition, the right-of-way acquisition would take part of our septic tank drain lines. We have been told that the new right-of-way at one point would be 15 feet from our parking out-building. This means that the largest portion of right-of-way acquisition impacting our property will occur in the area that we use the most, for parking, storage, and entertaining. The effects of the preferred bridge replacement alternative on our property are substantial and will decrease the enjoyment, appeal, and value of our property. Emotional Impact - On a more poignant note, we are surrounded by family, living on land that has been in the family for many, many years. This family property was impacted by the initial construction of 1-26. The story that has been passed down to us is that our grandfather was told that more property was being taken than what was initially required so that more acquisitions from the family land would not later be needed. Our brother lives next to us, our niece next to our brother, and our mother next to our niece. We have an aunt and two first cousins across Peak Street from us. Another cousin lives on the Chapin side of the 1-26 bridge on Peak Street.</p> <p>Living close to each other is convenient and rewarding. We are not only family, but friends. We look out for each other and help each other. This community relationship of family is invaluable, and we treasure it. Your preferred alternative is extremely distressing to us. We do not want to move and lose proximity to this wonderful familial location. However, sadly, we anticipate the impacts to our property and quality of life will be so detrimental, that we will most likely move from the property that we have lived on for over 40 years. Summary- We respectfully ask that you give additional deliberation to the impacts that selecting this alternative, and building the replacement bridge next to its current location will have on us and our neighborhood family, and reconsider the currently preferred alternative. The relatively minor inconvenience of a road closure will last for a finite period. The effects to our property of shifting the road and bridge in order to keep the route open during construction will last the remainder of our lifetimes and beyond. Please select a different and less detrimental option. Thank you for taking the time to read our comments. We look forward to a more favorable decision relative to replacement of the Peak Street overpass.</p>
93	Lide	William	219 Rolling Creek Circle Irmo, SC 29063			Mail	<p>3/22/2018</p> <p>I am shocked that the DOT is going to close the Julius Richardson intersection with the Exit 97 ramp. That will mean residents of Ashford and Chelsea Park will be forced to continue on West Shady Grove past the entrance to Rolling Creek, an intersection that is already very dangerous. Many of us have complained about the curve near this intersection and how it is impossible to see around the curve. The landowner does not maintain his property so the weeds get so high, seeing around the curve to enter Rolling Creek is impossible. I understand you commented at the hearing that this intersection "did not have enough accidents" to be addressed. Please contact me and reveal the number of accidents we must have to get your department to straighten this curve. If you do what you say you will, you can expect many more wrecks. Secondly, I have contacted Captain Joe Odum of RCSD several times about speeding on this very section of West Shady Grove. Even the School buses speed. Your plan will merely increase the traffic and the speeders and make entering and exiting Rolling Creek even more dangerous. West Shady Grove is not capable of handling this increase in traffic; it doesn't even have shoulders. You need to revisit this decision to put so many at additional risk. I have included some of my correspondence on this going back to 2015.</p>

ID #	Last name	First name	Address	Email	Comment Source	Date	Comment
94	McCarson	Joyce	29036	mccarsonj@hotmail.com	Website	1/20/2018	Hwy 176 needs to be widen from 126 to Chapin before we widen the interstate on 126
95	White	Alison	29075	alison3g@aol.com	Website	1/28/2018	What will happen to the frontage road that runs parallel to the interstate at exit 85? I am concerned because my property joins the roadway. In recent months "workers" have been on my property as well as the property of neighboring property owners. No notification has been given to me regarding "workers" on my property. I was told by a worker he was from Tennessee and contracted by the state for surveying. Should I have been notified and will I be notified in the future? Is my property at risk of being taken by the state to complete this project? Any help in this matter is greatly appreciated. I am asking for myself and on behalf of others that live in the area and share these same concerns.
96	Zamboni	Brad	29063	csbbjz@gmail.com	Website	3/13/2018	We are happy to see Julius Richardson Rd. will be closed off to the on ramp at exit 97. Traffic has been backing up along Julius Richardson Rd. and the speed of traffic has been a danger to us along this road. One of the main issues for all of us is the sound pollution along I-26 at the 97 exit. We are asking that a sound wall be installed to help with this issue. We also see this becoming even greater over time and will effect the values of our property. This area has larger tracks of land and homes are spread out throughout that area. Can you send the criteria that is needed for a wall to be built.
97	Meetze	Jacob	29063	meetzej@icloud.com	Website	3/13/2018	I fully support this project and its benefits to the state. Lives will be saved and accidents will go down as a result of this project. My question is if a traffic study has been done on W Shady Grove Rd. to see what the impacts will be when Julius Richardson Rd. is closed down. The curve on W Shady Grove past the church is already substandard. It has inadequate sight distance, incurrent super elevation, and an intersection to Rolling Creek community in the middle of it. I sincerely believe you will be exposing commuters who normally took Julius Richardson to a new hazard that could lead to more head on collisions. To say addressing the curve in my opinion is outside the scope of work is not accurate in my opinion through the NEPA process. A detailed traffic study will show the direct impacts on the volume of traffic on W Shady Grove Rd. as a result of closing down Julius Richardson Rd. The purpose of this project was to increase safety of the traveling public. Even if the curve on W Shady Grove is outside the project area, but the intent of the study was to address concerns with Julius Richardson entering the I26 interchange. This problem with the traffic going into the interchange from Julius Richardson will now be shifted to the substandard curve on Shady Grove. Hopefully I am wrong and there will not being any new accidents on Shady Grove.
98	Bryant	Alan	29201	alanbryant113@gmail.com	Website	3/14/2018	What is the level of service for the interchange at exit 91 (Chapin) for a DDI and the LOS for a parclo B (westbound). How many signals are needed for the DDI and how many for the parclo B (westbound). What are the costs for each type and why is a DDI the preferred interchange type? Thank you.
99	McNeal	Karen	29036	k_mcneal@sc.rr.com	Website	3/14/2018	I live in Wescott Ridge and I am interested in the sound barriers due to the noise level. A couple of considerations: 1) Please start before the power lines because traffic noise is able to travel through the opening near the power lines and is heard throughout the neighborhood. 2) Please install the wall before construction starts on the interstate widening, this will help reduce construction noise to the Wescott Ridge subdivision. I cannot imagine construction noise for several years and having a family near the interstate 3) the wall would help with feeling safe and secure from the interstate and construction.
100	Prescot	C.	29036	jollycrafter1234@gmail.com	Website	3/17/2018	Old Hilton Rd needs new interchange. Mt Vernon Church Rd needs new interchange. If these were installed it would help lower the volume of traffic at Ex 97. Malfunctor Jct has not had any improvements in 38-40 yrs. We need E&W bound fly overs from Broad Rvr Rd & Bush Rvr Rd that connect at Piney Grove Rd. Six lanes reducing to 3 lanes just does not make sense. Thank you for your time.
101	Jolly	C.	29036	above	Website	3/17/2018	DOT should not build/construct noise walls between interstates and subdivisions. Subdivisions should not be built beside interstates. Tax dollars are for roads and not walls. Builder/developer should be responsible for noise reduction by wall or by distance. If you do choose to waste tax dollars on walls instead of roads, then they should be far enough away from roadway to accommodate future widening.
102	Keeshan	Kirt	29063	kkeeshan@sc.rr.com	Website	3/18/2018	We live in the Rolling Creek subdivision off West Shady Grove. My wife and I generally support this project. Our concern is the impact of closing Julius Richardson access to the entry/exit of exit 97. This road is used extensively by Ashford and Chelsea Park as well as many others to access I-26. This traffic will be forced down West Shady Grove past Rolling Creek. Our concern lies with the safety of the sharp curve on West Shady Grove to the exit left of our neighborhood. Exiting the neighborhood can be tricky but turning left into Rolling Creek is dangerous as you cannot see a safe distance around the curve. The increased traffic from our neighbors will dramatically increase the danger of making this turn, reducing our SAFETY. I understand this issue was discussed and determined to be outside the scope of the I-26 project. I respectfully request this issue be discussed again. Reducing safety on the side roads should not be the price to pay for increasing safety on I-26. Thank you for allowing my input.
103	Clyde	Mary Lou	29063	sabbiesmom@yahoo.com	Website	3/18/2018	If you eliminate the Julius Richardson connection at the westbound exit of 97 you will be forcing all the traffic to the many neighborhoods north of the exit to turn onto West Shady Grove. I live in Rolling Creek subdivision. There will be significant congestion on West Shady Grove as a result and we will have a difficult time safely leaving the neighborhood. I urge you to keep Julius Richardson access from the exit.

104	Thompson	Claire	29063	cthompson@lexrich5.org	Website	3/18/2018	I live in the Rolling Creek neighborhood and have great concern regarding the traffic which complicates both exiting West Shady Grove Road onto the highway to turn left and turning left on to West Shady Grove. Not being able to see around the curve and the huge volume of traffic from the interstate coming off Peak Exit as well as the traffic coming from Chapin makes these turns extremely dangerous. Unless someone lets you turn OR you take chances to turn, you won't get out. Closing the exit at Julius Richardson will only complicate this matter, increasing the number of cars having to turn from West Shady Grove Road on to the highway. Please reconsider this closure and help us to make the turns safer with some type of turn signal or other design for safe travel for residents.
105	Tomarchio	Julie	29063	julietomarchio@gmail.com	Website	3/19/2018	Hello, I am a homeowner in the Rolling Creek subdivision off W. Shady Grove Rd. and Irmo. I am excited about the changes coming to I 26 in our area including the addition of the red light at the intersection of Broad River Road and W. Shady Grove Rd. However with the closing of Julius Richardson Rd I believe the increase in traffic down West Shady Grove will make it very dangerous to turn left into and out of our neighborhood. That turn is already hard to judge due to the lack in visibility around that curve. What can be done about this to help minimize accidents and potential deaths coming in and out of our neighborhood?
106	Bateman	Tara	29063	tbateman@rlbryan.com	Website	3/20/2018	I am very concerned about the removal of Julius Richardson Rd. Not only will it impact numerous neighborhoods that use this road everyday but it will also impact other neighborhoods with the additional traffic flow. Please consider the safety and convenience of all the people that currently use this road.
107	Cox	Amy	29063	iamamy20883	Website	3/20/2018	We are the very first house on the left when you pull into Rolling Creek. We are very concerned with the safety of the West Shady Grove curve and the increased traffic that will come from Closing Julius Richardson Road. Please reconsider or include in your plans a change for the curve. It is an already very dangerous intersection and increased traffic will only cause a nightmare for those of us that live here.
108	Kohn	Mike	29063	mike@proprinters.com	Website	3/20/2018	Mr. Hood, Please reconsider the left turn going into Rolling Creek. I understand there has been no accidents reported. Make no mistake about it. It is a very dangerous turn. I understand there are cost concerns about straitening the road to make it a easier turn. It's my belief. Cost should not be a issue when it comes to someone's life. Respectfully, Mike Kohn
109	Kneeshaw	Keith	29063	kmkneeshaw@hotmail.com	Website	3/21/2018	I am in favor of the widening of the interstate. However, I do have some concerns about the impact of the closing of Julius Richardson Rd. It makes sense that it needs to be closed. However, West Shady Grove Rd. must be addressed in conjunction with this change. There is a very dangerous, blind curve just outside of the Rolling Creek neighborhood. With increased traffic, this will be a major safety concern. Also, I sure hope that a traffic light with a long cycle will be at Broad River Rd & W. Shady Grove Rd. It is already impossible to turn left in the morning at that intersection. It will be horribly backed up unless an effective traffic signal is installed. Please address both of these concerns in your planning. Thank you, Keith Kneeshaw (205 Hearthwood Cir.)
110	Cox	Robin	29063	Coختهacher@aol.com	Website	3/21/2018	I understand that Julius Richardson Rd. is scheduled to be closed. As you consider that, I would like you think about the following: 1. Turning left off of West Shady Grove on to Broad River Road is dangerous and it can take up to 20 minutes to finally turn. I will not let me children turn left there because of the hazard. Will you be installing a traffic light at Broad River and West Shady Grove Road? 2. Turning into Rolling Creek subdivision with the curve on West Shady Grove will increase traffic and will also be a hazard. To prove my point, I ask that you close off Julius Richardson for 1 day and have inspectors/DOT personnel at the left turn onto Broad River Road. Calculate how long it takes to turn left. More importantly, ask someone to use a radar gun to clock the speeds of those people coming around the curve. Look at how impossible it is to turn left unless someone lets you in and there is no traffic coming. Between the traffic going towards Chapin and the traffic coming out of Chapin it is next to impossible to turn left. I have stopped going that direction because it is dangerous. PLEASE study the situation before you decide to close Julius Richardson. Thank you.
111	Kellenberger	Nicholas	29063	nick.kellenberger@gmail.com	Website	3/21/2018	I know you probably have been a hearing a lot today from people in my neighborhood, Ashford HOA, near Exit 97, on how they don't want the connection from Julius Richardson to the I-26 on/off ramp to be removed, but my family and I are absolutely for it. That road and the one on the other on/off ramp are a total safety hazard and should have been removed a long time ago. I just wanted to provide an affirmative comment in what I assume is a large mass of angry concern from my neighbors. Thanks, Nick Kellenberger
112	Bishop	Michael	29063	mabishop@earthlink.net	Website	3/21/2018	Given the proposed changes to Exit 97 there will be an enormous amount of traffic backing up on West Shady Grove Road at the intersection of Broad River Road each morning. I request that SCDOT provide both right and left turn lanes from West Shady Grove onto Broad River Road. I further request that SCDOT provide these lanes extending at an adequate distance along West Shady Grove Road so as to accommodate the traffic from the multiple large neighborhoods that will feed this intersection.
113	Rather	Amy	29063	amy_counts@hotmail.com	Website	3/21/2018	The noise barrier needs to be built or the project needs to stall until they can complete the project with the noise barrier. If no then the state should provide a refund to all the homes for their loss of home value.
114	Comalander	Kaitlin	29036	katiecomalander@ellett.com	Website	3/26/2018	THE FIELD THAT YOU PLAN ON PUTTING THE "NEW" BRIDGE WHILE LEAVING THE "OLD" BRIDGE OPENED IS MY FAMILY'S LAND THAT YOU ARE THREATENING TO TAKE!!! CLOSE THE ROAD, AND SAVE TAXPAYERS MONEY, AND THE LAND THAT MY FAMILY PURCHASED OVER 100 YEARS BACK!!! MY DAUGHTER PLAYS IN THE FRONT YARD THERE, AND IT WOULD PUT HER, AND OUR DOGS, IN DANGER. IT LITERALLY IS ONLY A 5 MINUTE DETOUR TO GO AROUND THAT BRIDGE!!!!
115	n/a	Katherine	29063	bkatebird@aol.com	Website	3/26/2018	I don't understand why you can't just rebuild the bridge for Peak? Why are forcing yourselves on people's personal property?? Is nothing actually owned by citizens in this country anymore?! I do not like the government forcing themselves where they don't belong! For something that has been needed for a long time, this is a cowards way out at the expense of tax payers -
116	McCullough	Anna	29033	acminsc@hotmail.com	Website	3/26/2018	Repair the existing bridge!! It is absurd to build a new bridge when the existing could be repaired for less money and time!
117	Bishop	Lisa	29063	lisabishop37@gmail.com	Website	3/26/2018	Closing Julius Richardson Road to access 26 would be a huge mistake. This road is widely traveled. Not having access to this road would cause a detrimental amount of traffic in our neighborhoods, as people would speed through to cut through to shopping centers. This is dangerous to our children and community. Please create an alternative plan.

118	Storey	Ashley	29036	Ashley22892@icloud.com	Website	3/26/2018	<p>We are providing comments regarding the planned I-26 bridge replacement on Peak Street in Chapin, SC. Upon reviewing and researching the planned bridge replacement alternative, the plan presented would have significant impacts to our property and quality of life. The alternative presented is to leave the current bridge in place and build a new bridge on the west side of the existing one. This will require shifting Peak Street to the west and acquiring additional right-of-way from our property as well as many other properties and their owners from north of Old Shealy Road to beyond the Lexington/Newberry county line. Below we have outlined why this seems to be an incredibly expensive and unnecessary use of taxpayer money. Traffic Levels- We believe this bridge replacement plan was developed while construction for Units 2 and 3 were underway at the VC Summer Nuclear Plant. During that construction phase, traffic was greatly increased on Peak Street. In turn, since the construction project was abandoned, traffic has SIGNIFICANTLY decreased. We would also like to point out that attempts to get a traffic light installed at Peak Street and Columbia Avenue (possibly with a connection to Clark Street) have failed because there is not enough traffic on Peak Street to warrant a traffic light. This includes while the VC construction was still ongoing. Often times it is all but impossible to turn left from Peak Street onto Columbia Avenue, especially during the afternoon drive home or when Ellett Brothers and/or the schools release. Many times drivers have to face the inconvenience of turning right and going around numerous turns to get to their original right of way. Our question is how is the traffic on Peak Street light enough to negate the ability of getting a traffic light, but heavy enough to warrant and justify the bridge replacement alternative? Route Alternatives- There are several alternative routes around a road closure at the bridge site. Traveling north on Peak Street from Chapin, one option is to take Old Shealy road, onto Beagle Run Road, to Holy Trinity Church Road, then to Peak Street (Red Knoll Road in Newberry County).</p> <p>Our house is three over from the bridge; this detour distance is roughly four miles and takes about five minutes with very little inconvenience noted. Other options include turning right on Columbia Avenue after exiting I-26 west bound at the Chapin Exit, taking Dan Comalander Road to Haltiwanger Road to Peak Street, or continuing on Dan Comalander Road onto US 176. Another option is to exit I-26 at the Peak Exit and taking US 176 to Holy Trinity Church Road or continue on US 176. Once on Holy Trinity Church Road you could continue to Little Mountain or take Sam Koon Road to US 76 on the west side of Chapin. There are numerous detours and other alternative routes that one could take with the bridge closure. There are so many alternatives that they are too numerous to count and most come with little to no inconvenience. Four to five years ago on Peak Street, Rister Creek Bridge (about ¾ mile from Columbia Avenue) was replaced. Travelers from Chapin were unable to reach Old Shealy Road and in turn this closure was much more inconvenient than what the I-26 bridge closure would be. Travelers made adjustments during that time, and we expect that adjustments can be made again, with a detour that is far less inconvenient than what has previously been experienced. Impact to Personal Property, Quality of Life, and Emotional Impact- We built our house within the past year. So for less than a year we have gotten to enjoy the home we so lovingly planned and watched be built from the ground up. Ashley's family has been on this property long before she was ever born. Ashley's grandmother gifted us the land between her house and Ashley's parents' house for our wedding and Ashley's college graduation. Ever since she was a little girl Ashley dreamed of where she would live on the "Comalander Compound" which is the loving name we refer to the stretch of land of which the majority of our family lives. Being able to walk 'up the path' from her parents to her grandparents' house and playing in the woods with her cousins make up the majority of her childhood memories.</p> <p>We built our home on that path in hopes that one day our children could also 'walk up the path' to their grandparents and great grandparents. Our uncle and aunt live next to Ashley's parents, and our cousins in the houses across the street. Another member of our family lives just on the opposite side of the I-26 Bridge. And yet another aunt and uncle as well as cousin and their children live on the aforementioned Beagle Run Road, just minutes down the street. This land has been passed through generations of our family. Living close to one another is convenient and rewarding. We have the strongest of familial bonds and are all close friends. It is something we value and treasure so much that we chose to build on this land in hopes our future children experience the same. We look out for each other, help each other, and this community relationship of family is invaluable. Your preferred alternative is extremely distressing to us. It not only takes some of this invaluable land but it poses a threat to the very reason we chose to continue this family legacy. To start, our Well will be impacted. It is at the very front of our property close Peak Street and will be impacted by the widening in the proposed bridge alternative. We chose to build a set distance from the road in order to provide a safe barrier between us, our pets, and the vehicles that pass by. We also did this to combat the noise of the road and to be in line with our other family members. It is sad to us that we have not even been allowed to enjoy our new beautiful home and property for a year, before it has been threatened by this unnecessary bridge alternative. Perhaps the most disheartening thing is what is happening with our family. Our aunt and uncle have already said that the proposed plan is so detrimental to them and their property that they will most likely move off the property that has been in our family for over 40 years. Ashley's parents have also said that they will consider downsizing and moving due to this proposed alternative plan.</p> <p>It is unbelievable that the very reason we chose to build on this property is being threatened by an unnecessary plan. The fact that our children may not have the opportunity to experience this wonderful familial community that has shaped our family for generations is unimaginable. Summary- We respectfully ask that you give additional deliberation to the impacts that selecting this alternative and building the replacement bridge next to its current location will have on us and our neighborhood family. We ask that you reconsider the currently preferred alternative. The relatively minor inconvenient of a road closure will last for a finite period. The effects to our property as well as many others, that the shifting of the road and bridge in order to keep the route open during construction will last the remainder of our lives and beyond. We ask that you please select a different and less detrimental option. Thank you for taking the time to read our comments and we look forward to a more favorable decision relative to replacement of the Peak Street overpass.</p>
119	Storey	Carl Lee	29036	c.leestorey@icloud.com	Website	3/27/2018	Same comment as above (#118)
120	Haltiwanger	Cheryl	29036	cheryl9462@msn.com	Website	3/27/2018	Local concerns for widening or changing the bridge crossing I-26 on Peak Street in Chapin. Changing this bridge is very upsetting to long time residents and family in this area. There is a family cemetery and a home that are endangered by possible changes. Please reconsider changes to protect these for the sake of all involved. Thank you.

121	Massaro	Ernest	29063	eamassaro@gmail.com	Website	3/27/2018	Regarding the closing of Julius Richardson Road during an I-26 expansion project, I would hope you would take into consideration the increased traffic this would cause to the neighborhood I reside in. I understand the additional lanes of I-26 will increase driver safety on THAT road, but people will then start using my neighborhood as a cut-through to/from stores in the Wal-Mart shopping area and dramatically DECREASE the safety of all the residents – both pedestrian and drivers – where I live. You should know that my house is right on the main street of the Ashford subdivision (Brookstone Way). We already have plenty of people that love to travel 60 MPH and faster on this wide and smooth road that dissects my neighborhood, ignoring posted speed limits of half that speed. Closing the access via Julius Richardson Road would make that already dangerous amount of traffic type skyrocket. I beg you to reconsider and leave this bypass valve of a road open as it is today. The safety of many families here depend on your decision in this important matter.
122	Haltiwanger	Patricia	29036	jci66705@gmail.com	Website	3/28/2018	Bridge over I-26 (Peak St) near mile marker 90. I understand that the bridge is being moved, please consider homes and graveyard that could be impacted. I have own property on both sides of the interstate near this area as do many of my neighbors. My family was here before I-26 was put there, we did not chose to live near it but will have to live with the changes that SCDOT is making. Please remember people's homes are not just squares on a map.
123	Shepard	Steve	29036	stevenshepard@aol.com	Website	3/28/2018	Peak St Bridge should be replaced in-place and not spend taxpayer money on right of way purchases.
124	Shepard	Cynthia	29036	sctrainer1@gmail.com	Website	3/28/2018	Peak St Bridge. Replace in place, do not waste taxpayer money on right of way costs.
125	Angstadt-Gunning	Hannah	29063	HannahAG@gmail.com	Website	4/17/2018	I am writing to strongly encourage the building of a noise barrier wall along the widened areas of I-26. My neighborhood runs along the interstate at approximately mile 96 (Arbor Springs Subdivision), and would see a considerable increase in road noise, thus resulting in a loss of property value of my home. I feel strongly that the wall is an absolute necessity.

Note: These are Wikimap web comments and do not have contact information associated with the comment. Direct responses will not be sent.

ID Number	Date	Comment Type	Comment
126	N/A	Question	Why does the map show an outlined area (in yellow) which is almost completely outside of the project? Project ends just west of exit 85 but outlined area extends all the way to Newberry?
127	N/A	Suggestion	Add new intersection @ Peak Street I-26 Intersection.
128	N/A	Suggestion	EXIT RAMPS. this would be used by VC Summer Plant employees and Chapin Residents to get to the interstate. This exit would greatly reduce the traffic at Exit 97. Most of the congestion there is between 4:30 and 6:30 because of the VC Summer Plant.
129	5/30/2017	Response	I Agree
130	3/28/2018	Suggestion	This bridge should be rebuilt but not relocated. The people that live near this bridge would much rather be inconvenienced for 3 months than have their properties disrupted and devalued permanently by highway construction. An exit ramp at this location would not provide traffic relief going into Chapin because all traffic from exit 91 would converge at the same location where Peak Street joins Columbia Avenue. Also there is a family cemetery located very close to this bridge and should not be disturbed. A more productive exit ramp would be at the next bridge near Sam Koon Road. This would allow traffic from I-26 to flow into the upper portion of Chapin where exit 91 traffic would come from the opposite direction.
131	After March 28, 2018	Concern	I object to placing a new bridge being built next to the old one on Peak Street. The old bridge should be torn down and a new one put back in the same location. Closing the road should not be a problem because Peak Street was closed when the bridge was replaced over Rister Creek. Traffic could be rerouted to Old Shealy Rd., to Beagle Run Rd., to Holy Trinity Church Rd. which is only about a mile from where Peak Street comes into Holy Trinity Church Rd. This would be less destructive to the people that live on Peak Street.
132	N/A	Suggestion	This interchange needs to be completely redesigned. When school gets out in the afternoon the traffic backs up for miles in all directions due to no turn lanes or loops to keep the traffic flowing. A four clover leaf design would greatly increase traffic flow the area.
133	9/12/2017	Response	The intersection is currently hampered by multiple driveways that are improperly spaced or allow for vehicles to turn out in several locations of a single "drive" . Most traffic is coming from the interstate west bound direction but the light timing and sight distance from east bound exit ramp make it difficult to even turn right here...especially if there is traffic at the frontage road(s) on either side of Columbia Dr. If R/W not available for redesign of intersection I would suggest limiting the number of drive spacings in this area by requiring specific turning locations and potential shared drives.
134	6/21/2017	Response	I Agree
135	N/A	Suggestion	On and off ramps. This is a great place for exit and on ramps. Residents in this area would not have to travel all the way to Peak Exit 97 or go to Chapin Exit 91. This exit and on /off ramp would reduce traffic at Exit 97 and 91.
136	10/1/2017	Response	I Agree. Its central to the Peak and Chapin exits and would give commuters who live in between quick access to 26
137	6/21/2017	Response	I Agree
138	N/A	Suggestion	Agree with the other comment. Additional I26 access is needed to reduce the load on 97 and 91 exchanges. A number of people have made this comment in discussions.
139	N/A	Suggestion	This would be a great place to add entrance/exit capacity. Doing so would help pull traffic away from the entrance/exit ramps at Columbia/Chapin Ave and Broad River Road, This would also reduce travel through traffic on Hwy 176 and 76, improving the safety for local and school traffic.
140	N/A	Suggestion	I would suggest constructing a new interchange (exit ramps) at Mt. Vernon Church Road, S-40-234. This will help relieve congestion at exits 97 & 91 by providing easier access to & from Spring Hill High School.

Wikimap Online Comments

141	N/A	Concern	I live in Westcott Ridge and am very concerned about the increased noise from more traffic on I-26. It is already so loud outside that it is difficult to have a conversation without shouting even in the areas furthest away from the interstate.
142	3/17/2018	Response	HOA, home owner or builder should be responsible for noise walls, not the general public.
143	N/A	Concern	I live in the Westcott Ridge neighborhood which backs up to I-26 at the point on the map. I have a big concern about the noise pollution coming from I-26. I believe noise barriers should be built along the Westcott Ridge neighborhood to reduce the level of pollution generated by I-26 traffic.
144	11/13/17	Response	I agree Noise has been a big concern for us too at exit 97.
145	6/1/17	Response	I also live in Wescott Ridge and the noise from the interstate is unbearable. My house backs up to the interstate. Sound barrier walls are desperately needed.
146	3/14/2018	Suggestion	Please install the noise barrier wall prior to the start of the construction. The interstate is very, very noisy already to construction would include heavy machinery. I live in Wescott Ridge and the noise is very hard to live with.
147	N/A	Suggestion	Mungo should pay for any noise barriers needed for Westcott Ridge. They profit from irresponsible development and tax payers pick up the tab for the problems created.
148	N/A	Suggestion	Install sound barrier walls for the interstate noise. The Wescott Ridge subdivision is in desperate need of sound barriers. The neighborhood was built along the interstate. This is a problem especially along the neighborhood road (Hollow Cove Rd) which backs up to the interstate.
149	6/30/17	Response	I Agree
150	N/A	Concern	This will become an even more dangerous curve, once the increased traffic from the closure of Julius Richardson Rd is forced down W. Shady Grove Rd. This curve does not even meet current design standards and will place an additional risk to the public once more traffic is forced down W. Shady Grove Rd as a result of this project closing off Julius Richardson Rd
151	8/2/2017	Response	Closing off Julius Richardson will cause SO much more traffic on Broad River to get back to West Shady Grove. The traffic already backs up at the 97 exit for all those turning right and it will become a mess once everyone has to continue on up because they can't get onto Julius Richardson. The curve on Broad River past Rolling creek is very sharp and increasing all that traffic to that area is asking for disaster.
152	3/13/2018	Response	I fully support this project and its benefits to the state. Lives will be saved and accidents will go down as a result of this project. My question is if a traffic study has been done on W shady grove Rd. to see what the impacts will be when Julius Richardson Rd. is closed down. The curve on w shady grove past the church is already substandard. It has inadequate sight distance, incurrent super elevation, and an intersection to rolling creek community in the middle of it. I sincerely believe you will be exposing commuters who normally took Julius Richardson to a new hazard that could lead to more head on collisions. To stay addressing the curve in my opinion is outside the scope of work is not accurate in my opinion through the NEPA process. A detailed traffic study will show the direct impacts on the volume of traffic on W shady grove Rd. as a result of closing down Julius Richardson Rd.
153	3/21/2018	Response	WSGR is not designed to carry the traffic you will be sending it's way, particularly at the curve and entrance to Rolling Creek.
154	N/A	Concern	I live in Wescott Ridge subdivision off exit 97. Sound barriers or noise barriers need to be installed.
155	7/24/2017	Response	During construction staging, a signal needs to be first installed at w. shady grove before Julius Richardson is closed off. Once Julius Richardson is cut off traffic during peak hours will stack up on w shady grove trying to get on 176. What does the traffic study show for closing of Julius Richardson road and its impacts for W. Shady Grove. A lot of traffic uses Julius Richardson Rd during peak hours. There are also some really bad curves between Julius Richardson Rd and W. shady grove and with the additional traffic that will placed on W. Shady Grove as a result of closing Julius Richardson Road, these curves need to be addressed

Wikimap Online Comments

156	3/27/2018	Response	Adding a traffic light, turn lane, and widening the intersection will simply not be enough to alleviate the amount of traffic that will be forced through this intersection. I propose keeping JRR access open particularly heading west and taking Exit 97. This will alleviate traffic and safety concerns from traffic that could potentially back up traffic on I26 due to the bottleneck on Hwy 176. A good compromise would be to allow traffic to continue exiting I26 onto JRR and closing access from JRR that crosses over the on/off ramp and currently allows traffic to access I26 west. This is not an access management issue at JRR. However, forcing all traffic onto two traffic lights in an area with a fast growing housing market is a recipe for disaster. Get it right the first time and don't take away access to JRR.
157	N/A	Concern	It appears we will lose a traffic light at the main entrance of the Food Lion shopping center. This will make it very difficult to safely make a left turn onto Broad River Road during heavy traffic periods. Would like to see a traffic light placed at the west-most entrance/exit of the shopping center.
158	N/A	Concern	Closing the Julius Richardson Rd (JRR) access to the off ramp will place additional burden on the hard curve on West Shady Grove Rd (WSGR) at the Rolling Creek entrance. It is understandable to close the crossing to the ON ramp, but allowing traffic from the OFF ramp to JRR takes significant burden off of the upstream intersections. In addition, traffic from JRR turning right also reduces traffic at the WSGR curve and traffic turning left from WSGR to 176.
159	3/21/2018	Response	Closing the access to JRR from the off ramp will cause traffic to back up onto the highway and pose a safety concern. The off-ramp that merges traffic onto Hwy 176 is already a safety concern and closing the JRR exit will make it worse. Also, adding a light at WSG will bottleneck all the neighborhoods that utilize this road to access the highway. I propose not closing the off-ramp access to JRR and instead only closing the access from JRR to cross the off-ramp for access to I-26. This compromise will assist with traffic and safety concerns at exit 97.
160	3/28/2018	Response	Closing the access to JRR from the off ramp will cause a safety concern on WSGR at the Rolling Creek entrance. The increased traffic on that road will be a burden to the road itself, as well as making it difficult for those residents to get in and out of their neighborhood safely. In addition, the curve on WSGR with additional traffic will probably increase the number of accidents there.
161	N/A	Suggestion	Please install a noise barrier. We are not right next to the interstate but have been struggling with the noise pollution.
162	3/12/2018	Response	I Agree
163	N/A	Concern	Please add a noise barrier. If winds are moving across the interstate the noise is very loud.
164	N/A	Suggestion	I have a big concern about the noise pollution coming from I-26. I believe noise barriers should be built
165	3/12/2018	Response	I Agree
166	N/A	Suggestion	I would suggest constructing new interchanges (exit ramps) at Koon Road, S-40-56 and / or at Old Tamah Road, S-40-80. This will help relieve congestion at exits 101 & 97 by providing easier access to & from Dutch Fork High School.
167	6/21/2017	Response	I Agree
168	11/13/2017	Response	I Agree. I live off the exit 97 and could see this helping reduce traffic at that exit.
169	N/A	Suggestion	I would suggest constructing new interchanges (exit ramps) at Koon Road, S-40-56 and / or at Old Tamah Road, S-40-80. This will help relieve congestion at exits 101 & 97 by providing easier access to & from Dutch Fork High School.
170	3/12/2018	Response	I Agree
171	6/21/2017	Response	I Agree

ATTACHMENT E

SCDOT Comment Responses



South Carolina
Department of Transportation

July 27, 2018

Henry Martin
312 Beulah Lane
Irmo, SC 29063
henrymartin77@gmail.com

Re: I-26 Widening Project Public Comment

Dear Henry Martin,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

The scope of the I-26 Widening project is to increase interstate capacity through widening the existing mainline of I-26 and providing upgrades to the existing interchanges. There are no funds or plans to provide an additional interchange with this project. Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

Regarding your comments about US 176 and US 76, the purpose of the I-26 Widening project is to increase capacity, improve safety, and upgrade to current design standards along the I-26 corridor. Therefore, we are not considering widening or other improvements along US 176 or US 76 beyond the proposed interchange improvements. However, the Richland County Transportation Penny Program has a project that proposes widening and improving US 176. Richland County will be able to provide you more information regarding that project and their plans for the US 176 corridor if you contact them.





South Carolina
Department of Transportation

Regarding the traffic signals at Exit 97, these signals will operate together to provide better traffic flow. There will be fewer left-turns being made, improving safety and improving traffic flow.

I hope this information answers your questions, but if not, please contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

A handwritten signature in black ink that reads "Bradley S. Reynolds". The signature is written in a cursive style.

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Henry Martin
henrymartin77@gmail.com

Re: I-26 Widening Project Public Comment

Dear Henry Martin,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow. The schedule that is posted on the website is current and matches that from the Public Hearing. Information is available there at <http://www.scdot.org/inside/i26-widening.aspx>.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Katey Budzynski
213 Rolling Creek Cir
Irmo, SC 29063
kbudzynski@lexrich5.org

Re: I-26 Widening Project Public Comment

Dear Katey Budzynski,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Michael Cox
mrcox09@gmail.com

Re: I-26 Widening Project Public Comment

Dear Michael Cox,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Based on the studies thus far accomplished, SCDOT intends to install highway traffic noise abatement measures in the form of a barrier at both the Westcott Ridge and Arbor Springs neighborhoods. The road project and the associated noise walls are a single project that share federal funding and they will be constructed together. At this point, potential contractors have not submitted their plans and schedule and SCDOT will not dictate that the noise barriers be constructed first. There are many moving parts and considerations that have to be staged together such as land clearing, slight elevation modifications, drainage facilities to prevent flooding, maintenance of existing traffic, and safety. These activities and the associated construction of the noise walls and interstate lanes will be carefully coordinated to provide the best cost and most efficient schedule to complete construction.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Ann Dye
4 Summer Creek Road
Irmo, SC 29063
anndye@mtwsa.org

Re: I-26 Widening Project Public Comment

Dear Ann Dye,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Traffic studies indicate that by the year 2040, congestion will increase, providing long delays to motorists. Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Gina Summer
Gsummer@sc.rr.com

Re: I-26 Widening Project Public Comment

Dear Gina Summer,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Barry Lide
Rolling Creek Circle
Irmo, SC 29063
barry.lide@gmail.com

Re: I-26 Widening Project Public Comment

Dear Barry Lide,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Carol Moon
moon.carol@gmail.com

Re: I-26 Widening Project Public Comment

Dear Carol Moon,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Denise Crum
516 Gleneagle Circle
Irmo, SC 29063
dcrum1014@aol.com

Re: I-26 Widening Project Public Comment

Dear Denise Crum,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Michael L and Tina H Comalander
935 Peak Street Chapin, SC 29036
Comalander2020@yahoo.com

Re: I-26 Widening Project Public Comment

Dear Michael L and Tina H Comalander,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Thank you for taking the time to provide us with your comments. We value your local knowledge and experience and we truly appreciate you effectively detailing your concerns to us for you and your family. SCDOT has completed detailed noise studies of the I-26 corridor to determine if and where noise barriers may be constructed. Per the SCDOT Traffic Noise Abatement Policy, barriers must meet a number of conditions to be considered "feasible and reasonable". Unfortunately at your location, the minimum cost threshold cannot be met. In other words, the density of houses in that area is too low and a barrier would be too expensive to construct. At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Jim and Linda Proper
1019 Julius Richardson Road
jimrproper@gmail.com

Re: I-26 Widening Project Public Comment

Dear Jim and Linda Proper,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. The scope of the I-26 Widening project is to increase interstate capacity through widening the existing mainline of I-26 and providing upgrades to the existing interchanges. There are no funds or plans to provide an additional interchange with this project.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Jennifer Farmer
Jennifarmer0228@yahoo.com

Re: I-26 Widening Project Public Comment

Dear Jennifer Farmer,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

A new traffic signal will be installed at West Shady Grove Road and Broad River Road. To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Amber Picton
amjean1@gmail.com

Re: I-26 Widening Project Public Comment

Dear Amber Picton,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

A new traffic signal will be installed at West Shady Grove Road and Broad River Road. To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Heather Frost
heather.frost@presidential.com

Re: I-26 Widening Project Public Comment

Dear Heather Frost,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

As you are aware, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues and the direct access to Julius Richardson Road is proposed to be closed.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Kim Julin
713 Gleneagle Cir
Irmo, SC 29063
kimjulin75@gmail.com

Re: I-26 Widening Project Public Comment

Dear Kim Julin,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Deocha Johnson
deocha.johnson@gmail.com

Re: I-26 Widening Project Public Comment

Dear Deocha Johnson,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Lani and Jeff Bland
218 Rolling Creek Circle
Irmo, SC 29063
lanibland@gmail.com

Re: I-26 Widening Project Public Comment

Dear Lani and Jeff Bland,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Karen McAbee
Catriona97@att.net

Re: I-26 Widening Project Public Comment

Dear Karen McAbee,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. We value your local knowledge and experience. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Preliminary surveying along the I-26 corridor has been completed. When the contract is awarded for construction, it is likely that the contractor will perform additional surveying at some point in 2019. Sometimes, the real property interests alongside a roadway must be acquired to construct or complete construction of a transportation project - this property is generally referred to as the right-of-way (ROW) or real property interests. On the Exit 97 display from the public hearing, the red line on the displays represents the proposed new right-of-way. This line matches up to the existing property boundaries, as shown by the white line. That would be the approximate start and/or end point. I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Brian Hobson
brianhobson@gmail.com

Re: I-26 Widening Project Public Comment

Dear Brian Hobson,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

There is a display available online that shows the proposed changes to Julius Richardson Road. This is a direct link to the PDF file: http://www.scdot.org/inside/pdf/I-26-Wide/PublicHearing/Exit%2097%20Preferred%20Alternative_red_FINAL.pdf
You can also navigate to the I-26 website at <http://www.scdot.org/inside/i26-widening.aspx>
From there, you would click on the "Documents" link on the left. In the middle of the page you will see a link titled "Public Hearing". At that link you can click on the Exit 97 Preferred Alternative.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.





South Carolina
Department of Transportation

A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

A handwritten signature in black ink that reads "Bradley S. Reynolds". The signature is written in a cursive, flowing style.

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

James and Joann Franklin
Joannretired@earthlink.net

Re: I-26 Widening Project Public Comment

Dear James and Joann Franklin,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Alberto Perez
panther8237@gmail.com

Re: I-26 Widening Project Public Comment

Dear Alberto Perez,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Dan Smith
dan@smithconstructors.com

Re: I-26 Widening Project Public Comment

Dear Dan Smith,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. We value your local knowledge and experience. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

The addition of access ramps and associated roadway alignment is outside of the scope of this project. Peak Street is not currently designed to handle the increase in traffic capacity that would result from the addition of access ramps. The scope of the I-26 Widening project is to increase interstate capacity through widening the existing mainline of I-26 and providing upgrades to the existing interchanges. Construction is scheduled to begin in 2019.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Phillip Lafollette
philliplafollette@att.net

Re: I-26 Widening Project Public Comment

Dear Phillip Lafollette,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

SCDOT has completed detailed noise studies of the I-26 corridor to determine if and where noise barriers may be constructed. Per the SCDOT Traffic Noise Abatement Policy, barriers must meet a number of conditions to be considered "feasible and reasonable" to be constructed. At both the Westcott Ridge and Arbor Springs neighborhoods, all of the conditions, including the cost benefit analysis were met.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Kip Hudson
kip.r.hudson@gmail.com

Re: I-26 Widening Project Public Comment

Dear Kip Hudson,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Matthew Goguen
306 High Bluff Ln.
Irmo, SC 29063
mlgoguen@gmail.com

Re: I-26 Widening Project Public Comment

Dear Matthew Goguen,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

The traffic signal and entrance at Food Lion that is closest to the interstate must be removed to safely improve traffic flow at the interchange. Two new traffic signals at US 176 will be installed, improving delay for vehicles. Motorists will still be able to access Food Lion at the two entrances that are along US 176.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Vince Fansler
1105 Julius Richardson Rd.
Irmo, SC 29063
forrief@gmail.com

Re: I-26 Widening Project Public Comment

Dear Vince Fansler,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

As you are aware, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues and the direct access to Julius Richardson Road is proposed to be closed.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Anna Fansler
1105 Julius Richardson Rd.
Irmo, SC 29063
arfansler74@gmail.com

Re: I-26 Widening Project Public Comment

Dear Anna Fansler,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

As you are aware, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues and the direct access to Julius Richardson Road is proposed to be closed.

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Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Chris Denny
216 Gleneagle Cir
Irmo, SC 29063
rev.chris.denny@gmail.com

Re: I-26 Widening Project Public Comment

Dear Chris Denny,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

As you are aware, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues and the direct access to Julius Richardson Road is proposed to be closed.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Donna and Maury Herbignat
304 Cooper's Hawk
Irmo, SC 29063
donnasueherb@aol.com

Re: I-26 Widening Project Public Comment

Dear Donna and Maury Herbignat,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Bob Lee
bobllee54@gmail.com

Re: I-26 Widening Project Public Comment

Dear Bob Lee,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

As you are aware, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues and the direct access to Julius Richardson Road is proposed to be closed.

Thank you for your comment supporting this closing. I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Bert Neel
james.neel@td.com

Re: I-26 Widening Project Public Comment

Dear Bert Neel,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Sandra Kesling
sandavkes@aol.com

Re: I-26 Widening Project Public Comment

Dear Sandra Kesling,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Janet Stirling
stirlingj@aol.com

Re: I-26 Widening Project Public Comment

Dear Janet Stirling,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Don Johnson
7 Shady Creek Ct.
Irmo, SC 29063
djcjinsc@gmail.com

Re: I-26 Widening Project Public Comment

Dear Don Johnson,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Bethany Marvin
bethanymarvin5@gmail.com

Re: I-26 Widening Project Public Comment

Dear Bethany Marvin,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Gwen Sitsch
200 Brookview Lane
Irmo, SC 29063
gsitsch@hotmail.com

Re: I-26 Widening Project Public Comment

Dear Gwen Sitsch,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Tiffany Steck
tksteck@lexrich5.org

Re: I-26 Widening Project Public Comment

Dear Tiffany Steck,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Heather Stalker
hstalker2000@yahoo.com

Re: I-26 Widening Project Public Comment

Dear Heather Stalker,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Heather Bedford
109 Hollingshed Blvd
Irmo, SC 29063
thebedfords@gmail.com

Re: I-26 Widening Project Public Comment

Dear Heather Bedford,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Jill Skawinski
jskawinski@leiplaw.com

Re: I-26 Widening Project Public Comment

Dear Jill Skawinski,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Marina Amadio
smamodio@bellsouth.net

Re: I-26 Widening Project Public Comment

Dear Marina Amadio,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Bin Zhang
ben.binzhang@gmail.com

Re: I-26 Widening Project Public Comment

Dear Bin Zhang,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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South Carolina
Department of Transportation

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

A handwritten signature in black ink that reads "Bradley S. Reynolds". The signature is written in a cursive, flowing style.

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Greg and Karen Collins
gre.collins@bshg.com

Re: I-26 Widening Project Public Comment

Dear Greg and Karen Collins,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Earnest Massaro
111 Brookstone Way
Irmo, SC 29063
eamassaro@gmail.com

Re: I-26 Widening Project Public Comment

Dear Earnest Massaro,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Patsy Comalander
1027 Peak Street
Chapin, SC 29036
Comalander2020@yahoo.com

Re: I-26 Widening Project Public Comment

Dear Patsy Comalander,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

SCDOT is completing additional assessments related to the bridge replacements in several locations, including the interstate overpass at Peak Street. At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Shannon Webster
116 West Creek Court
Irmo, SC 29063
soleary06@gmail.com

Re: I-26 Widening Project Public Comment

Dear Shannon Webster,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Kay and Troy Comalander
1014 A Peak Street
Chapin, SC 29036
kaycomalander@scfbins.com

Re: I-26 Widening Project Public Comment

Dear Kay and Troy Comalander,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Jeff Burgey
334 Spring Mist Court
Lexington, SC 29072
kaycomalander@scfbins.com

Re: I-26 Widening Project Public Comment

Dear Jeff Burgey,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. We value your local knowledge and experience. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

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Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Earline Comalander
1014 Peak Street
Chapin, SC 29036
kaycomalander@scfbins.com

Re: I-26 Widening Project Public Comment

Dear Earline Comalander,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. We value your local knowledge and experience. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Eric and Catherine Caulfield
110 Coopers Hawk Circle
Irmo, SC 29063
ecinsc@gmail.com

Re: I-26 Widening Project Public Comment

Dear Eric and Catherine Caulfield,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Derek Clement
11 Adare Court
Irmo, SC 29063
derek@kellasuna.com

Re: I-26 Widening Project Public Comment

Dear Derek Clement,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Rebecca Becker-Bean
rebeccabeckerbean@msn.com

Re: I-26 Widening Project Public Comment

Dear Rebecca Becker-Bean,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Russell Ruff
Russellruff@gmail.com

Re: I-26 Widening Project Public Comment

Dear Russell Ruff,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

The scope of the I-26 Widening project is to increase interstate capacity through widening the existing mainline of I-26 and providing upgrades to the existing interchanges. There are no funds or plans to provide an additional interchange with this project.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Mr. Stacey Sizemore
127 Savannah Ln.
West Columbia, SC 29169
staceysizemore@scfbins.com

Re: I-26 Widening Project Public Comment

Dear Stacey Sizemore,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Vicki Beaudrot
149 Cassidy Road
Gaston, SC 29053

Re: I-26 Widening Project Public Comment

Dear Vicki Beaudrot,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Jonathan Ingram
417 Caro Lane
Chapin, SC 29036
jonathanhingham@gmail.com

Re: I-26 Widening Project Public Comment

Dear Jonathan Ingram,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases. I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Ann Dye
4 Summer Creek Road
Irmo, SC 29063
anndye@mtwsa.org

Re: I-26 Widening Project Public Comment

Dear Ann Dye,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

John Lint
216 Beckworth Lane
Irmo, SC 29063
ricknsteph01@att.net

Re: I-26 Widening Project Public Comment

Dear John Lint,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again.





South Carolina
Department of Transportation

A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

A handwritten signature in black ink that reads "Bradley S. Reynolds". The signature is written in a cursive, flowing style.

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Angela Forand
306 West Ashford Way
Irmo, SC 29063
aforand@sc.rr.com

Re: I-26 Widening Project Public Comment

Dear Angela Forand,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road (*"A Policy on Design Standards Interstate System"*). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again. I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Leonard McAbee
lbmcabee@att.net

Re: I-26 Widening Project Public Comment

Dear Leonard McAbee,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

With the proposed design, the westbound fourth lane will end at the Exit 97 off-ramp, eliminating the merging on the mainline of I-26. The third lane will end just west of Exit 85 with a right, outside lane drop.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Catheryn O'Leary
11 Shady Creek Ct
Irmo, SC 29063
cho_glow@hotmail.com

Re: I-26 Widening Project Public Comment

Dear Catheryn O'Leary,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Samantha Cook
samanthac2491@yahoo.com

Re: I-26 Widening Project Public Comment

Dear Samantha Cook,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Cherilyn Johnson
7 Shady Creek Ct.
Irmo, SC 29063
ionthesparrow@gmail.com

Re: I-26 Widening Project Public Comment

Dear Cherilyn Johnson,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Joseph Farmer
jsphfermer@aol.com

Re: I-26 Widening Project Public Comment

Dear Joseph Farmer,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Tina Tanner
tannersplace@bellsouth.net

Re: I-26 Widening Project Public Comment

Dear Tina Tanner,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Joyce McCarson
mccarsonj@hotmail.com

Re: I-26 Widening Project Public Comment

Dear Joyce McCarson,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Regarding your comments regarding US 176, the purpose of the I-26 Widening project is to increase capacity, improve safety, and upgrade to current design standards along the I-26 corridor. Therefore, we are not considering widening or other improvements along US 176 beyond the proposed interchange improvements. However, the Richland County Transportation Penny Program has a project that proposes widening and improving US 176. Richland County will be able to provide you more information regarding that project and their plans for the US 176 corridor if you contact them.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Brad Zamboni
csbbjz@gmail.com

Re: I-26 Widening Project Public Comment

Dear Brad Zamboni,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

SCDOT has completed detailed noise studies of the I-26 corridor to determine if and where noise barriers may be constructed. Per the SCDOT Traffic Noise Policy, barriers must meet a number of conditions to be considered "feasible and reasonable". Unfortunately at your location, the minimum cost threshold cannot be met. In other words, the density of houses in that area is too low and a barrier would be too expensive to construct. The criteria for constructing noise walls can be found in the attached SCDOT Traffic Noise Abatement Policy, starting on page 23. The policy is also available online under the "Traffic Noise" category at <http://www.scdot.org/business/environmental-toolshed.aspx>

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Jacob Meetze
meetzej@icloud.com

Re: I-26 Widening Project Public Comment

Dear Jacob Meetze,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Alan Bryant
alanbryant113@gmail.com

Re: I-26 Widening Project Public Comment

Dear Alan Bryant,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Please see below for the requested information:

The level of service for the Exit 91 (Chapin) Diverging Diamond interchange (DDI):

- I-26 EB Ramps (signalized)
 - o 2020 LOS – AM: C (PM: C)
 - o 2040 LOS - AM: C (PM: C)
- I-26 WB Ramps (signalized)
 - o 2020 LOS – AM: B (PM: C)
 - o 2040 LOS – AM: C (PM: C)
- I-26 WB Off-Ramp (signalized)
 - o 2020 LOS – AM: C (PM: B)
 - o 2040 LOS – AM: B (PM: B)

The levels of service for the Exit 91 (Chapin) Partial Cloverleaf (parclo) interchange:

- I-26 EB Ramps (signalized)
 - o 2020 LOS – AM: A (PM: A)
 - o 2040 LOS - AM: A (PM: A)
- I-26 WB Off-Ramp (unsignalized)
 - o 2020 LOS – AM: B (PM: C)
 - o 2040 LOS – AM: B (PM: C)

The DDI interchange has two signals controlling the crossover locations at either end of the interchange. There is third signal to control the dual left turn lanes on the westbound off-ramp. The parclo interchange would require one signal to control the eastbound ramp intersection. The westbound ramp would be stop sign controlled, while the westbound loop off-ramp traffic (headed towards Chapin across the interchange bridge) is intended to yield to through traffic on S-48. According to traffic studies the parclo alternative would provide the best LOS of the alternatives





South Carolina
Department of Transportation

for eastbound traffic. This alternative would impact slightly fewer parcels than the DDI alternative; however, it would require more than twice as much additional right-of-way.

The parclo Alternative would also have greater impacts to wetlands and streams and would cost more to construct. Due to the impacts the parclo alternative would have on the surrounding human and natural environment, it is not the preferred interchange alternative.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

A handwritten signature in black ink that reads "Bradley S. Reynolds". The signature is written in a cursive style.

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Karen McNeal
k_mcneal@sc.rr.com

Re: I-26 Widening Project Public Comment

Dear Karen McNeal,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Based on the studies thus far accomplished, SCDOT intends to install highway traffic noise abatement measures in the form of a barrier at both the Westcott Ridge and Arbor Springs neighborhoods. The starting point for the Westcott Ridge wall would be just past the overhead powerlines. This is a result of in-depth analysis and modeling of the traffic noise volumes at each home in Westcott. By starting the wall just after the powerline, utility conflicts will be avoided, while also providing the decibel reduction requirements as outlined in the SCDOT Traffic Noise Abatement Policy. The road project and the associated noise walls are a single project that share federal funding and they will be constructed together. At this point, potential contractors have not submitted their plans and schedule and SCDOT will not dictate that the noise barriers be constructed first. There are many moving parts and considerations that have to be staged together such as land clearing, slight elevation modifications, drainage facilities to prevent flooding, maintenance of existing traffic, and safety. These activities and the associated construction of the noise walls and interstate lanes will be carefully coordinated to provide the best cost and most efficient schedule to complete construction.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

C. Jolly
jollycrafter1234@gmail.com

Re: I-26 Widening Project Public Comment

Dear C. Jolly,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

SCDOT has completed detailed noise studies of the I-26 corridor to determine if and where noise barriers may be constructed. Per the SCDOT Traffic Noise Abatement Policy, barriers must meet a number of conditions to be considered "feasible and reasonable" to be constructed. At both the Westcott Ridge and Arbor Springs neighborhoods, all of the conditions, including the cost benefit analysis were met.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

C. Prescott
jollycrafter1234@gmail.com

Re: I-26 Widening Project Public Comment

Dear C. Prescott,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

The scope of the I-26 Widening project is to increase interstate capacity through widening the existing mainline of I-26 and providing upgrades to the existing interchanges. There are no funds or plans to provide an additional interchange with this project. This widening project of I-26 and the improvements to Malfunction Junction (known as the "Carolina Crossroads" project) will be closely coordinated. More information on that project can be found online at <http://www.scdotcarolinacrossroads.com/>.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Kirt Keeshan
kkeeshan@sc.rr.com

Re: I-26 Widening Project Public Comment

Dear Kirt Keeshan,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Mary Lou Clyde
sabbiesmom@yahoo.com

Re: I-26 Widening Project Public Comment

Dear Mary Lou Clyde,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Claire Thompson
cthompson@lexrich5.org

Re: I-26 Widening Project Public Comment

Dear Claire Thompson,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Julie Tomarchio
julietomarchio@gmail.com

Re: I-26 Widening Project Public Comment

Dear Julie Tomarchio,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Tara Bateman
tbateman@rlbryan.com

Re: I-26 Widening Project Public Comment

Dear Tara Bateman,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow. I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Amy Cox
iamamy20883

Re: I-26 Widening Project Public Comment

Dear Amy Cox,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Mike Kohn
mike@proprinters.com

Re: I-26 Widening Project Public Comment

Dear Mike Kohn,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Keith Kneeshaw
kmkneeshaw@hotmail.com

Re: I-26 Widening Project Public Comment

Dear Keith Kneeshaw,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Robin Cox
Coxteacher@aol.com

Re: I-26 Widening Project Public Comment

Dear Robin Cox,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Nicholas Kellenberger
nick.kellenberger@gmail.com

Re: I-26 Widening Project Public Comment

Dear Nicholas Kellenberger,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

As you are aware, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues and the direct access to Julius Richardson Road is proposed to be closed.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Michael Bishop
mabishop@earthlink.net

Re: I-26 Widening Project Public Comment

Dear Michael Bishop,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Amy Rather
amy_counts@hotmail.com

Re: I-26 Widening Project Public Comment

Dear Amy Rather,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

SCDOT has completed detailed noise studies of the I-26 corridor to determine if and where noise barriers may be constructed. Per the SCDOT Traffic Noise Abatement Policy, barriers must meet a number of conditions to be considered "feasible and reasonable" to be constructed. At both the Westcott Ridge and Arbor Springs neighborhoods, all of the conditions, including the cost benefit analysis were met.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Kaitlin Comalander
katiecomalander@ellett.com

Re: I-26 Widening Project Public Comment

Dear Kaitlin Comalander,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Katherine
bkatebird@aol.com

Re: I-26 Widening Project Public Comment

Dear Katherine,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Anna McCullough
acminsc@hotmail.com

Re: I-26 Widening Project Public Comment

Dear Anna McCullough,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Lisa Bishop
lisabishop37@gmail.com

Re: I-26 Widening Project Public Comment

Dear Lisa Bishop,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Ashley Storey
Ashley22892@icloud.com

Re: I-26 Widening Project Public Comment

Dear Ashley Storey,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Carl Lee Storey
c.leestorey@icloud.com

Re: I-26 Widening Project Public Comment

Dear Carl Lee Storey,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Cheryl Haltiwanger
cheryl9462@msn.com

Re: I-26 Widening Project Public Comment

Dear Cheryl Haltiwanger,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Patricia Haltiwanger
jci66705@gmail.com

Re: I-26 Widening Project Public Comment

Dear Patricia Haltiwanger,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Steve Shepard
stevenshepard@aol.com

Re: I-26 Widening Project Public Comment

Dear Steve Shepard,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Cynthia Shepard
sctrainer1@gmail.com

Re: I-26 Widening Project Public Comment

Dear Cynthia Shepard,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Hannah Angstadt-Gunning
HannahAG@gmail.com

Re: I-26 Widening Project Public Comment

Dear Hannah Angstadt-Gunning,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

SCDOT has completed detailed noise studies of the I-26 corridor to determine if and where noise barriers may be constructed. Per the SCDOT Traffic Noise Abatement Policy, barriers must meet a number of conditions to be considered "feasible and reasonable" to be constructed. At both the Westcott Ridge and Arbor Springs neighborhoods, all of the conditions, including the cost benefit analysis were met.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Tushar and Peter Patel
106 Sandalewood Ln
Columbia, SC 29210
ontherunshell1@gmail.com

Re: I-26 Widening Project Public Comment

Dear Tushar and Peter Patel,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

The traffic signal and entrance at Food Lion that is closest to the interstate must be removed to safely improve traffic flow at the interchange. Two new traffic signals at US 176 will be installed, improving delay for vehicles. Motorists will still be able to access Food Lion at the two entrances that are along US 176.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Chas Nicholson
1176 Putnam Dr.
Chapin, SC 29036
N2chasran@aol.com

Re: I-26 Widening Project Public Comment

Dear Chas Nicholson,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At this point, a bridge over Lake Murray is outside of the scope of this project. The scope of the I-26 Widening project is to increase interstate capacity through widening the existing mainline of I-26 and providing upgrades to the existing interchanges. Construction is scheduled to begin in 2019.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Russell Jeter
P.O. Box 7425
rj@jeterlawsc.com

Re: I-26 Widening Project Public Comment

Dear Russell Jeter,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

The traffic signal and entrance at Food Lion that is closest to the interstate must be removed to safely improve traffic flow at the interchange. Two new traffic signals at US 176 will be installed, improving delay for vehicles. Motorists will still be able to access Food Lion at the two entrances that are along US 176.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Lillie Hunter
418 Boundary Street
Newberry, SC 29108

Re: I-26 Widening Project Public Comment

Dear Lillie Hunter,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

SCDOT has completed detailed hydraulic studies of the I-26 corridor to ensure that runoff and water buildup will not be an issue. A combination of a ditched and piped drainage system will effectively manage stormwater runoff. The existing and future lanes of I-26 will be marked with highly reflective yellow and white striping. Exit and road signs will be made of new materials which are much more reflective and brighter when your headlights shine on them than older signs. The concrete barrier in the median is an effective tool for helping to prevent vehicles from crossing into oncoming traffic. SCDOT has in-house maintenance staff and also maintains a separate interstate maintenance contract to provide repairs to median barriers, should they be damaged during an accident.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Patricia Goodale
306 Hollow Cove Road
Chapin, SC 29036
pag1213@aol.com

Re: I-26 Widening Project Public Comment

Dear Patricia Goodale,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Based on the studies thus far accomplished, SCDOT intends to install highway traffic noise abatement measures in the form of a barrier at both the Westcott Ridge and Arbor Springs neighborhoods.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Judy and Craig Ellis
845 Peak Street
Chapin, SC 29036
Circleeranch@bellsouth.net

Re: I-26 Widening Project Public Comment

Dear Judy and Craig Ellis,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

SCDOT has completed detailed noise studies of the I-26 corridor to determine if and where noise barriers may be constructed. Per the SCDOT Traffic Noise Abatement Policy, barriers must meet a number of conditions to be considered "feasible and reasonable". Unfortunately at your location, the minimum cost threshold cannot be met. In other words, the density of houses in that area is too low and a barrier would be too expensive to construct. At Peak Street, a structural analysis was conducted, and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

David Crocker
1005 Lynn McCartha Road
Chapin, SC 29036
CrockerD76@gmail.com

Re: I-26 Widening Project Public Comment

Dear David Crocker,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Regarding your comments regarding US 176, the purpose of the I-26 Widening project is to increase capacity, improve safety, and upgrade to current design standards along the I-26 corridor. Therefore, we are not considering widening or other improvements along US 176 or US 76 beyond the proposed interchange improvements. However, the Richland County Transportation Penny Program has a project that proposes widening and improving US 176. Richland County will be able to provide you more information regarding that project and their plans for the US 176 corridor if you contact them.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Ellen Babb
428 Maypop Lane
Irmo, SC 29063
Ellenbabb98@gmail.com

Re: I-26 Widening Project Public Comment

Dear Ellen Babb,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

The scope of the I-26 Widening project is to increase interstate capacity through widening the existing mainline of I-26 and providing upgrades to the existing interchanges. There are no funds or plans to provide an additional interchange with this project.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Tony Chapman
152 Back Acres Road
Chapin, SC
ChapmanTL13@yahoo.com

Re: I-26 Widening Project Public Comment

Dear Tony Chapman,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

The proposed design will improve sight distance at the intersection of Stone Hill Road and Mt. Vernon Church Road. I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

A handwritten signature in black ink that reads "Bradley S. Reynolds". The signature is written in a cursive, flowing style.

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Charles Shealy
P.O. Box 222
Little Mountain, SC 29075
ltmtman@gmail.com

Re: I-26 Widening Project Public Comment

Dear Charles Shealy,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

SCDOT looks forward to providing these interstate improvements to improve traffic flow and safety. If you have any additional concerns, please feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

A handwritten signature in black ink that reads "Bradley S. Reynolds". The signature is written in a cursive, flowing style.

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Kenny and Annie Comalander
1005 Peak Street
Chapin, SC 29036

Re: I-26 Widening Project Public Comment

Dear Kenny and Annie Comalander,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

At Peak Street, a structural analysis was conducted and the overpass bridge was deemed structurally deficient and in need of replacement. The I-26 Widening Project is a design-build project, which allows the contractor some flexibility in methods/approach for bridge replacements. Closure of the Peak Street overpass bridge and replacement on the existing alignment is still a possibility and will be evaluated in more detail during the proposal and final design phases.

I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

The Honorable Chip Huggins
202 Blatt Building
Columbia, SC 29201
Chiphuggins@schouse.gov

Re: I-26 Widening Project Public Comment

Dear Representative Chip Huggins,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

We received your forwarded letters for several concerned constituents including Mr. and Mrs. Kenny Commalander, Mr. and Mrs. Michael Comalander, Mr. and Mrs. Troy O. Comalander, Ms. Earline Comalander, Mr. Jeff Burgey, Mr. Stacey Sizemore, Ms. Vicki Beaudrot, Mr. and Mrs. Carl Storey, and Mr. Jonathan Ingram. We have responded directly to those individuals and have also enclosed a copy of those responses for you.

I hope this I-26 project information is helpful. If I can answer any additional questions, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Brenda Mathis
116 Cedar Crest Lane
Irmo, SC

Re: I-26 Widening Project Public Comment

Dear Brenda Mathis,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

Currently, Julius Richardson Road intersects with the westbound on-ramp and off-ramp, creating an unsafe condition that does not meet design standards. Per guidelines from the American Association of State Highway and Transportation Officials, access to the interstate system, including ramps, shall be fully controlled and at-grade intersections shall not be allowed. Access control shall extend the full length of ramps and ramp terminals at the crossroad or frontage road ("*A Policy on Design Standards Interstate System*"). SCDOT cannot provide improvements to this area at Julius Richardson Road without eliminating these known safety issues.

To improve the curve alignment of West Shady Grove Road, the curve would need to be straightened, causing the relocation of residential homes, a situation the SCDOT tries to avoid. Based on existing and future predicted traffic patterns, motorists are likely to continue using Exit 97 to access the interstate. Travelers that previously used Julius Richardson Road would not experience a substantial delay in taking West Shady Grove Road when compared to traveling through residential streets in and near Ashford. There is no interchange at Old Tamah Road, the next crossing of I-26 that is east of Ashford. Motorists would have to continue traveling along Broad River Road for a considerable distance before they could access the interstate again. A new traffic signal will be installed at West Shady Grove Road and Broad River Road. Two left-turn lanes will be provided from West Shady Grove Road to Broad River Road to assist with traffic flow. I hope this information answers your I-26 questions, but if not, feel free to contact me at ReynoldsBS@scdot.org or 803-737-1440.

Sincerely,

Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx



South Carolina
Department of Transportation

July 27, 2018

Frank and Elizabeth Sawyer
100 Willow Creek Drive
Irmo, SC 29063
msawyer1956@gmail.com

Re: I-26 Widening Project Public Comment

Dear Frank and Elizabeth Sawyer,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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South Carolina
Department of Transportation

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Sincerely,

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Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

Adam and Sue Wysokowski
12 Glenhawk Loop
Irmo, SC 29063

Re: I-26 Widening Project Public Comment

Dear Adam and Sue Wysokowski,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

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South Carolina
Department of Transportation

July 27, 2018

Stephen Taylor
101 W. Ashford Way
Irmo, SC 29063

Re: I-26 Widening Project Public Comment

Dear Stephen Taylor,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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South Carolina
Department of Transportation

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Sincerely,

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Bradley S. Reynolds, PE, DBIA
Design Build Program Manager
SCDOT

Project Information Available Online here: www.scdot.org/inside/i26-widening.aspx





South Carolina
Department of Transportation

July 27, 2018

William Lide
219 Rolling Creek Circle Irmo, SC 29063

Re: I-26 Widening Project Public Comment

Dear William Lide,

The South Carolina Department of Transportation (SCDOT) appreciates your interest in the I-26 Widening Project. Thank you for taking the time to provide us with your comments. All information and comments obtained through the public involvement process are considered in the final development of the project. Your comment will also be retained as part of the project file and public record.

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