

CURRENT PROJECT HIGHLIGHTS

Phase 1: Colonial Life Boulevard at I-126 (99% complete)

- All travel lanes and ramps on I-26 and I-126 are open.
- Final asphalt paving and construction work is underway.

Phase 2: Broad River Road and I-20 (89% complete)

- The new ramp from I-20 westbound to I-26 westbound has opened.
- The new westbound bridge on Broad River Road (BRR) has opened.
- The new bridge from BRR to I-20 has opened.
- Utility relocations are complete.
- Noise wall construction is underway.
- Drainage work in the I-20 median is complete.

Phase 3B: Clearing and Grubbing of Trees and Brush (70% complete)

- Approximately 170 acres of clearing and grubbing in the project area. Allows for the advancement of critical utility relocations for upcoming phases within the I-20 and I-26 Interchange area.

Phase 3C: I-20 Improvements and Bridge Replacements (5% complete)

- Contract awarded to United-Blythe JV.
- Construction anticipated to begin 2026.
- Replaces bridge over Saluda River and CSX railroad and widens interstate to tie into Phase 3E.

FUTURE ACTIVITY

Phase 3A: Utility and Frontage Road Relocations

- Utility coordination.
- Utility and frontage road relocation design.
- Self-performing utility relocations by select utilities.

Phase 3D: I-26/I-126 Improvements

- Replacement of I-26 bridges over Saluda River and CSX railroad.
- Replacement of I-126 westbound to I-26 eastbound bridge.
- Widening of I-26 eastbound.
- Construction of I-26 bridge over realigned I-126 eastbound.
- Extension of I-26 westbound collector-distributor road.

Phase 3E: I-20/I-26 System Interchange

- Reconstruct I-20/I-26 interchange.
- Complete widening of I-20 between Phases 2 and 3C.
- Complete widening of I-26 between Phases 4 and 5 and Phase 3D.
- Reconstruct St. Andrews Road at I-26 interchange.
- Reconstruct Bush River Road at I-20 interchange.

Phases 4 and 5: I-26 Improvements

- Reconstruction of I-26/Harbison Boulevard interchange.
- Widening of I-26 starting just east of Piney Grove Road to just west of Exit 101.
- Relocation of frontage roads and utilities.

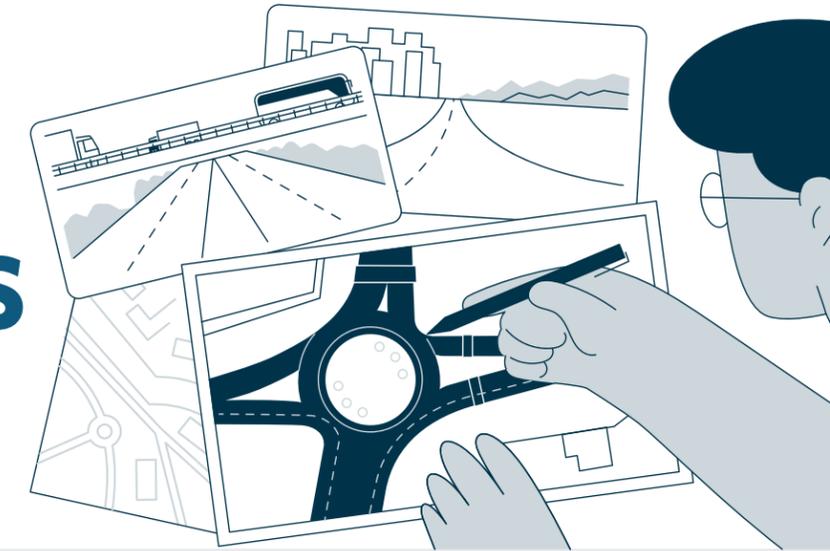
FOR MORE INFORMATION:

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CAROLINA CROSSROADS OVERVIEW



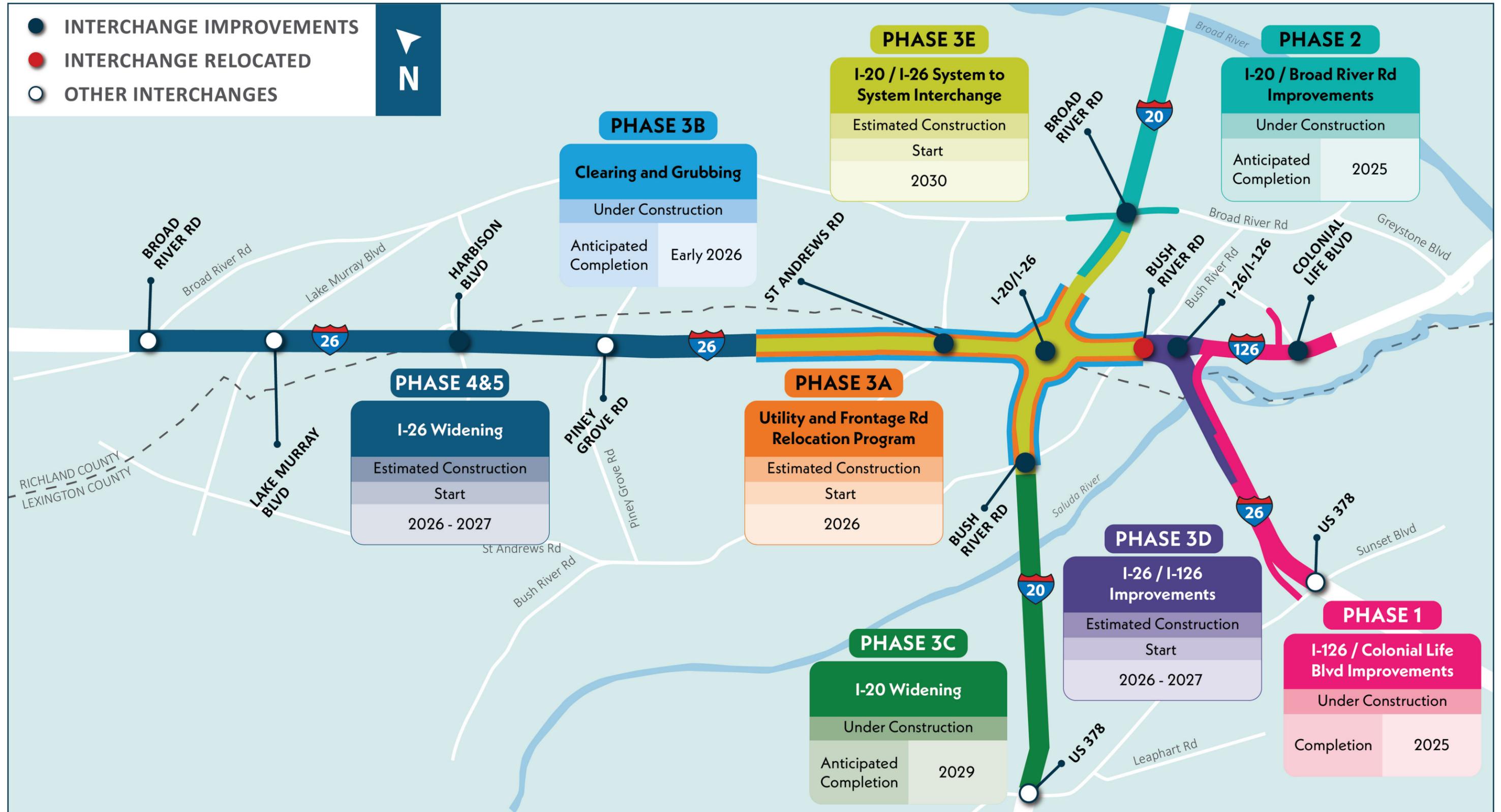
HERE ARE KEY THINGS TO KNOW:

- SCDOT announced project re-phasing in February 2024. **Phase 3** now consists of five subphases: **A, B, C, D, E**.
 - › **Phase 3A:** Utility and frontage road relocations
 - › **Phase 3B:** Clearing and grubbing
 - › **Phase 3C:** I-20 widening
 - › **Phase 3D:** I-26/I-126 improvements
 - › **Phase 3E:** I-20/I-26 system to system interchange
 - › **Phases 4 and 5:** I-26 widening (Phases are now combined)
- **Phase 1** reached substantial completion in summer 2025.
- **Phase 2** is expected to reach substantial completion in fall 2025.
- Construction activity is ongoing on **Phase 3B**.
- Pre-construction activity has begun for **Phase 3C**.

Program Re-phasing Plan

SUBJECT TO CHANGE

September 2025



FREQUENTLY ASKED QUESTIONS



GENERAL PROJECT FAQs:

- ?** **What is the Carolina Crossroads project?**
Carolina Crossroads is a major South Carolina Department of Transportation project aimed at improving safety throughout the I-20, I-26, and I-126 corridor. This includes the I-20/I-26 interchange that is commonly known as “Malfunction Junction.”
- ?** **Why is this project necessary?**
The I-26 interchange, originally constructed in the 1950s, has undergone various improvements over the years. However, it no longer meets the demands of modern traffic. This project aims to enhance mobility, alleviate congestion, and improve safety for both commuters and freight transportation.
- ?** **When did construction begin, and when will it be completed?**
Construction began in November of 2021 and is expected to be substantially complete in the mid 2030s.
- ?** **Why was the project divided into phases and then re-phased?**
The project was initially split into five phases to ensure a competitive bidding process, manage costs, and allow for incremental traffic improvements throughout construction. In February of 2024, the project was re-phased. In the new phasing plan for Carolina Crossroads, Phase 3 was divided into subphases—A, B, C, D, and E—and Phases 4 and 5 were combined.
The new rephasing plan advances the interstate widening projects on I-20 and the improvements to the I-126 and I-26 interchange to allow for utility coordination and project development to continue in the main interchange area.

What design changes are being made?

The project includes new bridges, interchanges, additional lanes, improved ramps, and better traffic flow. Final configuration for phases 3A, 3D, and 3E are still being designed. Phase 4 and Phase 5 are also in early stage design.

What part of the project is considered “malfunction junction?”

“Malfunction Junction” is the nickname given to the main interchange area of the Carolina Crossroads Project located at the I-20/I-26 and the I-26/I-126 junctions. Improvements in this area are included in Phases 3D and 3E.

RIGHT OF WAY FAQs:

How does SCDOT determine which properties are affected?

Potentially impacted properties are identified during the environmental phase of the project. Once a preferred alternative is selected and the roadway design begins, roadway plans are developed specifically identifying each property that right of way acquisition will be needed from in order to both construct and maintain the roadway.

Has SCDOT identified all of the ROW properties for the entire project? If not, will they have to acquire more properties?

As the project design advances, specific properties have been identified for right-of-way acquisition across all construction phases. Ongoing design refinements may necessitate additional right-of-way acquisitions.

What percentage of needed ROW is already acquired?

SCDOT has acquired roughly 75% of the necessary right of way property to date.

How are property owners notified if their property is impacted?

For right of way acquisition, SCDOT follows the State Code of Laws Title 28 Eminent Domain Act and the Code of Federal Regulations 49 CFR Part 24 Uniform Relocation and Real Property Acquisition Act of 1970 as amended aka “The Uniform Act”.

A right-of-way agent reaches out to each affected property owner, displaced individual, or business through phone, U.S. mail, or in-person visits. The method and duration of contact vary based on factors such as the complexity of the acquisition, the owner’s location (in-state or out-of-state), and whether a person or business is being relocated, along with the type of relocation involved.

The agent provides a detailed explanation of how the project impacts the property, outlines any applicable relocation benefits, and presents written offers for both just compensation and relocation assistance.