



APPENDIX B

RELOCATION IMPACT STUDY





Relocation Study

Interstate 26 (I-26) Corridor Improvements
Project MM 145-172

Orangeburg and Dorchester
Counties, South Carolina
PROJECT ID: P041967 & P042454

December
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(v2.0)

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1 INTRODUCTION

According to Federal Highway Administration (FHWA) Technical Advisory T6640.8A, the South Carolina Department of Transportation (SCDOT) has investigated the potential relocation impacts associated with the I-26 Corridor Improvements (MM 145 – 172) project located in Orangeburg and Dorchester Counties. The purpose of this report is to identify the potential relocations associated with the project, including any anticipated problems and proposed solutions.

2 PROJECT DESCRIPTION & PURPOSE

SCDOT proposes making improvements along the I-26 corridor from mile marker 145 - 172. Improvements include adding additional travel lanes, reconstructing or modifying the interchanges at Exits 149, 154, 159 and 165, and replacing overpass bridges. The project begins at U.S. 601 (Exit 145) and ends at U.S. 15 (Exit 172), (see Appendix A – Figure 1). Currently, the project is proposed to have two construction phases. Phase 1 includes I-26 from the eastern limits of the interchange with U.S. 601 (Exit 145) through the interchange with U.S. 301 (Exit 154). Phase 2 includes I-26 from the eastern limits of the interchange with U.S. 301 (Exit 154) to the western limits of the interchange with U.S. 15 (Exit 172). The purpose of the project is to improve the capacity of I-26 within the project study limits to address future congestion and address geometric and safety deficiencies at the interchanges by bringing them up to current interstate standards.

3 CHARACTERISTICS OF COMMUNITIES AND NEIGHBORHOODS IN THE STUDY AREA

The project study area (PSA) (Figure 1) is measured at 75 feet outside of the existing right-of-way (ROW) corridor along the mainline/frontage road and includes the median area to provide full coverage between the eastbound and westbound lanes. The PSA includes the entire area of the following interchanges: at SC 33 (Exit 149), Gramling Road (State Rd S-38-65), US 301 (Exit 154), between US 301 (Exit 154) and Big Buck Boulevard, S-36 Homestead Road (Exit 159), and at SC 210 (Exit 165). The PSA also includes a 150-foot-wide corridor in each direction from the centerline of I-26 for the following overpasses: Belleville Road, Old Ellore Road, Four Holes Road, Big Buck Boulevard, Log Cabin Road, Arista Road, Ebenezer Road, and Weathers Farm Road. The PSA is rural in nature and consists primarily of single-family residential parcels, farmland, light commercial development, and utility ROW.

Figure 1. Project Study Area

3.1 Demographics

Table 1. Demographics of the Study Area

Area	Population	% Below Poverty Level	Median Household Income	% Homeownership Rate	Total Housing Units	Vacant Housing Units	Percent Occupied Housing	Median Value of Owner-Occupied Home	Employment Rate
City of Orangeburg	13,240	31.5%	\$33,066	44.8%	5,621	1,262	74.5%	\$145,000	43.1%
Orangeburg County	84,223	20.2%	\$51,863	70.6%	41,197	7,372	82.1%	\$123,400	49.3%
Dorchester County	161,540	8.8%	\$83,907	74.9%	71,069	3,956	94.4%	\$359,300	63.1%
South Carolina	5,118,425	13.9%	\$67,804	72.4%	2,490,327	296,051	85.6%	\$272,900	57.6%

Source: US Census Bureau (<https://data.census.gov>). Accessed 12/1/2025.

The proposed project is located immediately outside the City of Orangeburg (see Appendix A – Figure 1). According to the United States (US) Census Bureau¹, the estimated population of the city is 13,240 with a median household income of \$33,066 with 31.5% living below the poverty level compared to the statewide median household income of \$67,804 with 31.5% living below the poverty level (see Table 1). The employment rate of the city is 43.1% and the statewide employment rate is 57.6%.

4 RELOCATIONS AND DISPLACEMENTS

The proposed project would require that the new bridge at Grambling Road (S-38-65) be raised above the existing bridge elevation. This increase in elevation would result in increased fill slopes that would encroach into and require relocation of two residential homes at the northeast quadrant of the bridge (see Appendix A - Figure 2 and Appendix B - Photographic Log). Both relocations are located within the Orangeburg County portion of the project. Five business locations are proposed to have partial relocations. These include two gas stations where the underground storage tanks (UST) would be impacted and three businesses that would either have storage buildings or equipment storage areas impacted. Additionally, four billboards are proposed for relocation. No displacement of non-profits or farms would be required. Further information provided by the Orangeburg County and Dorchester County tax assessor on the required relocations is below. Information regarding the two residential relocations is in Table 2 and information regarding the partial relocations is in Table 3. The proposed billboards to be relocated are listed in Table 4.

Table 2. Property Descriptions (Full Relocations)		
Data	Property 1	Property 2
Address	709 Glenzell Road Orangeburg, SC 29115	632 Glenzell Road Orangeburg, SC 29115
Parcel ID	0207-08-06-001.000	0207-08-05-006.000
Zoning	General Residential	Forest and Agriculture
Style	Single Family Residential	Single Family Residential
Acres	0.97	0.84
Gross Sq. Ft.	~3,259	~1,568
Finished Sq. Ft.	~2,100	~1,568
Stories	1 Story	1 Story
Bedrooms	Unknown	3
Bathrooms	2	2
Year Built	2003	1998
School District	Orangeburg District 5	Orangeburg District 5

Sources: Orangeburg County GIS, <https://gis2.orangeburgcounty.org/maps/>. Accessed 8/25/2025

U.S. Census Bureau, <https://data.census.gov>. Accessed 8/25/2025

¹ U.S. Census Bureau (<https://data.census.gov>) Accessed 8/25/2025.

Table 3. Property Descriptions (Partial Relocations)					
Data	Property 1	Property 2	Property 3	Property 4	Property 5
Description	TEC Equipment Rental	RDB Communication	7 Eleven Gas Station	BP Gas Station, Quick C Food Mart	Southeastern Building Supply
Address	163 Citadel Rd	153 Citadel Rd	3471 Five Chop Rd	5465 Vance Rd	5448 Vance Rd
Property Impact	Equipment Storage	Storage Building	Underground Storage Tanks	Underground Storage Tanks	Storage Area
Tract ID	173	174	284	40	43
Parcel ID	0181-08-01-001.000	0181-08-01-007.000	0236-00-05-023.000	0276-00-05-001.000	0276-00-04-002.000
Zoning	Commercial	Commercial	Commercial	Commercial	Commercial
Acres	5.95	9.99	5.00	3.98	17.00

Source: Orangeburg County GIS, <https://gis2.orangeburgcounty.org/maps/>. Accessed 12/02/2025

4.1 Billboards

The proposed project as currently designed would displace four billboards. Since the relocation of billboards is treated as personal property they are counted as a relocation in this study and would be relocated in accordance to SCDOT's Right-of-Way Manual. The billboards are listed in Table 4 with their respective TMS # and approximate location. The potential impacts are shown in Appendix A and photos are included in the photo log in Appendix B.

Table 4. Proposed Billboard Relocations				
Address/Lat-Long	Tract	TMS #	Owner	Billboard Type
Norwood St. (33.45006, -80.71951)	305	0235-00-03-009.000	Adams Outdoor Advertising/M&W Outdoor LLC	Steel Mono Pole with four billboards
Norwood St. (33.44902, -80.71793)	307	0235-00-03-008.000	Adams Outdoor Advertising/M&W Outdoor LLC	Steel Mono Pole with four billboards
Norwood St. (33.44805, -80.71654)	309	0235-00-03-013.000	Adams Outdoor Advertising/M&W Outdoor LLC	Steel Mono Pole with three billboards
Norwood St. (33.44715, -80.71523)	311	0235-00-03-007.000	Adams Outdoor Advertising/M&W Outdoor LLC	Steel Mono Pole with 2 billboards

Source: Orangeburg County GIS, <https://gis2.orangeburgcounty.org/maps/>. Accessed 12/02/2025

5 RELOCATION ANALYSIS

5.1 Available Single-Family Homes for Sale

A search for residential single-family dwellings for sale that had similar living space was conducted within three miles of the PSA. Due to the rural nature of the area and limited housing stock, a limited amount of comparable decent, safe, and sanitary housing is available. Table 5 lists the availability of residential properties for sale within five miles of the PSA and that have the average living space between 1,500 and 2,500 square feet (sq ft). This information was obtained from a combination of searches via Zillow², Realtor.com³, and Homes.com⁴.

Table 5. Homes For Sale within 3 miles of the PSA
(Between 1,800 – 2,000 square feet)

Price Range (in Dollars)	Number of Homes for Sale
\$10,000 – 100,000	1
\$100,000 – 125,000	0
\$125,000 – 150,000	3
\$150,000 – 200,000	3
\$200,000 – 250,000	7

Source: Zillow.com, Realtor.com, and Homes.com. Accessed 8/25/2025

5.2 Available Single-Family Homes for Sale

According to Homes.com there are 5 rental homes within 5 miles of the PSA. The prices range from \$1,100/month (2 bedrooms, 1 bathroom) to \$1,275/month (3 bedrooms, 2 bathrooms). Although there is no guarantee that an exact replacement property can be found, the sale and rental markets indicate that there is limited comparable Decent, Safe, and Sanitary (DSS) housing available to meet the needs of the impacted homeowner or tenants.

5.3 Available Land for Sale

Based on a Zillow.com, Realtor.com, and Homes.com search for 1 – 5 acre lots, ten (10) properties are available within a 5-mile radius of the PSA. Lots ranged in price from \$20,000 up to \$360,000.

² Zillow.com (accessed August 25, 2025).

³ Realtor.com (accessed August 25, 2025).

⁴ Homes.com (accessed August 25, 2025).

5.4 Relocation Assistance

Displaced persons would be offered to relocate in areas at least as desirable as their original property with respect to public utility and commercial facilities. Rent and sale prices of replacement property offered to those displaced would be within financial means, and replacement property would be within reasonable access to displaced individuals' places of employment.

The SCDOT will acquire all new right-of-way and process any relocations in compliance with the Uniform Relocation Assistance and Real Property Acquisition policies Act of 1970, as amended (42 U.S.C. 4601 et seq.). The purpose of these regulations is to ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owner, to minimize litigation and relieve congestion in the courts, and to promote public confidence in Federal and federally-assisted land acquisition programs.

In addition, SCDOT would provide relocation advisory assistance to all eligible persons without discrimination in accordance with Title VI of the Civil Rights Act of 1966 and Title VIII of the Civil Rights Act of 1968. These Acts and Executive Order 111063 make discriminatory practices in the purchase and rental of residential units illegal if based on race, color, religion, sex, or national origin.

6 PUBLIC INVOLVEMENT EFFORTS

A website, which details the proposed project, schedule, contact information, and provides a comment form, was provided through SCDOT's project website at www.i26improvements.com/mm145-172. Announcements about the Public Information Meeting (PIM), which included a link to the website, were sent to local religious, educational, and/or social institutions in the vicinity of the project. Signs stating the date and location of the meeting were placed within the PSA.

The PIM was held on July 17, 2025, and consisted of an informal drop-in format where SCDOT representatives were present to provide information and answer questions. The proposed concept plans were on display, and attendees were given an informational brochure with the project description, purpose background, schedule, and contact information upon signing an attendance record. Comment forms were also available for attendees to provide written comments at the meeting or to be submitted via mail or email to SCDOT after the meeting. A public hearing will be held upon approval of the Environmental Assessment to present a refined preferred alternative. Comments would be received and addressed prior to the issuance of a final NEPA decision.

7 CONCLUSION

Based on the information included in this study, it is believed that any relocations from the project will not cause long-term disruption to residents, businesses, nor would it disrupt or divide an established community. While this project will potentially result in two residential displacements, it appears that comparable replacement housing could be located within the general area, zoning, and school district.



APPENDIX A

FIGURES



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Source: ESRI World Streets Map

Figure 1

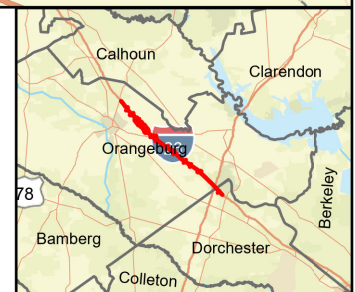
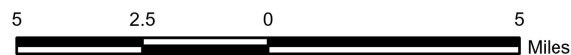
Project Location and Study Area

I-26 Corridor Improvements MM 145 - 172

SCDOT PID P041967 & P042454

Orangeburg & Dorchester Counties, SC

December 2025





Source: ESRI World Imagery/Transportation

Figure 2
Tracts 249 & 260 Potential Residential Relocations
 I-26 Corridor Improvements MM 145 - 172
 SCDOT PID P041967 & P042454
 Orangeburg & Dorchester Counties, SC
 December 2025

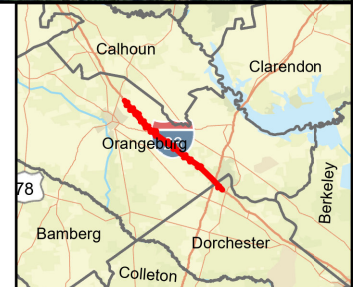
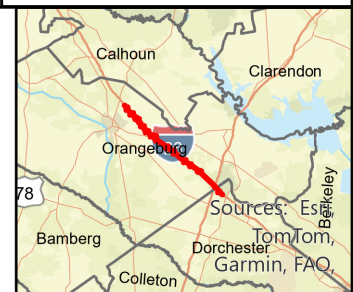
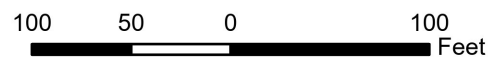




Figure 3
Tracts 173 & 174 Potential Business Impacts
I-26 Corridor Improvements MM 145 - 172
SCDOT PID P041967 & P042454
Orangeburg & Dorchester Counties, SC
December 2025



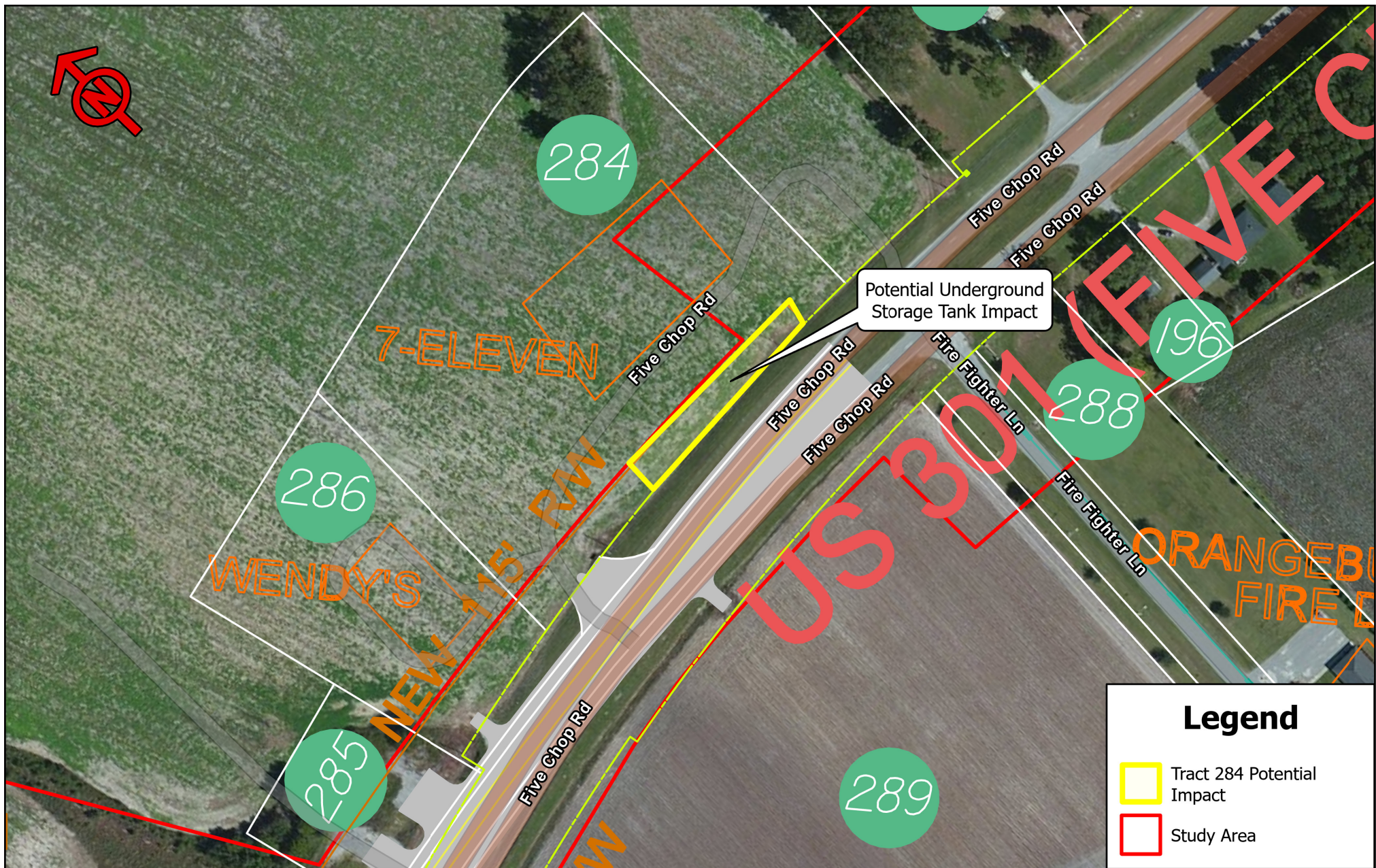
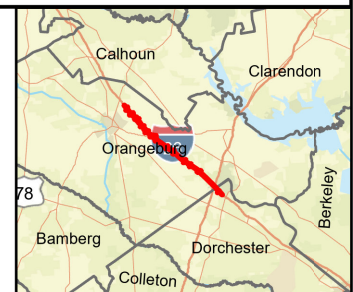


Figure 5
Tract 284 Potential Business Impacts
 I-26 Corridor Improvements MM 145 - 172
 SCDOT PID P041967 & P042454
 Orangeburg & Dorchester Counties, SC
 December 2025



Source: ESRI World Imagery/Transportation



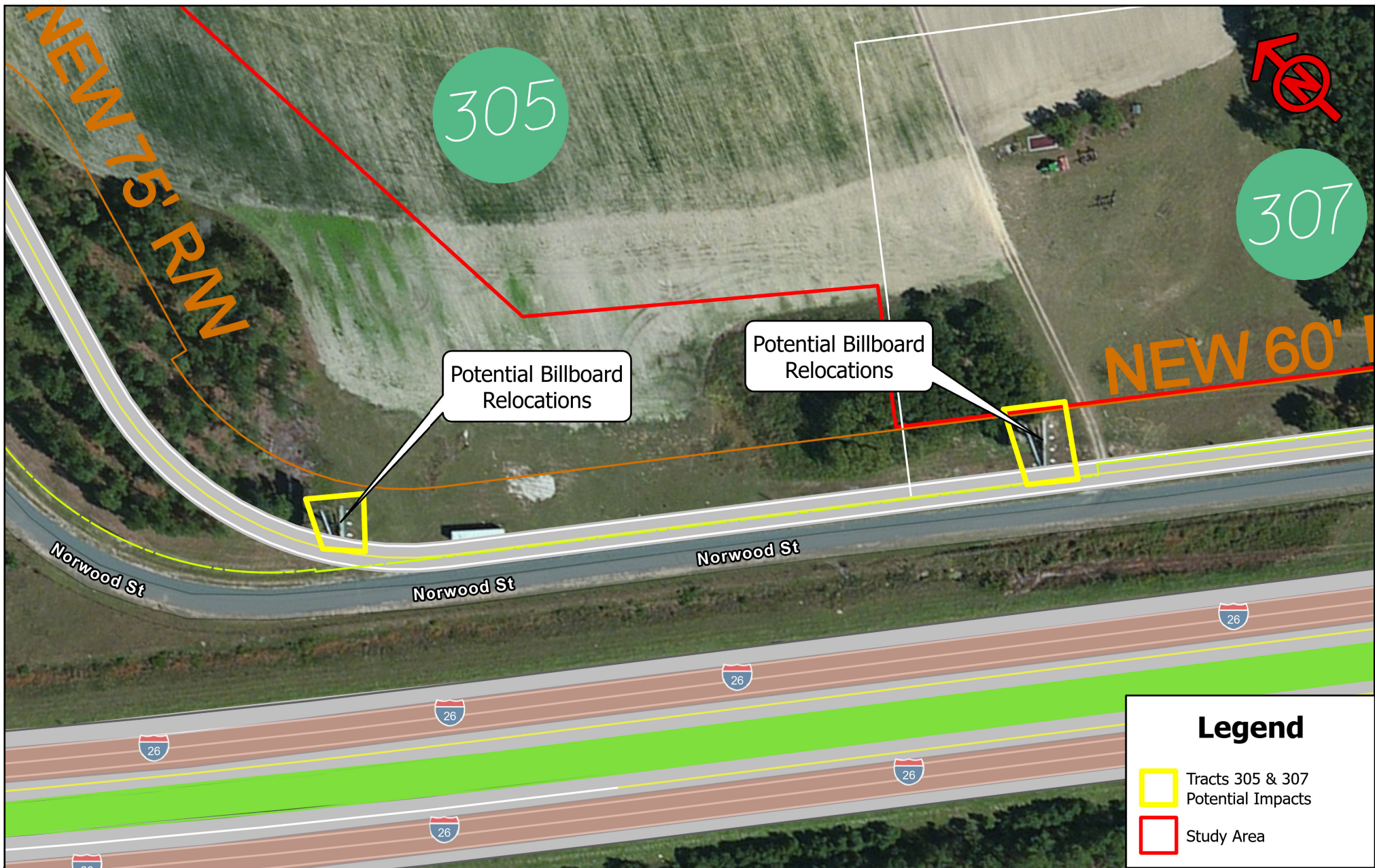
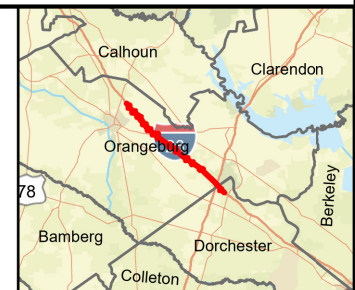


Figure 6
Tracts 305 & 307 Potential Billboard Relocations
 I-26 Corridor Improvements MM 145 - 172
 SCDOT PID P041967 & P042454
 Orangeburg & Dorchester Counties, SC
 December 2025

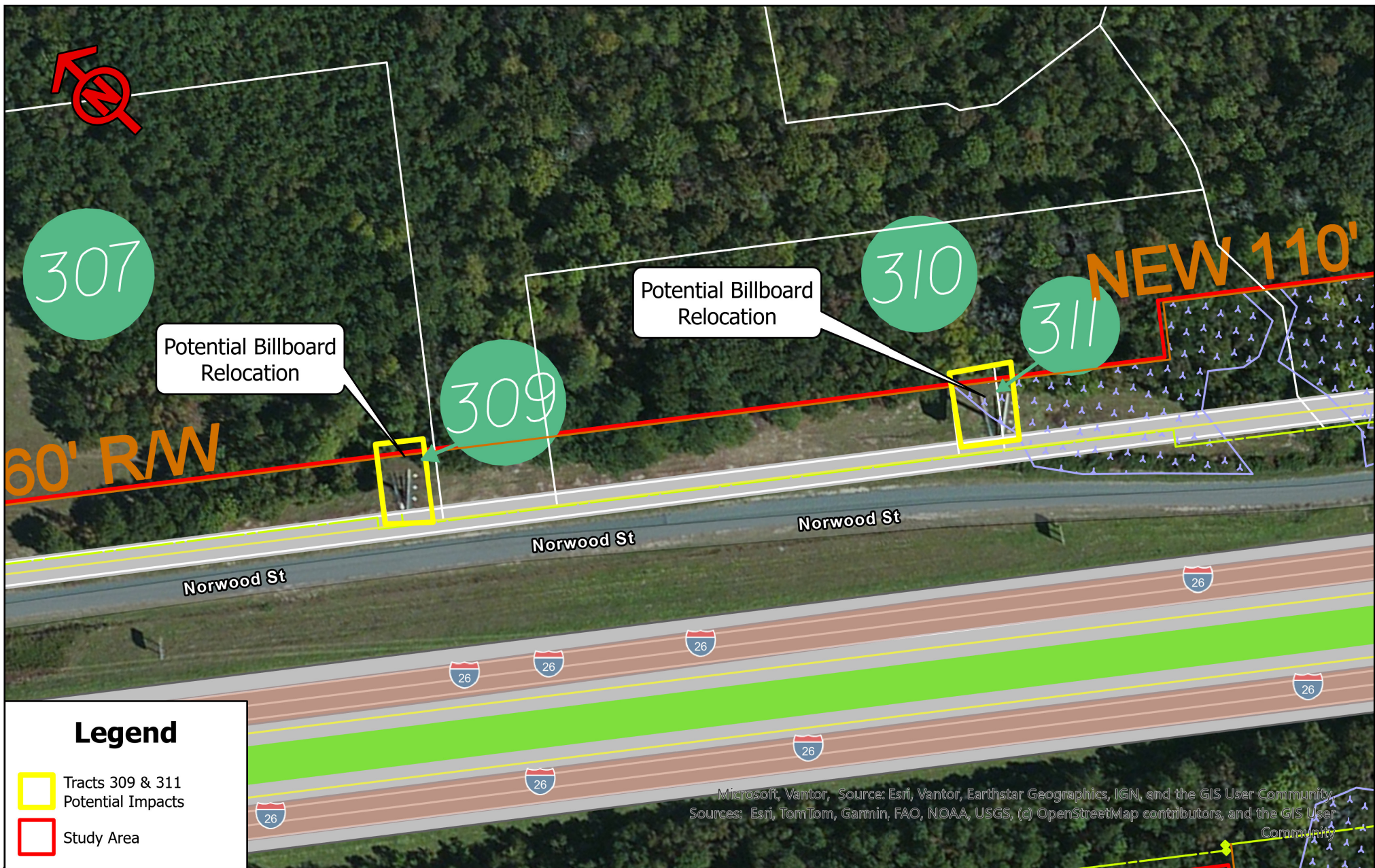
100 50 0 100
 Feet



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Source: ESRI World Imagery/Transportation



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APPENDIX B

Photographic Log

PHOTOGRAPHIC LOG

709 Glenzell Road



Photograph 1. Front of house facing southeast. Note the ADA ramp.



Photograph 2. Front/Side view facing east with outbuildings.

PHOTOGRAPHIC LOG

709 Glenzell Road



Photograph 3. Side of house facing south.



Photograph 4. Front view facing northeast.

PHOTOGRAPHIC LOG

632 Glenzell Road



Photograph 1. Front of house facing south.



Photograph 2. Front of house facing south.

PHOTOGRAPHIC LOG

632 Glenzell Road



Photograph 3. Front of house facing southwest.



Photograph 4. Front side yard with porch facing south.

PHOTOGRAPHIC LOG

163 Citadel Rd (Tract 174)



Photograph 1. Equipment storage along Citadel Road. View facing south



Photograph 2. Equipment storage along Citadel Road. View facing southeast

PHOTOGRAPHIC LOG

153 Citadel Rd (Tract 173)



Photograph 1. HVAC Storage Building, view facing southwest



Photograph 2. HVAC Storage Building, view facing west

PHOTOGRAPHIC LOG

3467 Five Chop Rd (Tract 284)



Photograph 1. Impacted Underground Storage Tanks, view facing east



Photograph 2. Impacted Underground Storage Tanks, view facing west

PHOTOGRAPHIC LOG

5465 Vance Rd (Tract 40)



Photograph 1. BP Impacted Storage Tanks, view facing east



Photograph 2. BP Impacted Storage Tanks, view facing west

PHOTOGRAPHIC LOG

5448 Vance Rd (Tract 43)



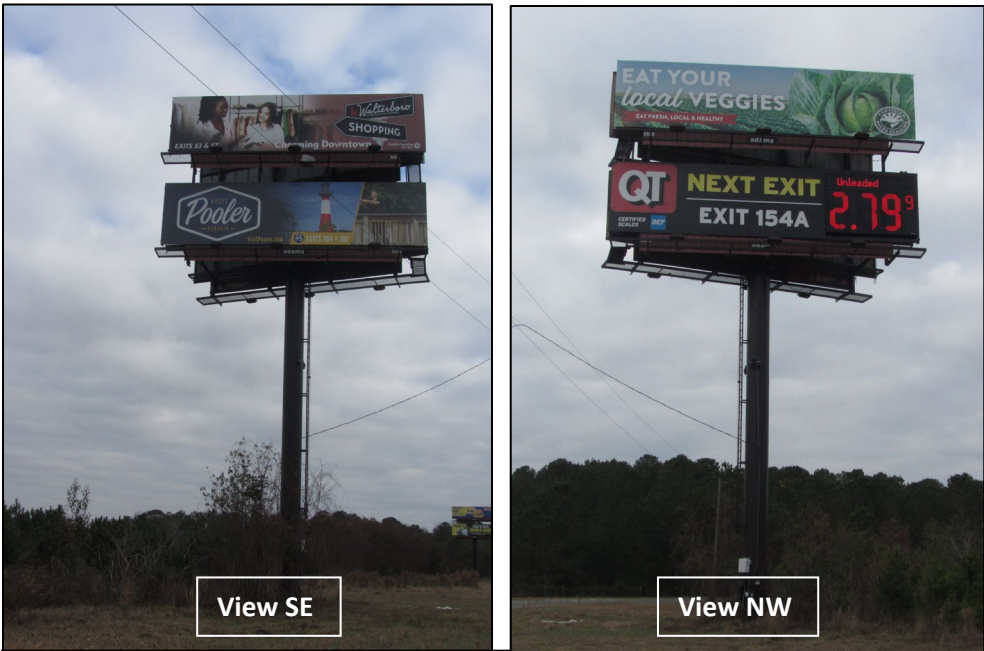
Photograph 1. Southeastern Building Supply impacted laydown area, view northeast



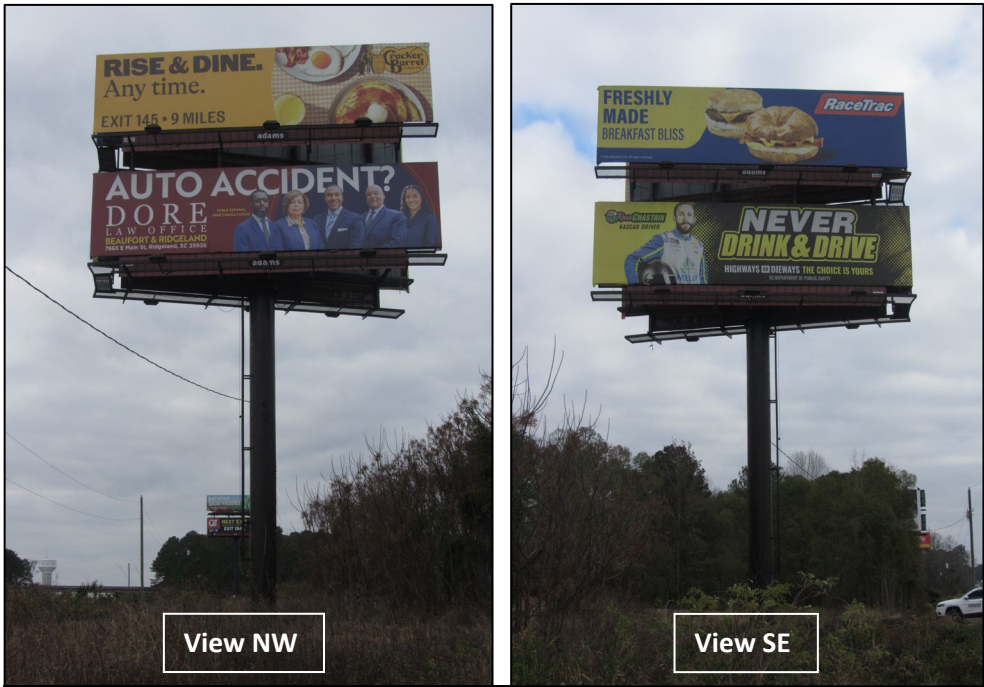
Photograph 2. Southeastern Building Supply impacted laydown area, view north

PHOTOGRAPHIC LOG

Billboards (Tracts 305 & 307)



Photograph 1. **Tract 305**; Norwood St., 33.45006, -80.71951



Photograph 2. **Tract 307**; Norwood St., 33.44902, -80.71793

PHOTOGRAPHIC LOG

Billboards (Tracts 309 & 311)



Photograph 1. Tract 309, Norwood St., 33.44805, -80.71654



Photograph 2. Tract 311; Norwood St., 33.44715, -80.71523