



526 LOWCOUNTRY CORRIDOR

November 19, 2019 Stakeholder Meeting

Joy Riley, PE, DBIA SCDOT



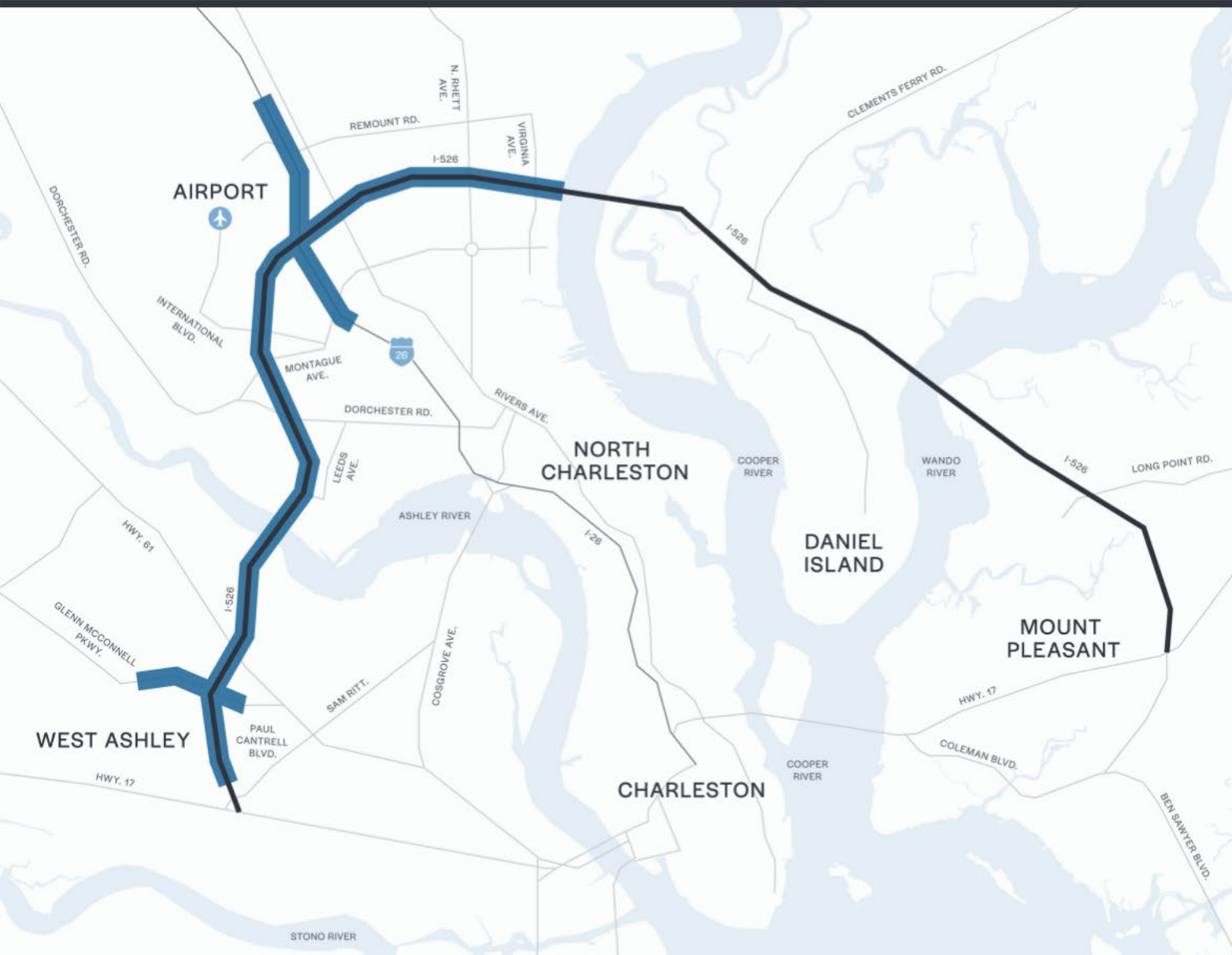
U.S. Department of Transportation
Federal Highway Administration





Project Background





I-526 Lowcountry Corridor **WEST**

Project Termini

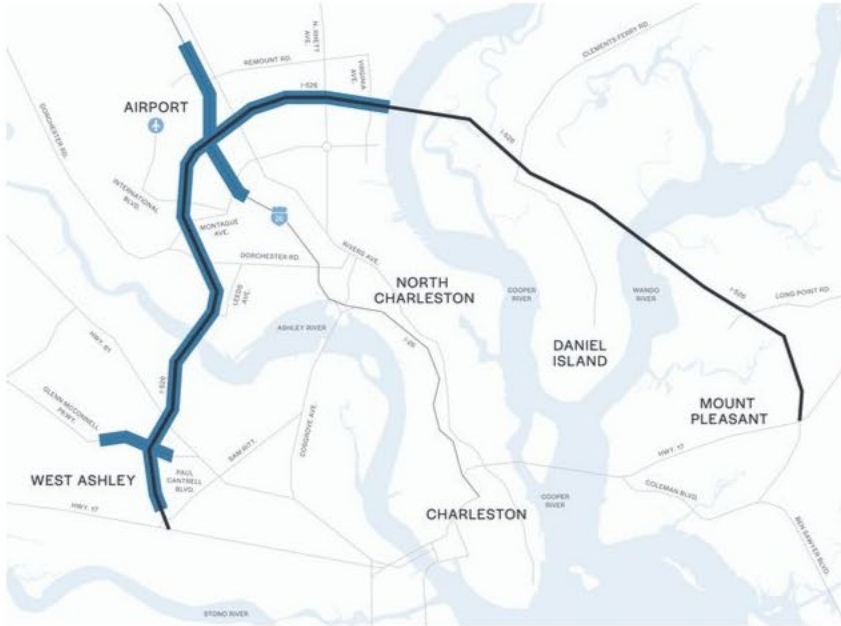
**Virginia Avenue
North Charleston**



**Paul Cantrell Boulevard
West Ashley**

Project Purpose

What is the reason for this project?



Increase Capacity

— and —

Improve Operations

at the I-26/I-526 interchange and
along the I-526 mainline from Virginia Avenue to Paul Cantrell Boulevard

Project Need: Why?

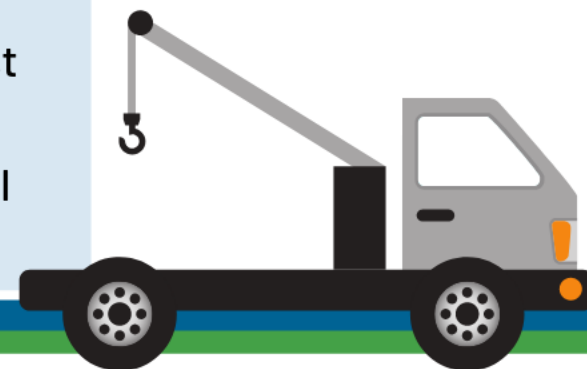


I-526 is one of South Carolina's most congested interstate segments

Congestion

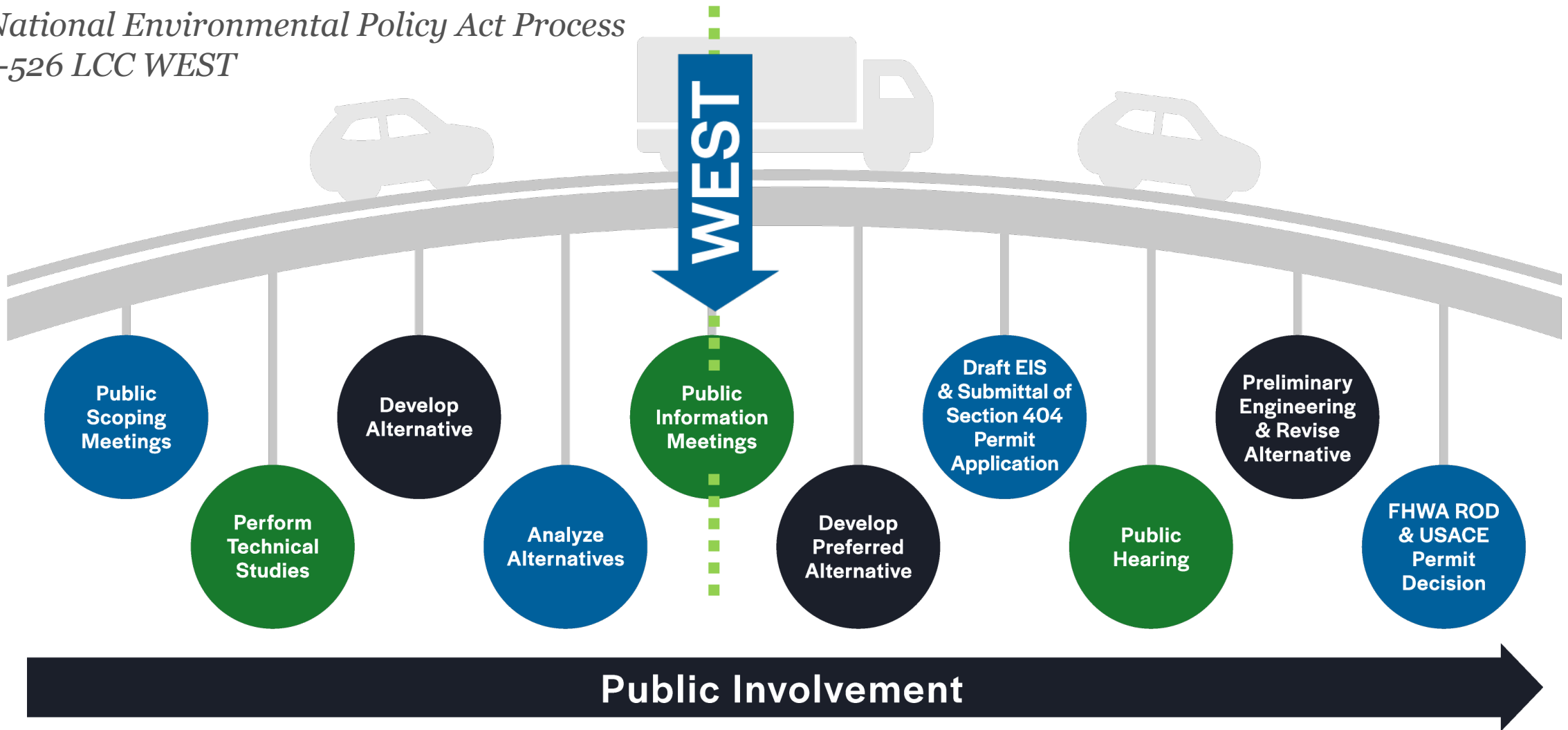
#2: 2035 CHATS LRTP

#6: SCDOT Interstate Capacity List
Top 20 most congested interstate
segments (SCDOT 2014 Multimodal
Transportation Plan)



NEPA Project Development Process

National Environmental Policy Act Process
I-526 LCC WEST

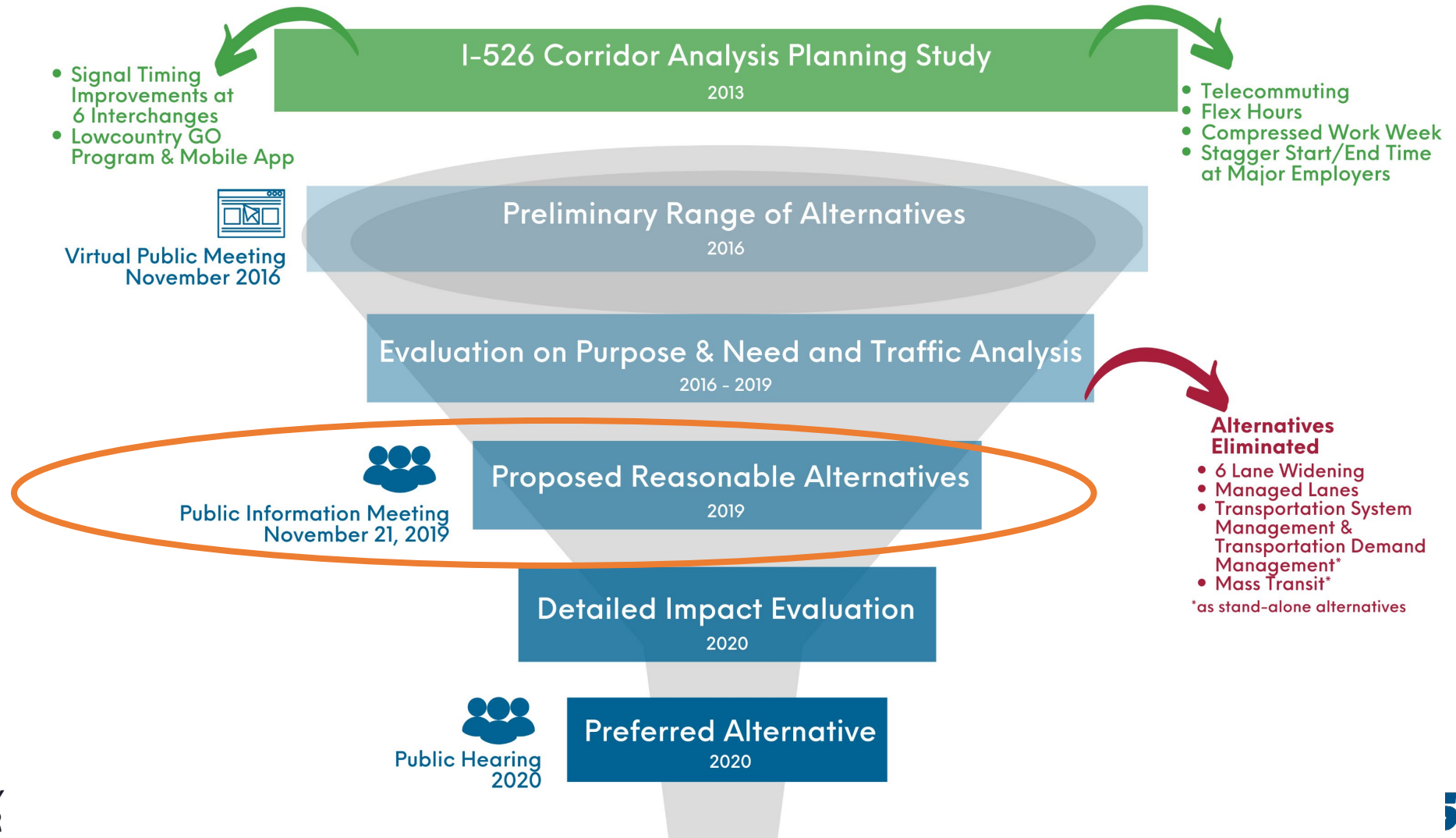




Alternatives Evaluation



Alternatives Evaluation Process



Eliminated Alternatives: *A Deeper Dive*

No-Build Options

Alternatives Eliminated

- 6 Lane Widening
- Managed Lanes
- Transportation System Management & Transportation Demand Management*
- Mass Transit*

*as stand-alone alternatives

Travel Demand Management (TDM) & Modal Strategies + Traffic Reduction Potentials



Carpools/
Rideshare
Matching
Vanpools

↓2%



Travel
Finance
Income



↓0.1%



Education/
Promotion

↓1%



Shift to Rail
Freight

↓3.5%



Work Flex
Time/
Staggered
Work Hours

↓0.5%



Bike/ Walk
Enhancements

↓0.1%



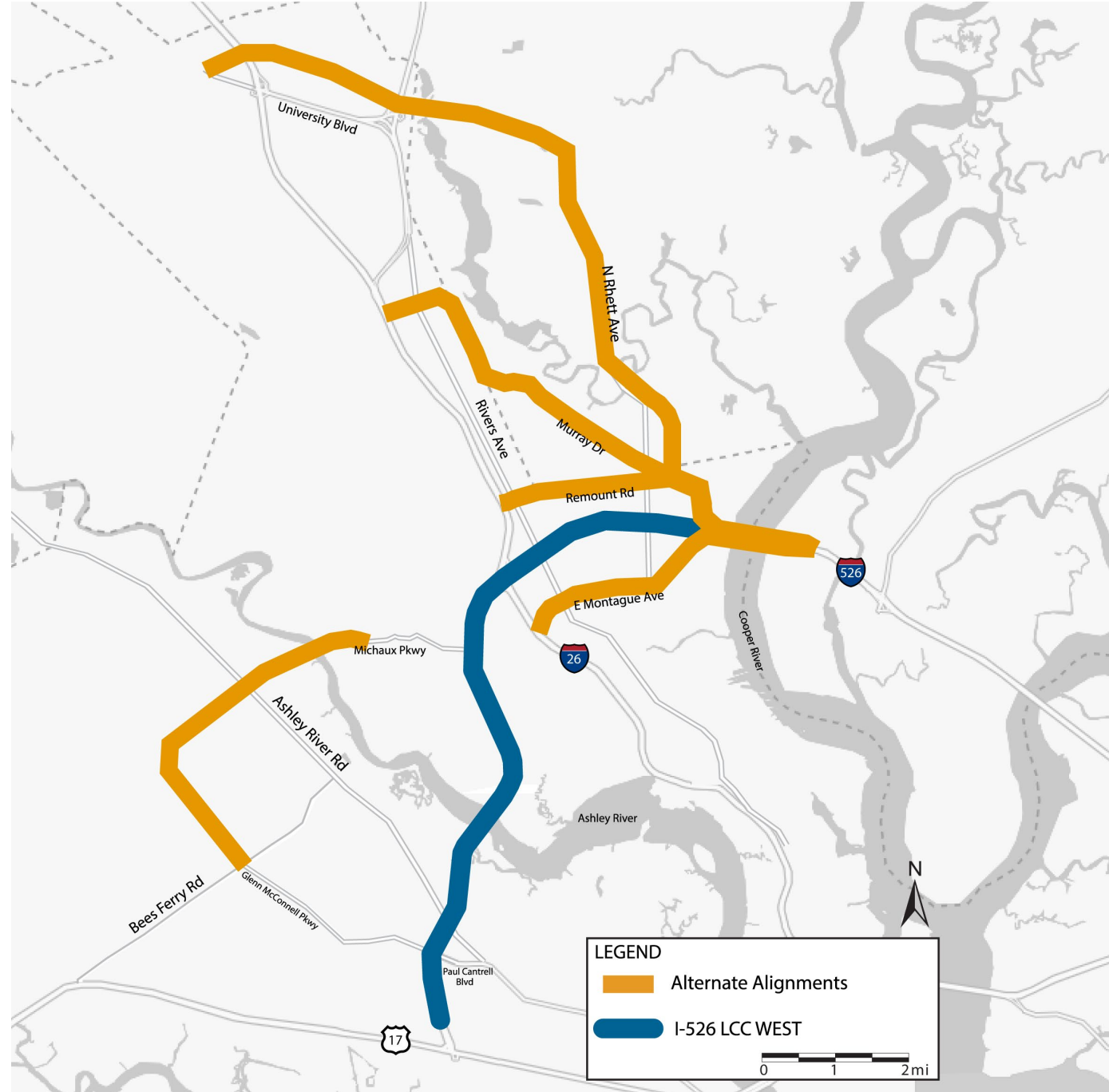
Bus Rapid
Transit

↓3.4%

Other Alternatives Evaluated

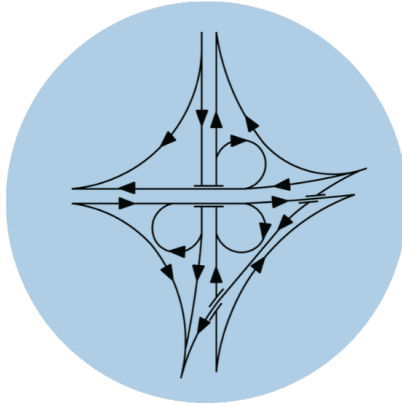
Alternate Alignments

- New alignments or Widened existing Corridors
- Did not alleviate congestion on the I-526 LCC Corridor enough

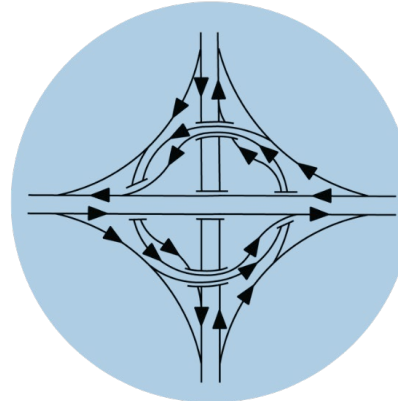


Other Alternatives Evaluated

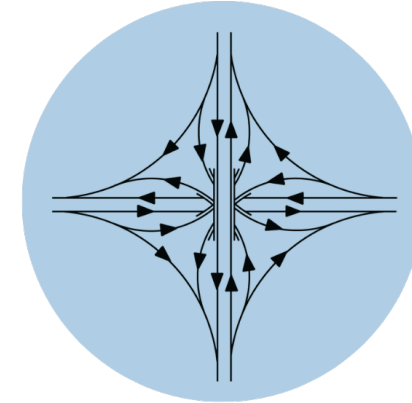
Interchange Types



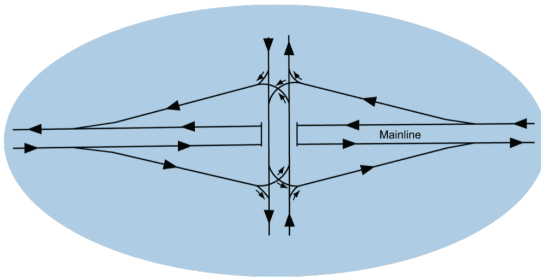
DIRECTIONAL INTERCHANGE
WITH DIRECT AND SEMI-
DIRECT CONNECTIONS
AND LOOP RAMPs



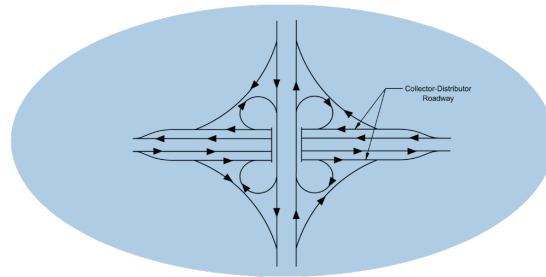
TURBINE



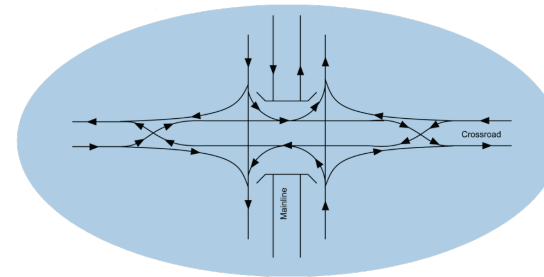
DIRECTIONAL
INTERCHANGE
WITH DIRECT
CONNECTIONS



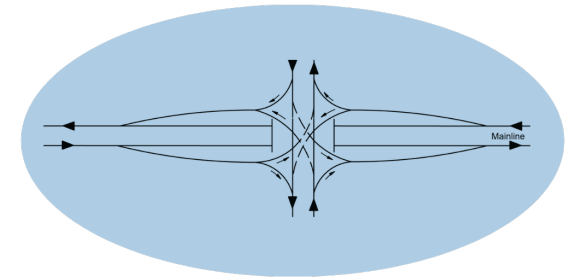
DIAMOND INTERCHANGE



CLOVERLEAF INTERCHANGE WITH
COLLECTOR-DISTRIBUTOR ROADWAYS



DIVERGING DIAMOND
INTERCHANGE

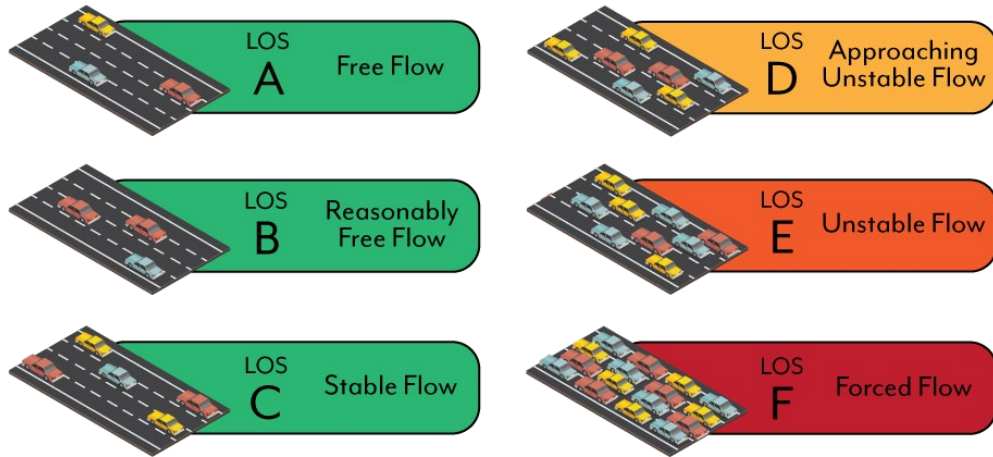


SINGLE-POINT DIAMOND
INTERCHANGE

Traffic Analysis

Understanding Level of Service

Level of Service (LOS)



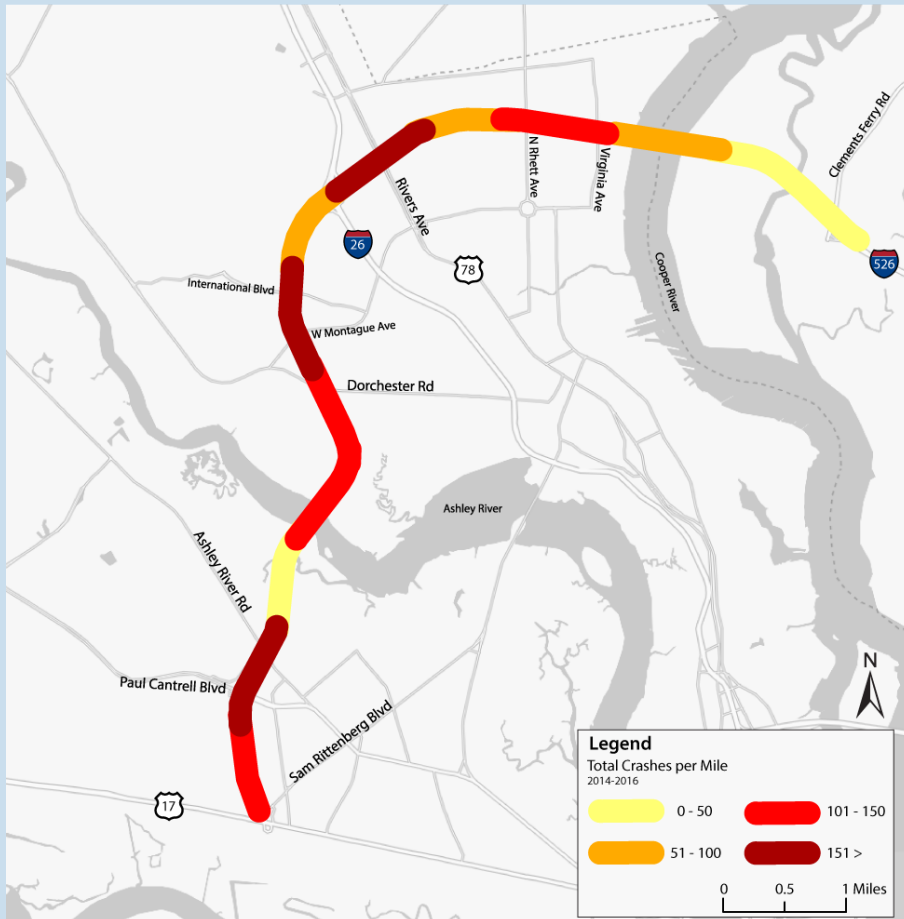
8-Lane Alternative was selected as the Proposed Reasonable Alternative for the Mainline

Segment Description	2015 Annual Average Daily Traffic (AADT)	No Build 2050 AADT	Level of Service (LOS)	Build 2050 AADT	LOS	
					6-Lane	3-Lane
North of Sam Rittenberg Blvd to Paul Cantrell Blvd	39,400	59,800	C	68,500	B	B
Paul Cantrell Blvd to Leeds Ave	79,200	106,900	F	136,900	F	D
Leeds Ave to Dorchester Rd	78,800	106,400	F	134,000	F	D
Dorchester Rd to Montague Ave	80,700	108,900	F	127,300	E	C
Montague Ave to International Blvd	67,400	91,000	F	109,600	D	C
International Blvd to I-26	89,000	120,200	F	126,700	E	C
I-26 to Rivers Ave	77,200	104,200	F	116,100	D	C
Rivers Ave to North Rhett Ave	75,600	104,400	F	126,700	E	C
North Rhett Ave to Virginia Ave	80,500	122,200	F	148,400	F	D
East of Virginia Ave	68,900	110,100	F	133,800	F	D

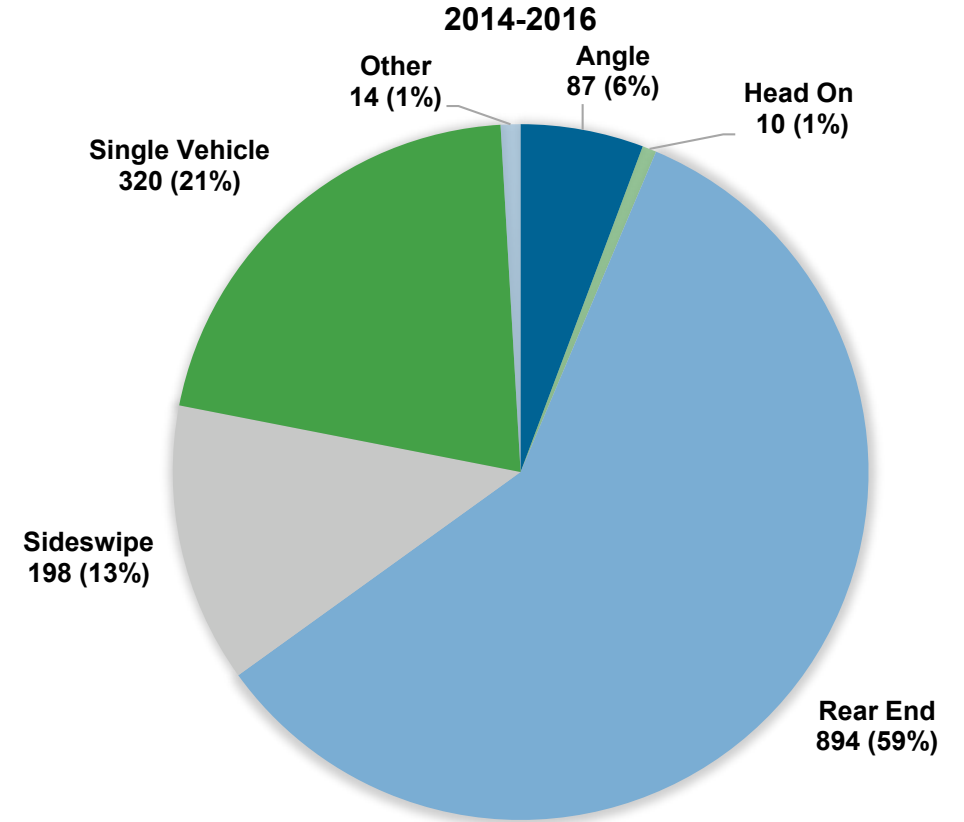
Traffic Analysis

Safety Considerations

Total Crashes per Mile

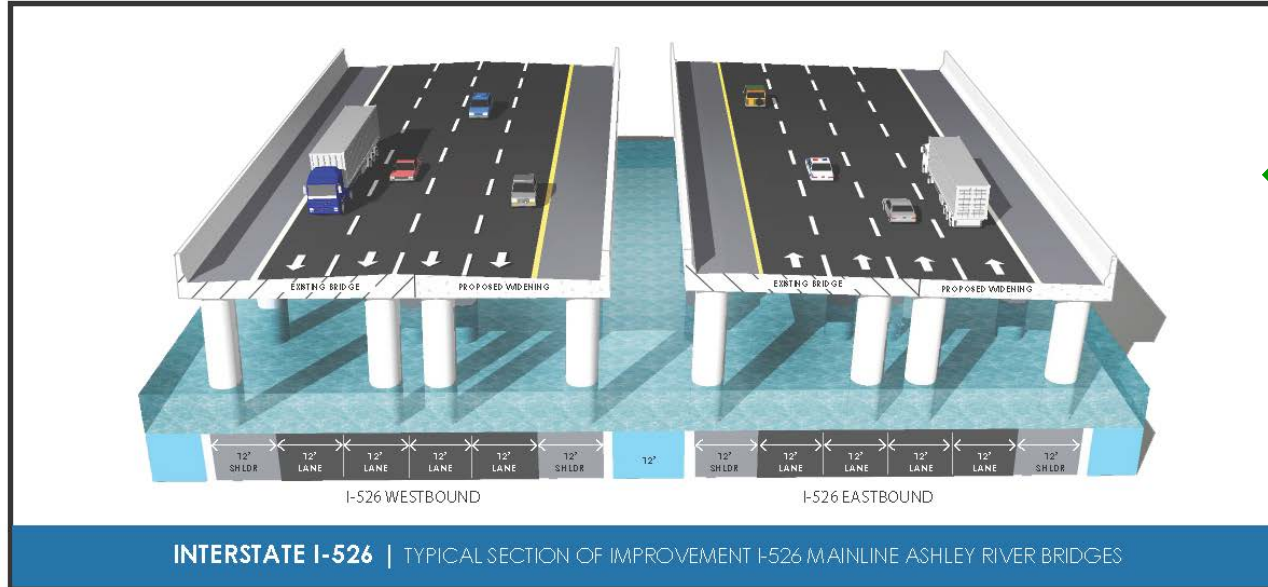


I-526 LCC WEST CRASHES BY TYPE

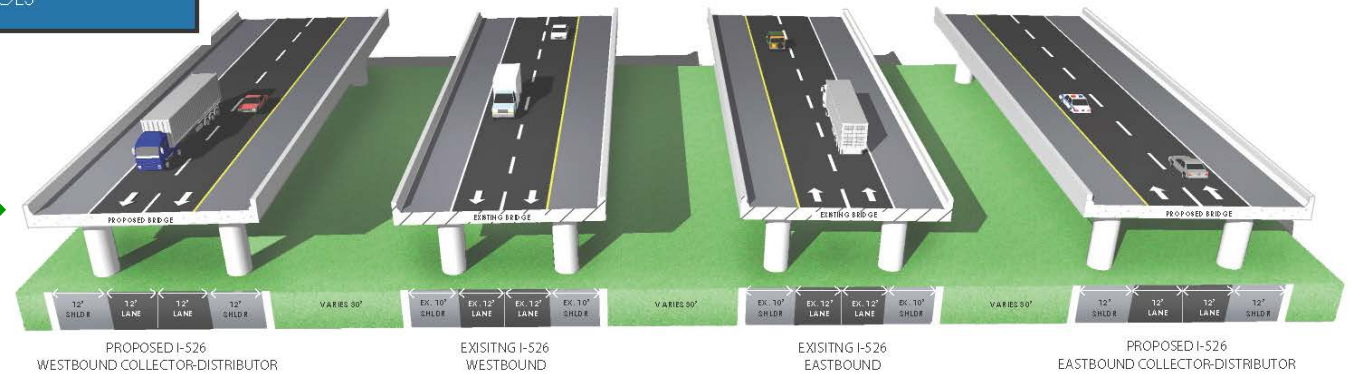
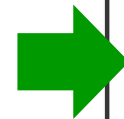


Roadway Typical Alignments

Mainline Interstate I-526

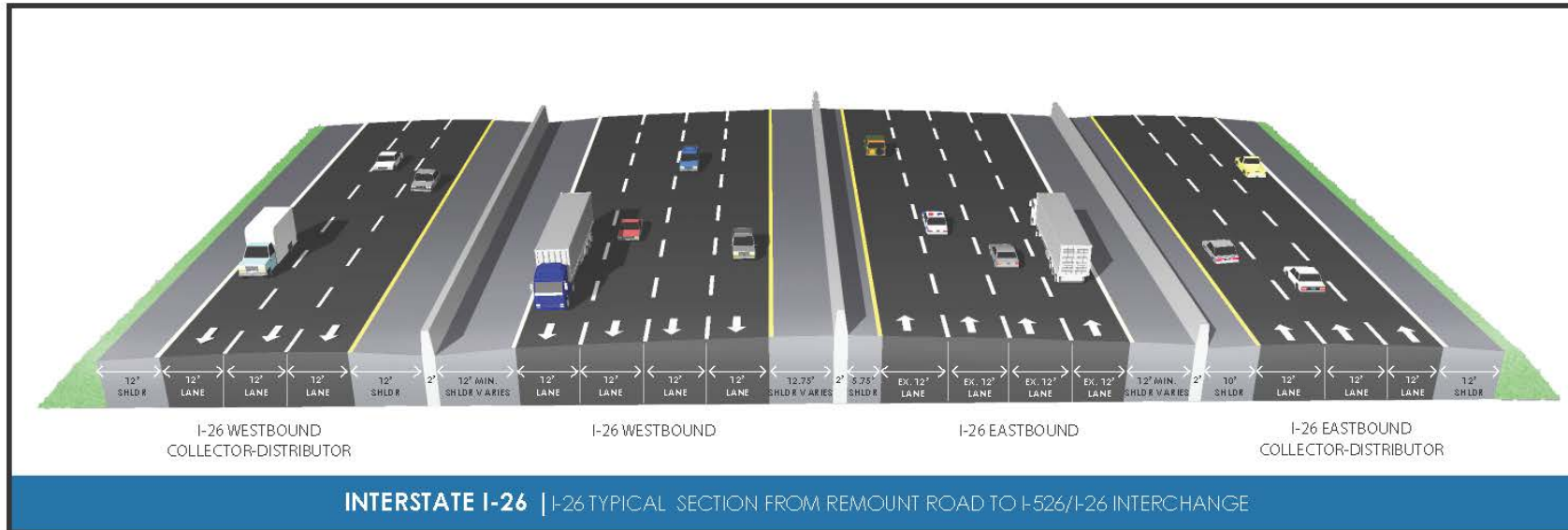


- Existing elevated structure between I-26 & Virginia Ave will remain
- Elevated 2-lane collector distributor road will be added in both directions with direct connections to I-26



Roadway Typical Alignments

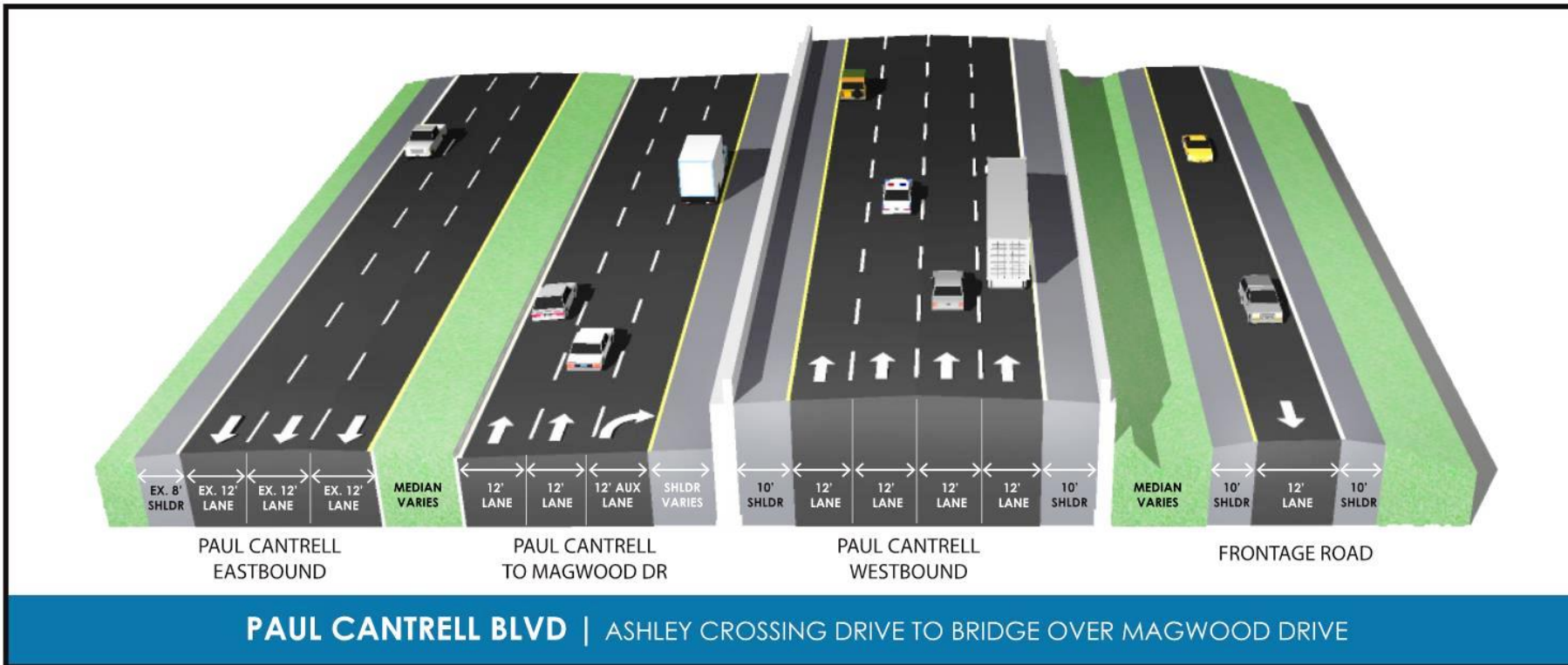
Mainline Interstate I-26: Remount Rd to I-26/I-526



- Existing 10-lane section of I-26 from Remount Road to the I-526 interchange
- 3-lane collector distributor roadways on either side

Roadway Typical Alignments

Paul Cantrell Blvd



Left to Right:

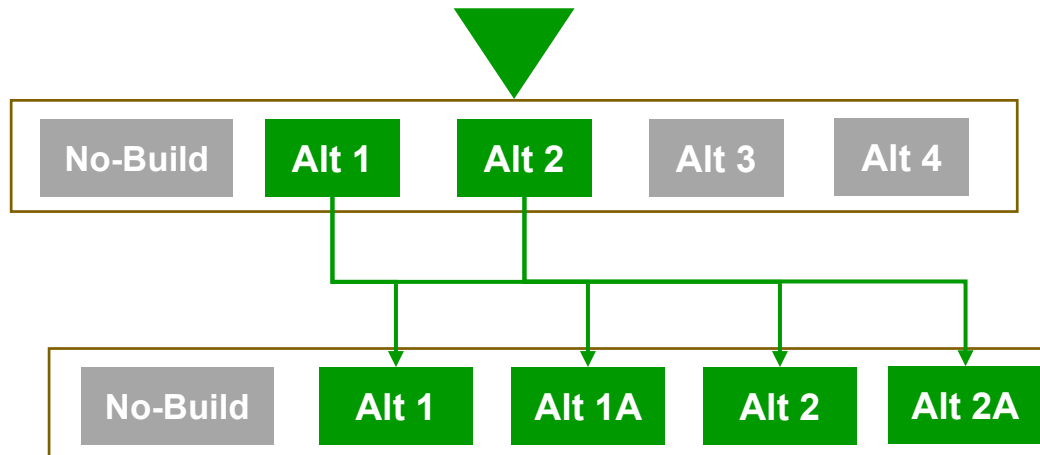
- Existing Eastbound & Westbound Paul Cantrell Blvd
- The new bridge heading Westbound over Magwood Drive
- The frontage road will remain for local traffic

I-26/I-526 System-to-System Interchange Alternatives

2013 I-526 Corridor Study

Carry Alt 7 Forward

I-526 Lowcountry Corridor WEST Alternatives



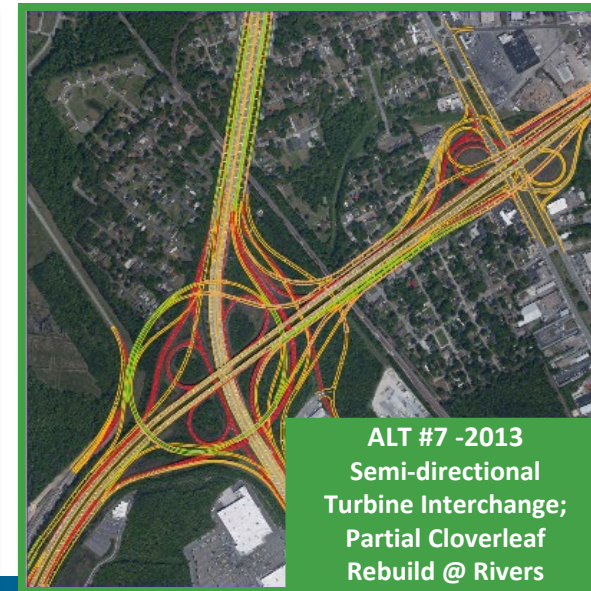
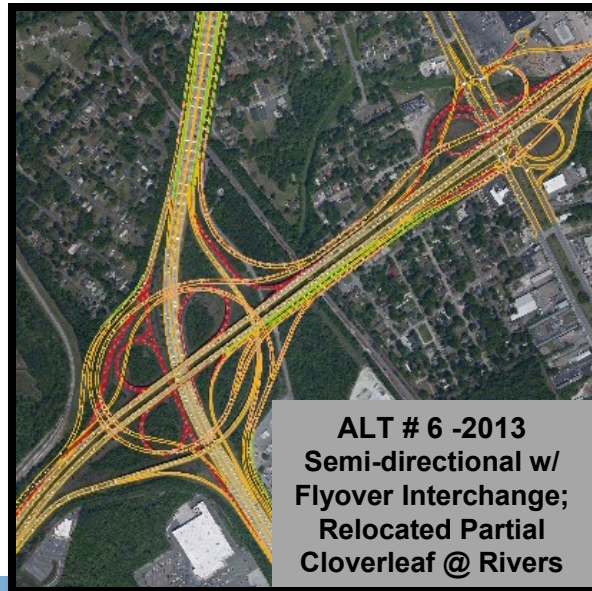
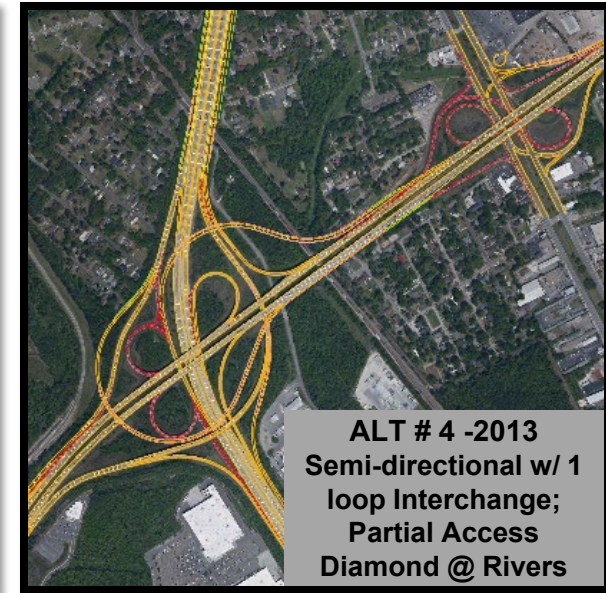
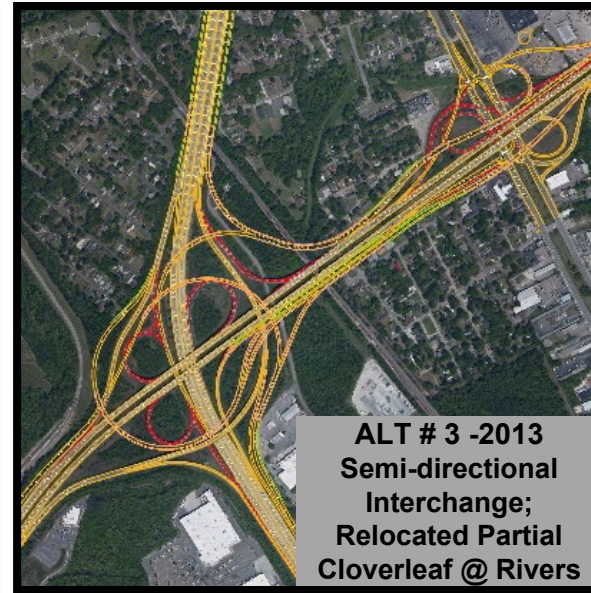
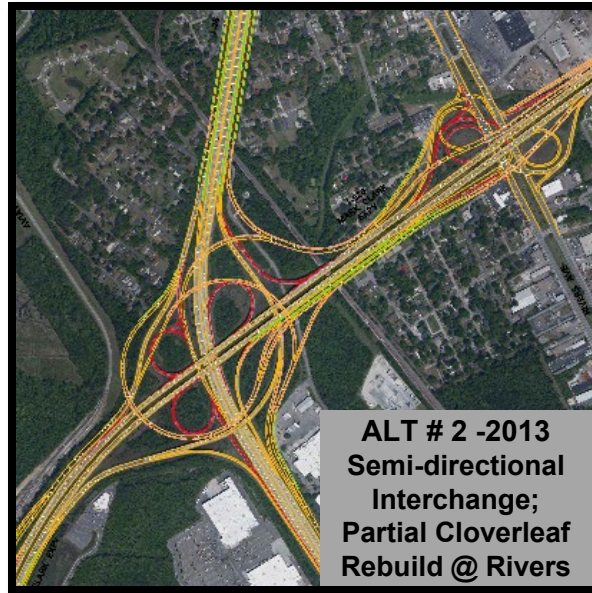
Highlights:

- **4 Preliminary Alternatives** carried forward from the 2013 Corridor Study Alternatives, with updated traffic forecasts
- **All produce an acceptable level of service**
- **Alternatives 1 and 2** = Comparable impacts
- **Alternative 3: Eliminated** because of significant impacts to US Government and Airport flight pathways
- **Alternative 4: 3-Level interchange Eliminated** because of significantly higher costs and constructability challenges with no added benefit over Alternatives 1 and 2

Proposed Reasonable Alternatives:

- **No-Build, Alternatives 1 and 2** will be carried forward in the NEPA Alternatives Analysis.
- Each has 1 Variant:
 1. Alt 1 and 2 - **No added ramps** at Rivers Avenue to maintain direct access to I-26
 2. Alt 1A and 2A - **New ramps** maintaining direct access to I-26 at Rivers Avenue (as it is today)

2013 I-526 Corridor Study Preliminary Alternatives



Recommended Alternative Carried Forward

I-526 Lowcountry Corridor WEST

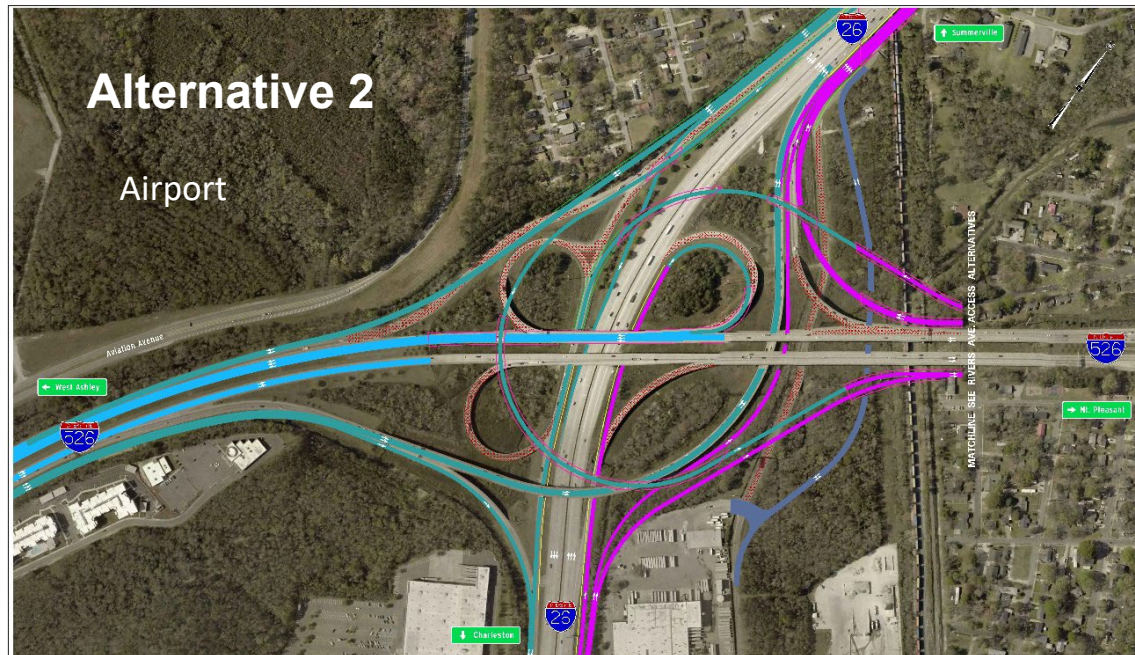
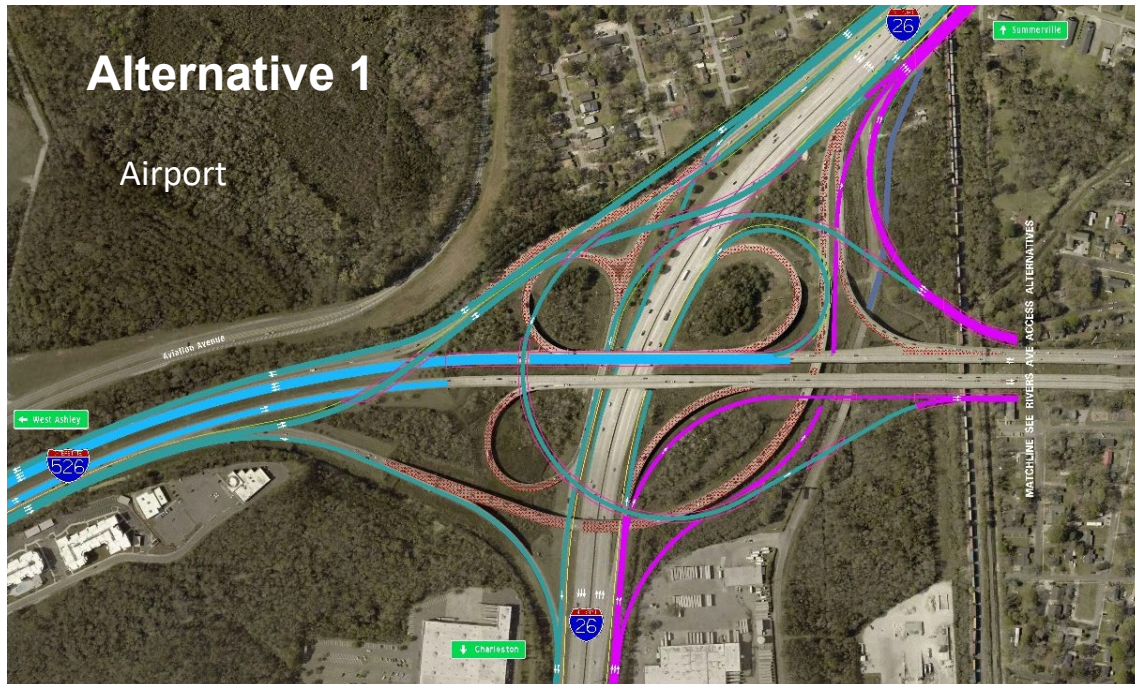
Preliminary Alternatives

I-526 WEST LCC Alternative 1 – *Semi-Directional Interchange*

- Similar to Alternative 4 from 2013 Corridor Study
- Collector Distributor roads added to north and south side of I-526 through Rivers Ave interchange
- Westbound I-526 to westbound I-26 uses existing directional ramp
- Eastbound I-526 to westbound I-26 directional ramp moved to cross over I-26 north of I-526

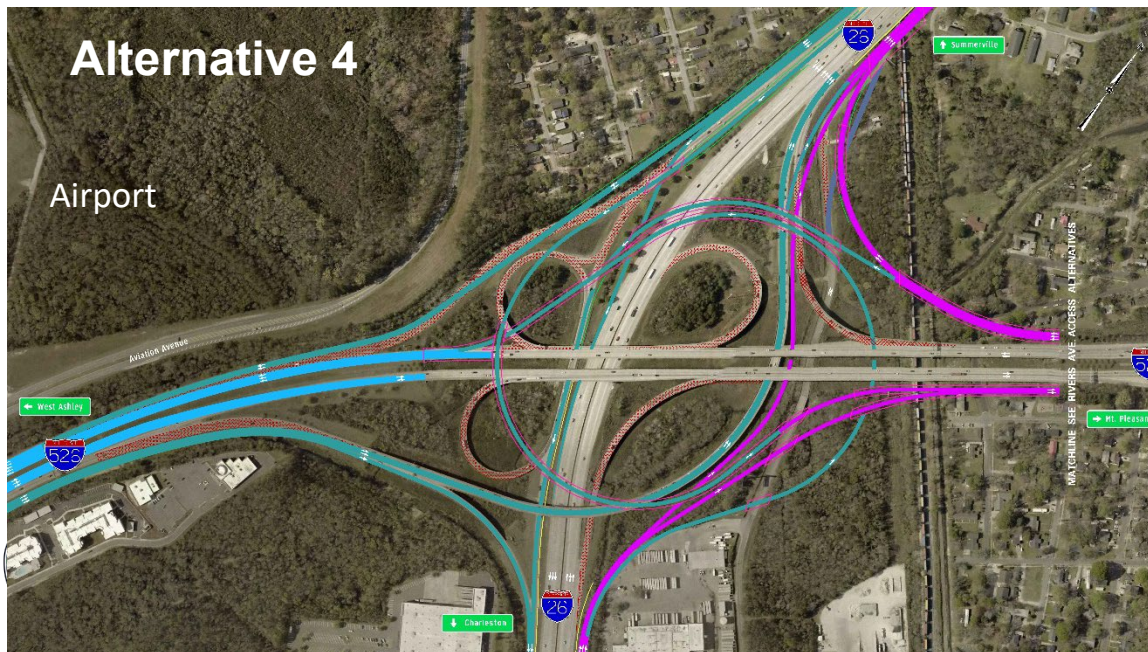
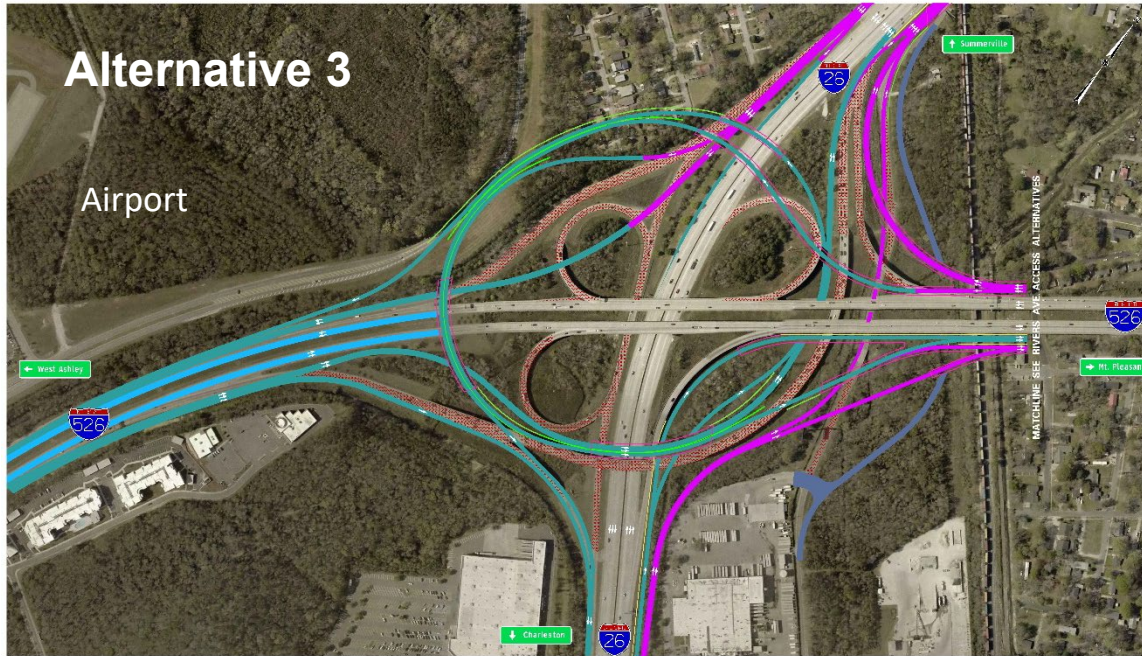
I-526 WEST LCC Alternative 2 – *Semi-Directional Interchange with 1 Loop Ramp Retained*

- Similar to Alternative 4 from 2013 Corridor Study
- Collector Distributor roads added to north and south side of I-526 through Rivers Ave interchange
- Westbound I-526 to westbound I-26 uses existing directional ramp



I-526 Lowcountry Corridor WEST

Preliminary Alternatives



I-526 WEST LCC Alternative 3 – *Semi-Directional Turbine Interchange*

- Alternative 7 from 2013 Corridor Study
- Eastbound I-526 auxiliary lanes between International Boulevard and I-26 replaced with braided ramps

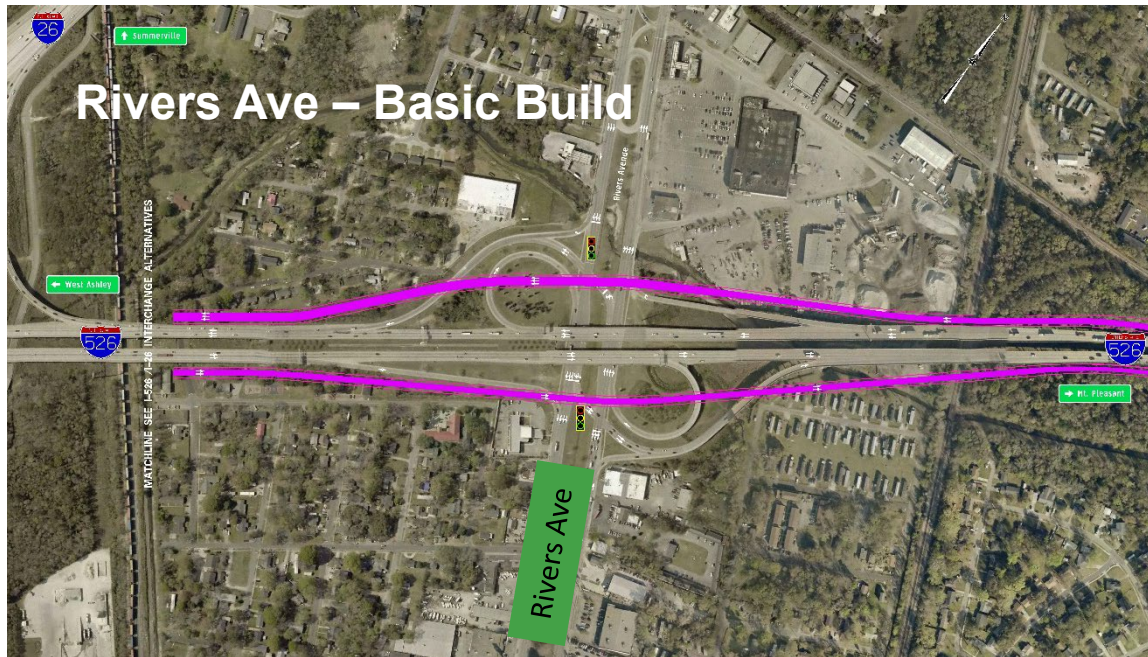
I-526 WEST LCC Alternative 4 – *Semi-Directional with 3 Levels of Ramping*

- Similar to I-526 LCC WEST Alternative 2
- Westbound I-26 to westbound I-526 loop ramp replaced with a directional ramp, creating a 3-level-high interchange

I-526 Lowcountry Corridor WEST *Preliminary Alternatives*

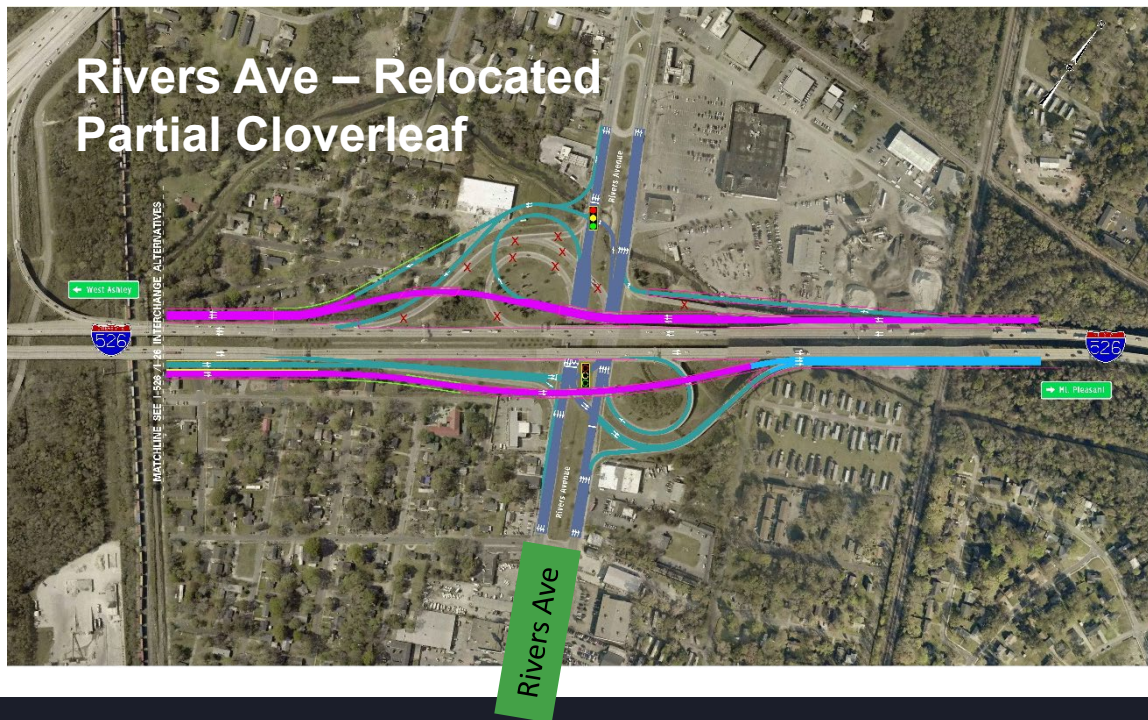
Rivers Ave Interchange Alternatives – *Basic Build*

- New I-526 Collector Distributor system is constructed over the existing Rivers Ave interchange
- Direct Access from Rivers to I-26 via I-526 is removed; drivers will now access I-26 from the I-26 @ Remount Interchange to the north or at I-26 at Montague to the south

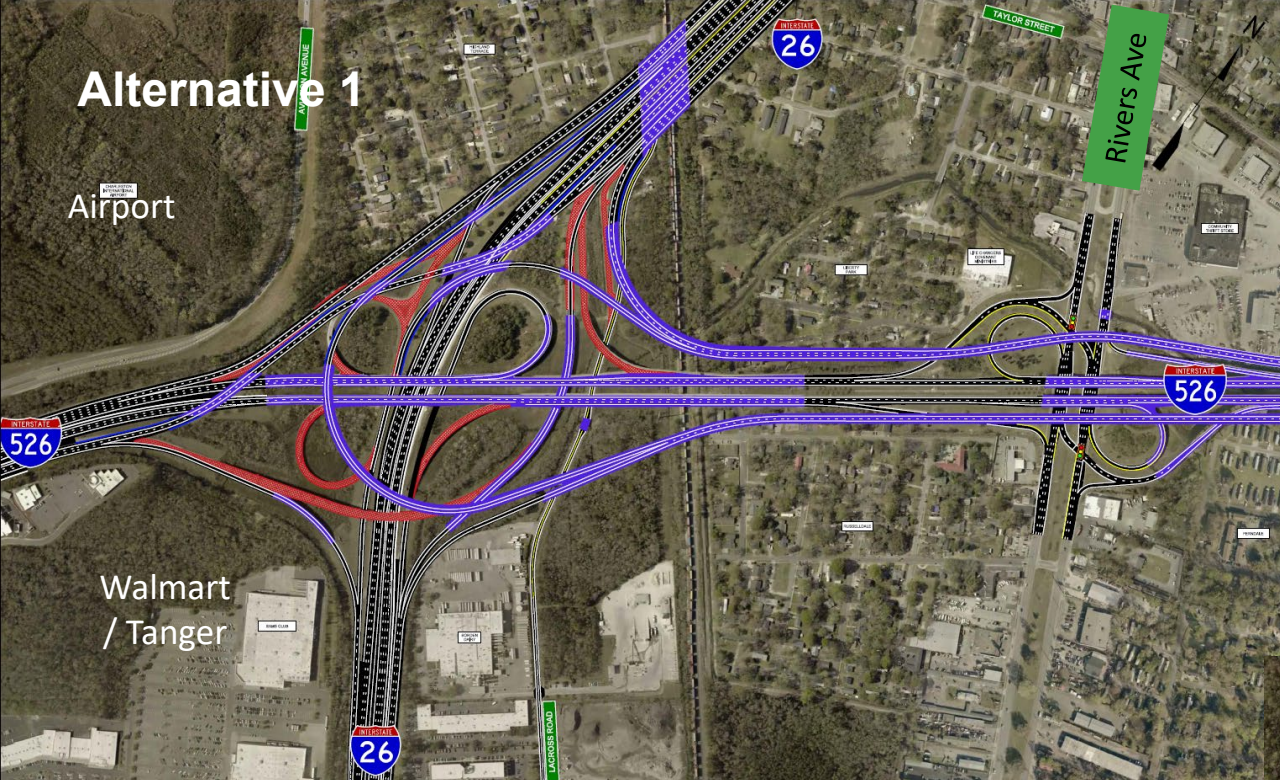


Rivers Ave Interchange Alternatives – *Relocated Partial Cloverleaf*

- New CD system over Rivers Ave
- Additional ramps constructed between Rivers and Collector Distributor system to maintain access to I-26 via I-526 from Rivers Ave



Alternative 1



I-526 LCC WEST *Reasonable Alternatives*

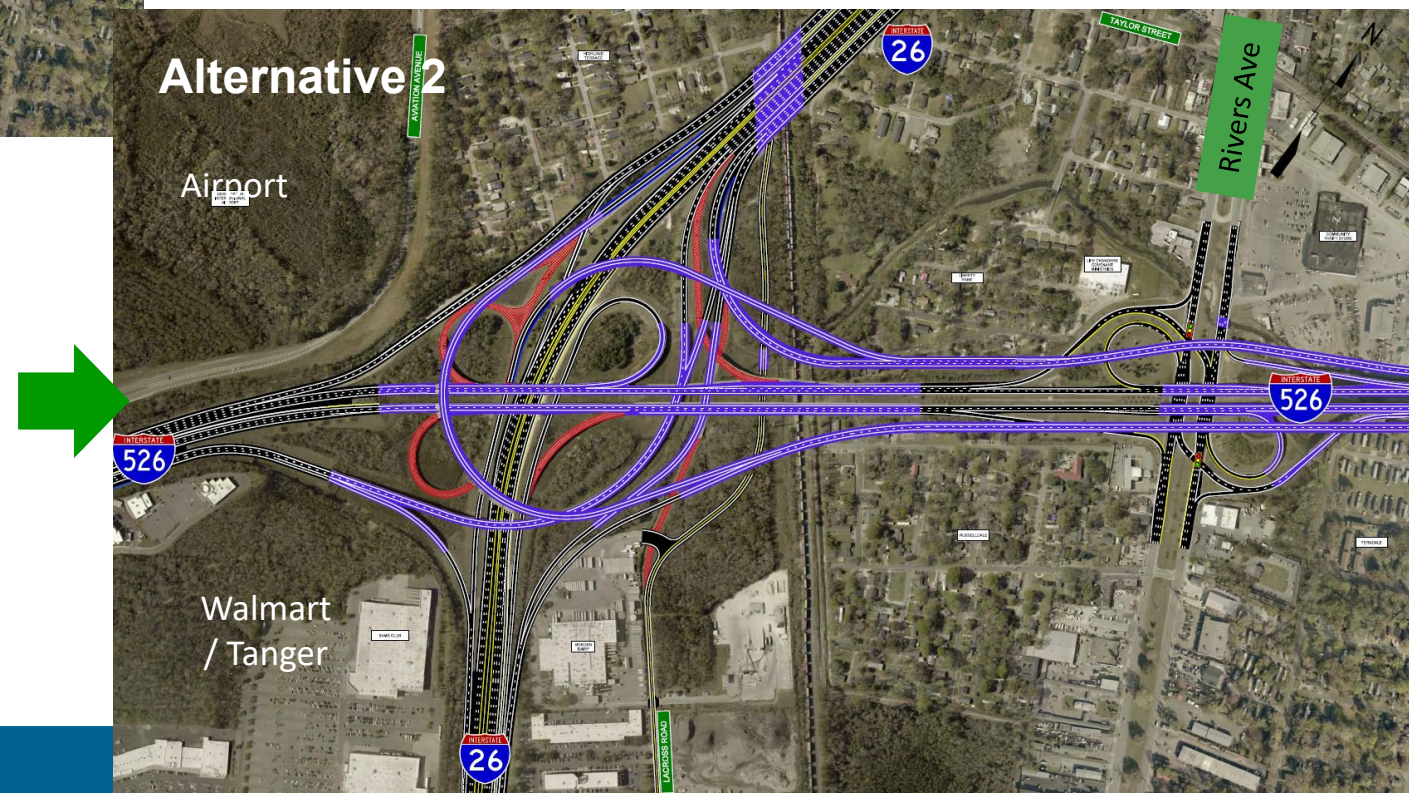
Alternative 1 *Semi-Directional Interchange with Advance EB I-526 to WB I-26 Flyover Ramp*

- New CD system over Rivers Ave
- Access maintained to existing lanes I-526
- Access between Rivers Ave and I-26 via I-526 removed
- I-26 WB to Remount Rd and Aviation Ave utilizes a portion of the existing directional ramp

Alternative 2 *Semi-Directional Interchange*

- Similar to Alternative 1
- Utilizes existing directional ramp for eastbound I-526 to westbound I-26

Alternative 2



Alternative 1A

Airport



I-526 LCC WEST

Reasonable Alternatives

Alternative 1A *Semi-Directional Interchange with Advance EB I-526 to WB I-26 Flyover Ramp*

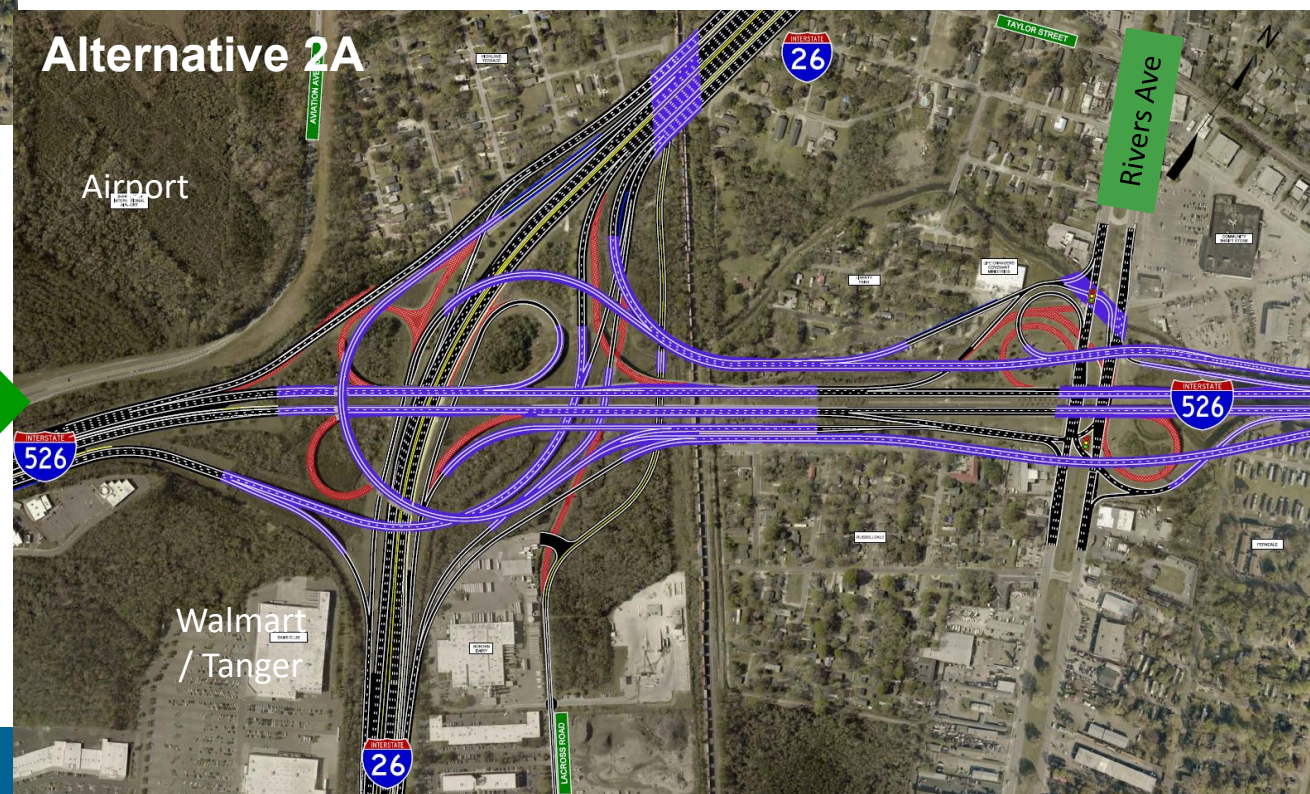
- Similar to Alternative 1 with the same interchange design at I-526/I-26
- Alterations at River Ave to add ramps to allow access to I-26 from Rivers Ave via I-526

Alternative 2A *Semi-Directional Interchange*

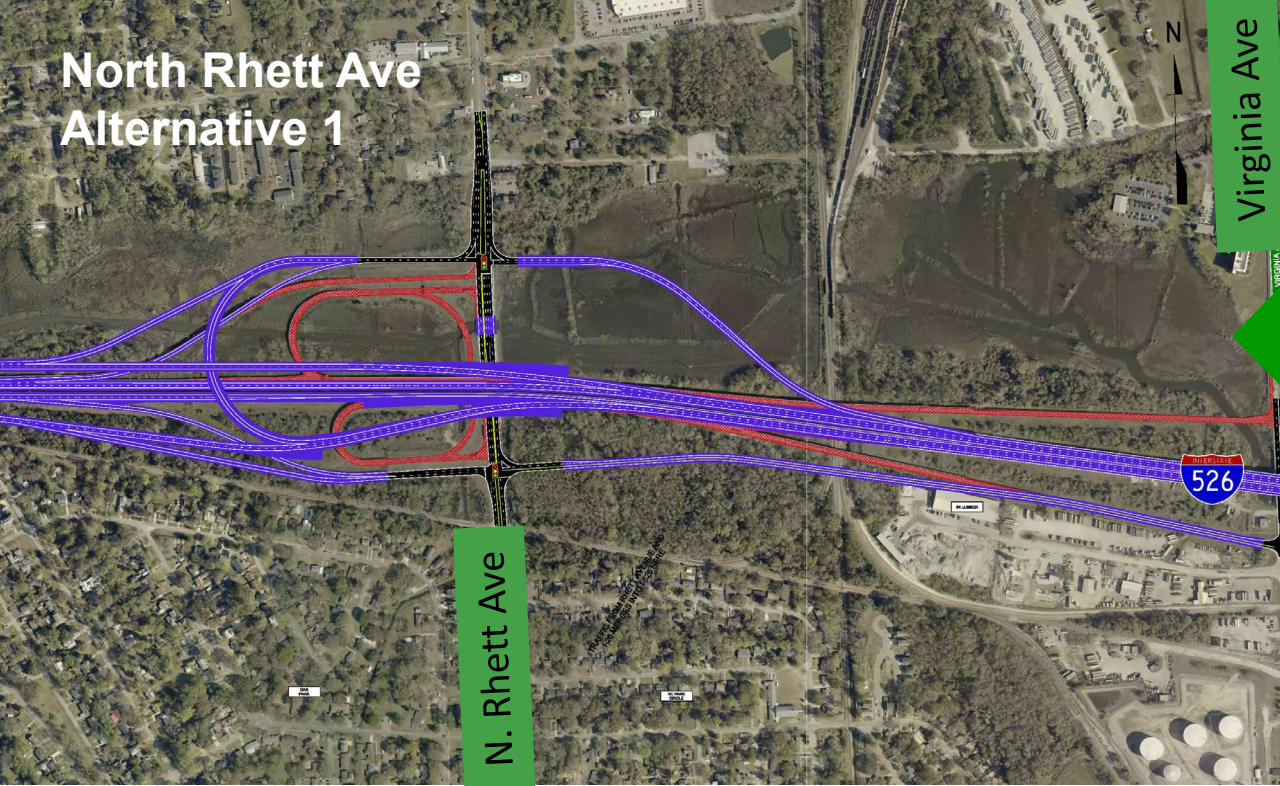
- Similar to Alternative 2 with the same interchange design at I-526/I-26
- Alterations at Rivers Ave to add ramps to allow access to I-26 from Rivers Ave via I-526

Alternative 2A

Airport



North Rhett Ave Alternative 1



I-526 LCC WEST *Reasonable Alternatives*

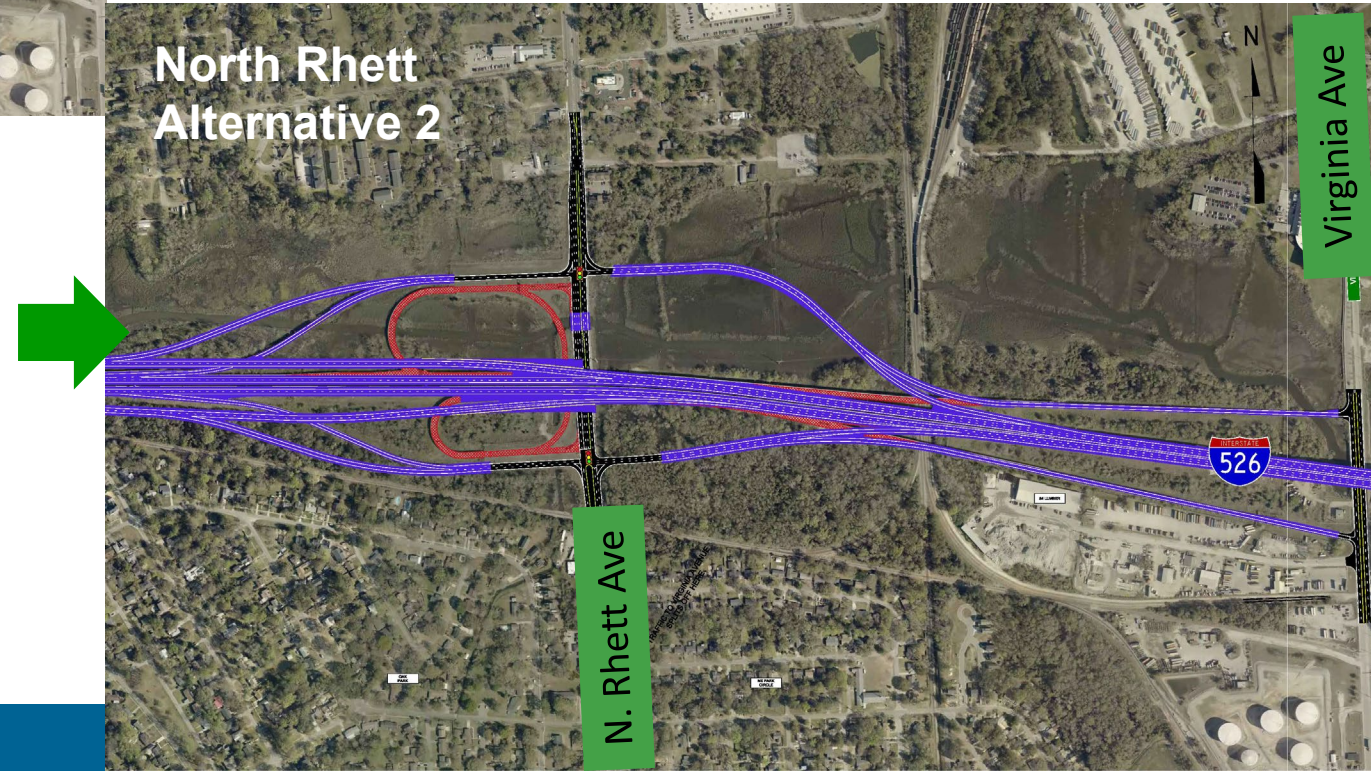
North Rhett Ave Alternative 1

- Provides access from one intersection on N. Rhett Ave to Eastbound & Westbound I-526
- Provides separate, 2-way frontage road between N Rhett & Virginia Avenues
- Exit ramps from Eastbound & Westbound I-526 terminate at intersections on the south & north sides

North Rhett Ave Alternative 2

- Entrance ramps begin at **separate intersections** for eastbound & Westbound I-526
- Provides separate, **1-way** frontage roads on either side of I-526 connecting N Rhett Ave to Virginia Ave
- Exit ramps from Eastbound & Westbound I-526 terminate at intersections on the south and north sides of I-526

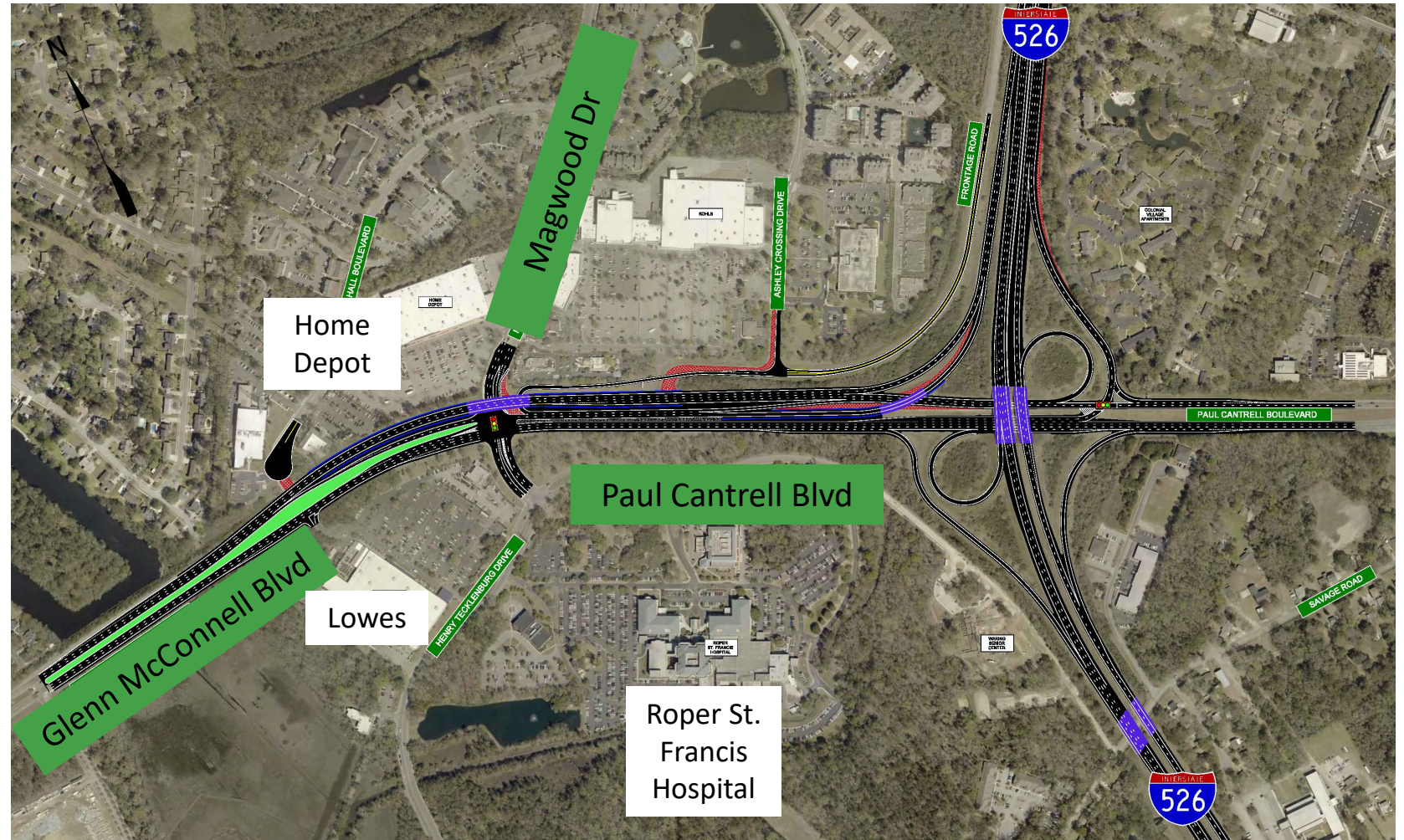
North Rhett Alternative 2



I-526 LCC WEST / Paul Cantrell Blvd

Reasonable Alternative

- New bridge will carry the Westbound lanes of Paul Cantrell Blvd over the intersection with Magwood Dr
- Westbound exit ramp from I-526 to Westbound Paul Cantrell Blvd will be widened and utilize this new bridge to bypass the Magwood intersection





Community Impacts & Public Involvement



Environmental Justice Significant Community Impacts

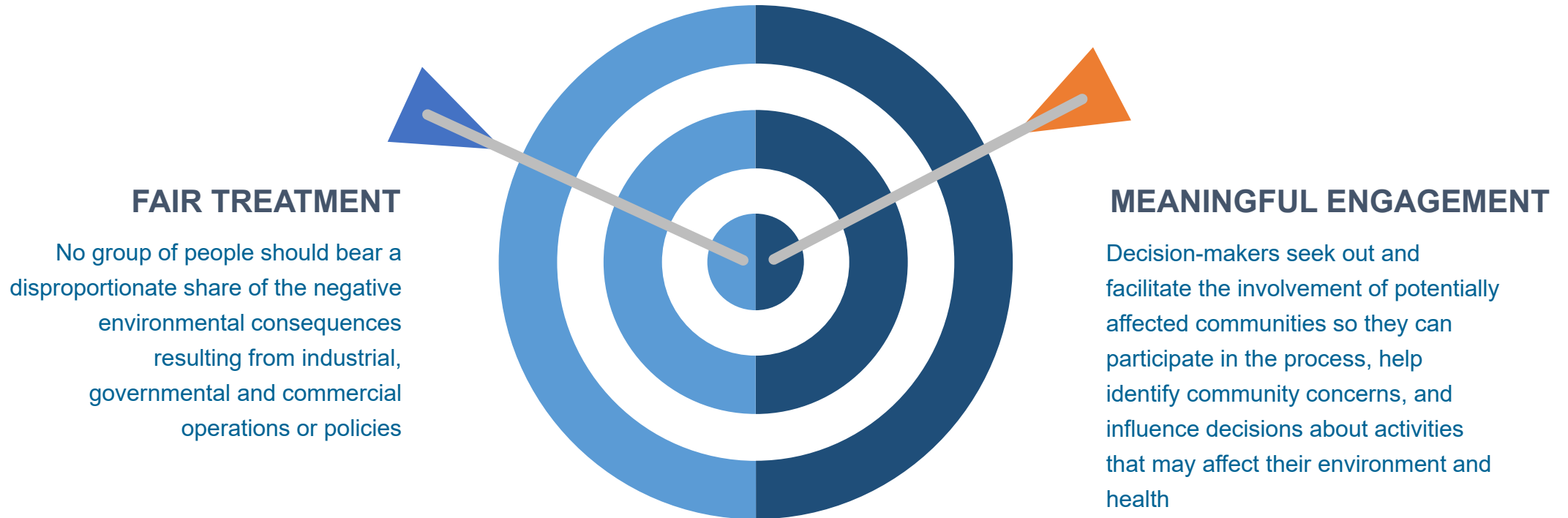


Right of Way RELOCATION IMPACTS	I-526 WEST Project EJ Impacts	I-526 WEST Project TOTAL
Apartment Units (16 Buildings/Duplexes)	68	68-90
Single Family Homes / Mobile Homes	44	48-67
Parks / Community Centers	2	2
TOTALS	114	159

72% of impacts on 12 miles is in this 1 mile

Environmental Justice

The fair treatment and meaningful involvement of all people **regardless of race, color, national origin, or income** with respect to the development, implementation and enforcement of environmental laws, regulations and policies



Environmental justice is achieved when environmental hazards, investments, and benefits are distributed equally without direct or indirect discrimination and when access to information and participation in the decision-making process is available to all.

Meaningful Engagement



Community Mitigation Plan

*Effectively mitigate direct, indirect, and cumulative (/recurring) impacts on EJ communities by **establishing relationships, building trust, and gathering feedback that will inform decisions** on mitigative measures and other aspects of project development*



Community Mitigation Strategies

Under Development



Community Office with Outreach Specialists



Community Advisory Council to help assess impacts and drive mitigation planning



Early Right-of-Way phase to identify or create Affordable Housing



Develop Construction Program for Replacement Homes in Community

Community Advisory Council

- First Meeting: September 30, 2019
- Meet approximately monthly
- Members must be residents within the potentially impacted communities



Advise

Help transportation agencies create effective mitigation measures that will benefit your neighborhood



Connect

Share your knowledge, experiences and perspectives



Represent

Your input gives your community a strong voice



Communicate

Help get the word out about public meetings and other project-related information

2019 - 2020 Outreach

To-Date

- Pop-Up Informational Booths at businesses and festivals
- Project Information Boxes
- Updated Website
- Newsletter
- Postcards
- Door Hangers
- Stakeholder Meetings
- Community Advisory Council

**Hotline
Now
OPEN!**

866.632.5262



Public Involvement Opportunities

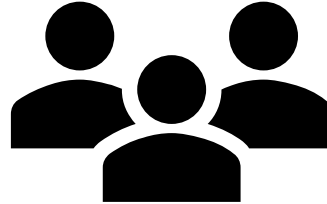
Happening now!



5 Community Drop-Ins

Small groups in potentially affected communities

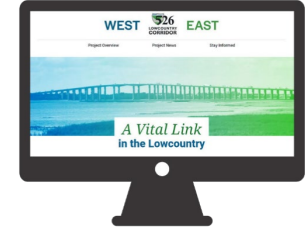
Tonight! Citadel Mall 5-8pm



Public Information Meeting

Larger Meeting; Drop-in, informal style; Project team available to answer questions & hear concerns

Nov 21, 2019 | 11am-7pm
Charleston Area Convention Center



Virtual Meeting

Unable to attend in person? Join us online.

Nov 21 – Jan 4, 2019
526lowcountrycorridor.com

Community Office

NOW OPEN!

**Meet one-on-one with the project team on
YOUR schedule in YOUR community**

- Informal, no pressure environment
- Review materials in-depth with project team
- Talk with right-of-way experts
- Hours designed to fit the community's schedule



**5627 Rivers Avenue
North Charleston**

***Open House
December 2019!***

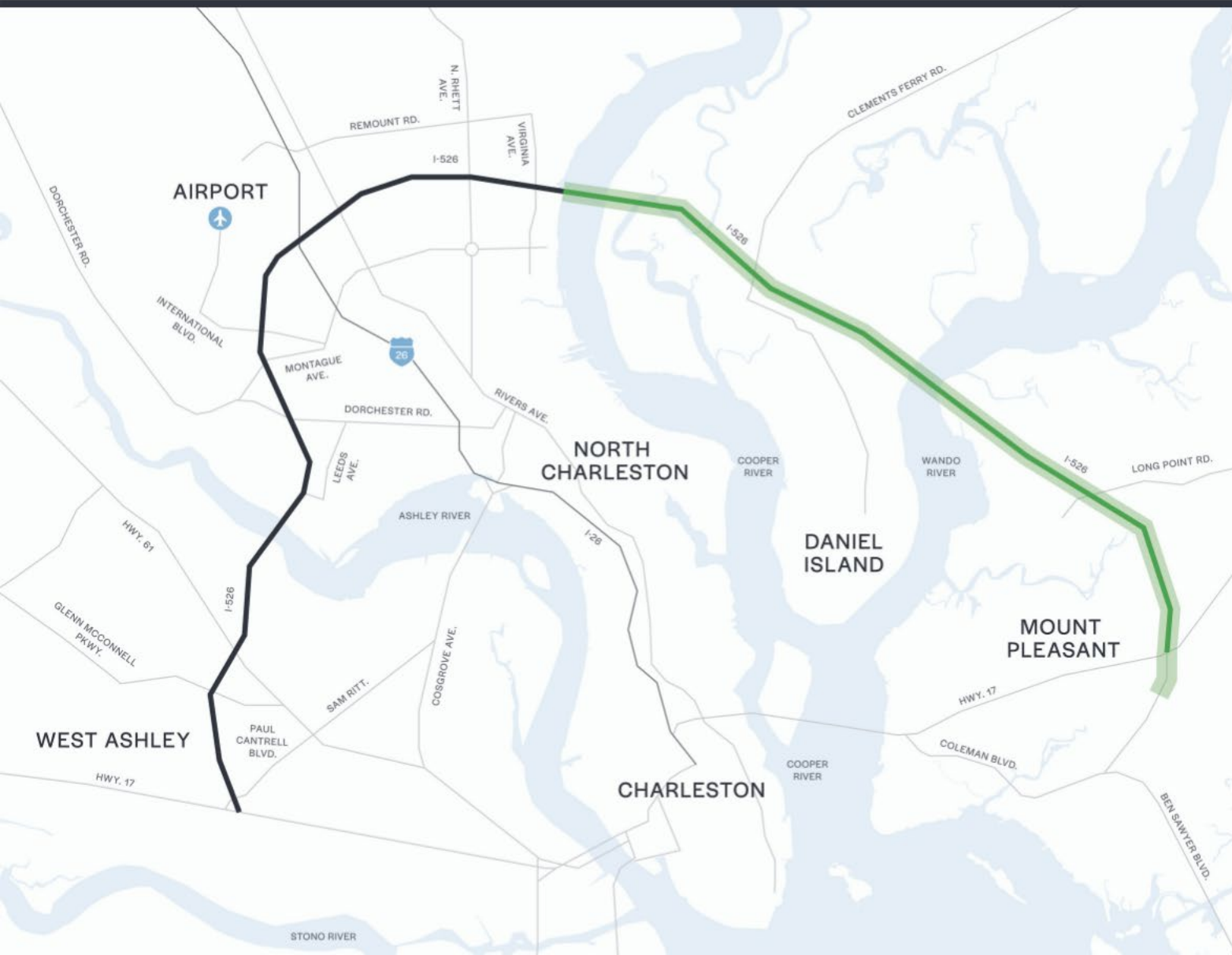
New Video: Understanding the Right-of-Way Process

On website under “project resources”





EAST Updates



I-526 Lowcountry Corridor East

Project Termini

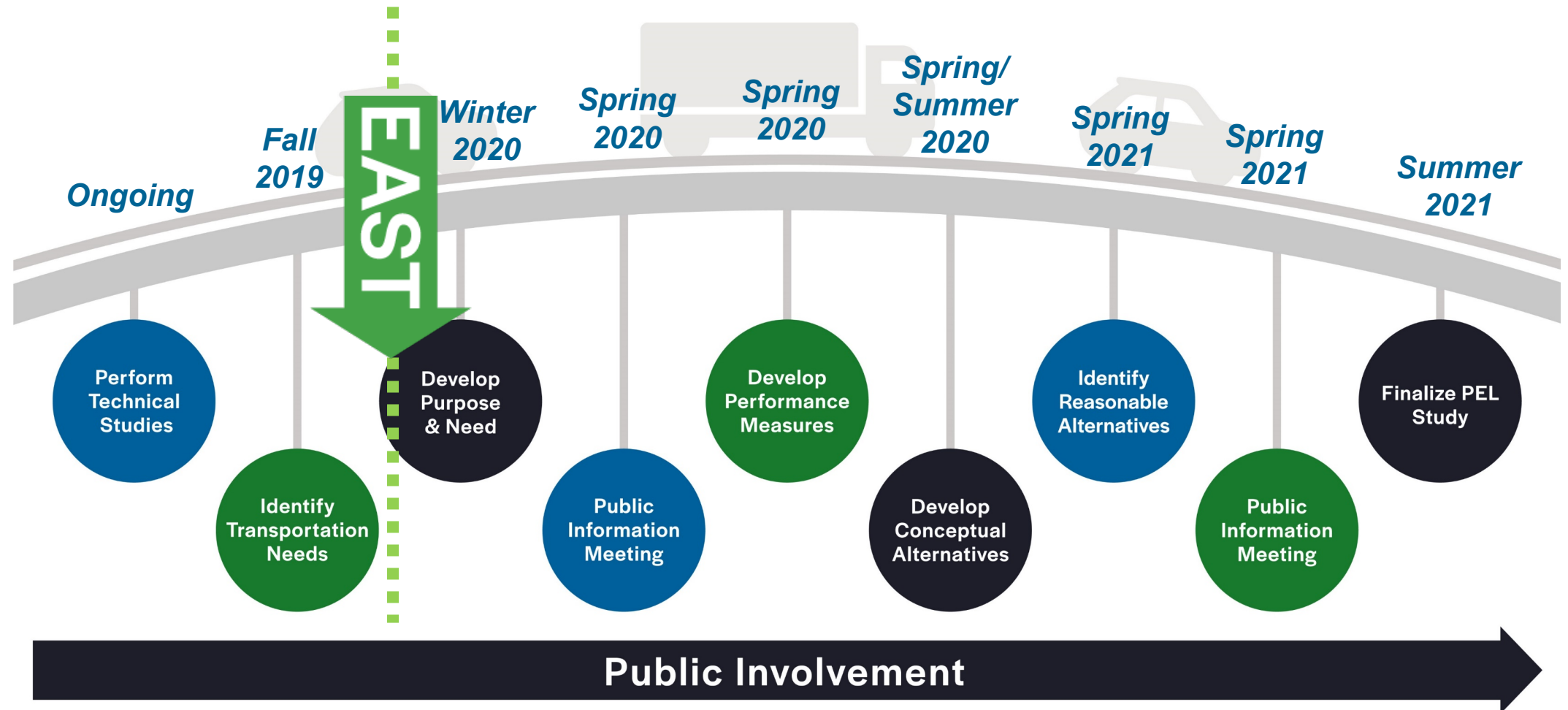
**Virginia Avenue
North Charleston**



**Bowman Road
Mount Pleasant**

PEL Process

Planning & Environment Linkages Study



Where have we been? Where are we going?

2019



Public Involvement

2020



- ✓ Traffic Analysis –
Underway
- ✓ Survey data collection –
Underway
- ✓ Environmental Studies –
Underway
- ✓ Bridge and Roadway
Feasibility Analysis –
Underway
- ✓ Agency Coordination

- ✓ Agency Coordination
- ✓ Purpose & Need
- ✓ Public Info Meeting – Spring
- ✓ Stakeholder Meetings

Contact Information



www.526LowcountryCorridor.com



www.facebook.com/526Corridor



[@526Corridor](https://twitter.com/526Corridor)



info@526LowcountryCorridor.com



Community Office:
5627 Rivers Avenue | North Charleston, SC 29406



866.632.5262 (toll free)



Joy Riley, PE, DBIA
SCDOT
Project Manager

