

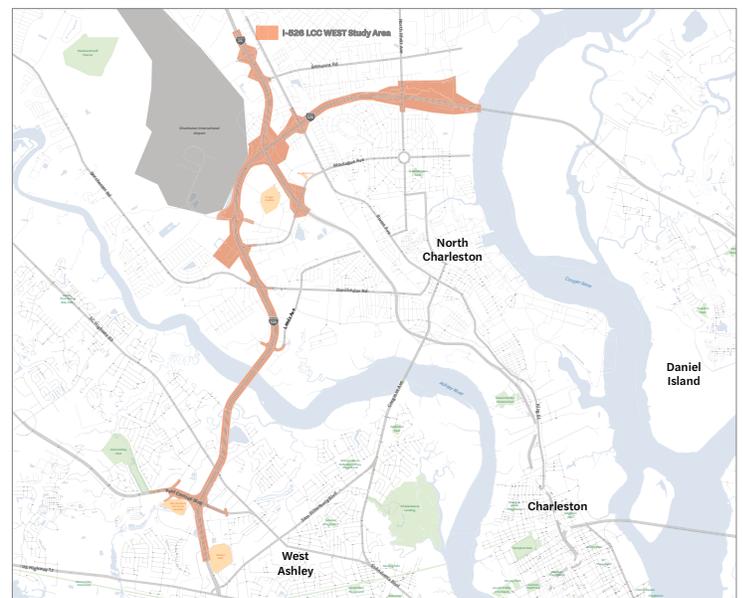
I-526 Lowcountry Corridor WEST Public Information Handout

Purpose of Public Involvement

Welcome to this public involvement opportunity. We appreciate your attendance! The purpose of these events is to provide you with an update and gather your comments on the I-526 Lowcountry Corridor WEST (I-526 LCC WEST) project.

Project Purpose and Need

The I-526 LCC WEST project spans approximately 9.7 miles between Paul Cantrell Boulevard in West Ashley and Virginia Avenue in North Charleston. SCDOT currently identifies the segment of I-526 between I-26 and Virginia Avenue as the most congested segment of interstate highway in the state. **The I-526 LCC WEST project's purpose is to increase capacity and improve operations at the I-26/I-526 interchange and along the I-526 mainline from Paul Cantrell Boulevard to Virginia Avenue.**



Traffic Analysis Highlights: *Measuring Congestion*

The traffic studies for the I-526 LCC WEST show that adding one lane in each direction (six lanes total) would not sufficiently reduce the traffic congestion to an acceptable level of service. Therefore, all proposed reasonable alternatives include adding two lanes in each direction for a total of eight lanes. The resulting levels of service are illustrated below.

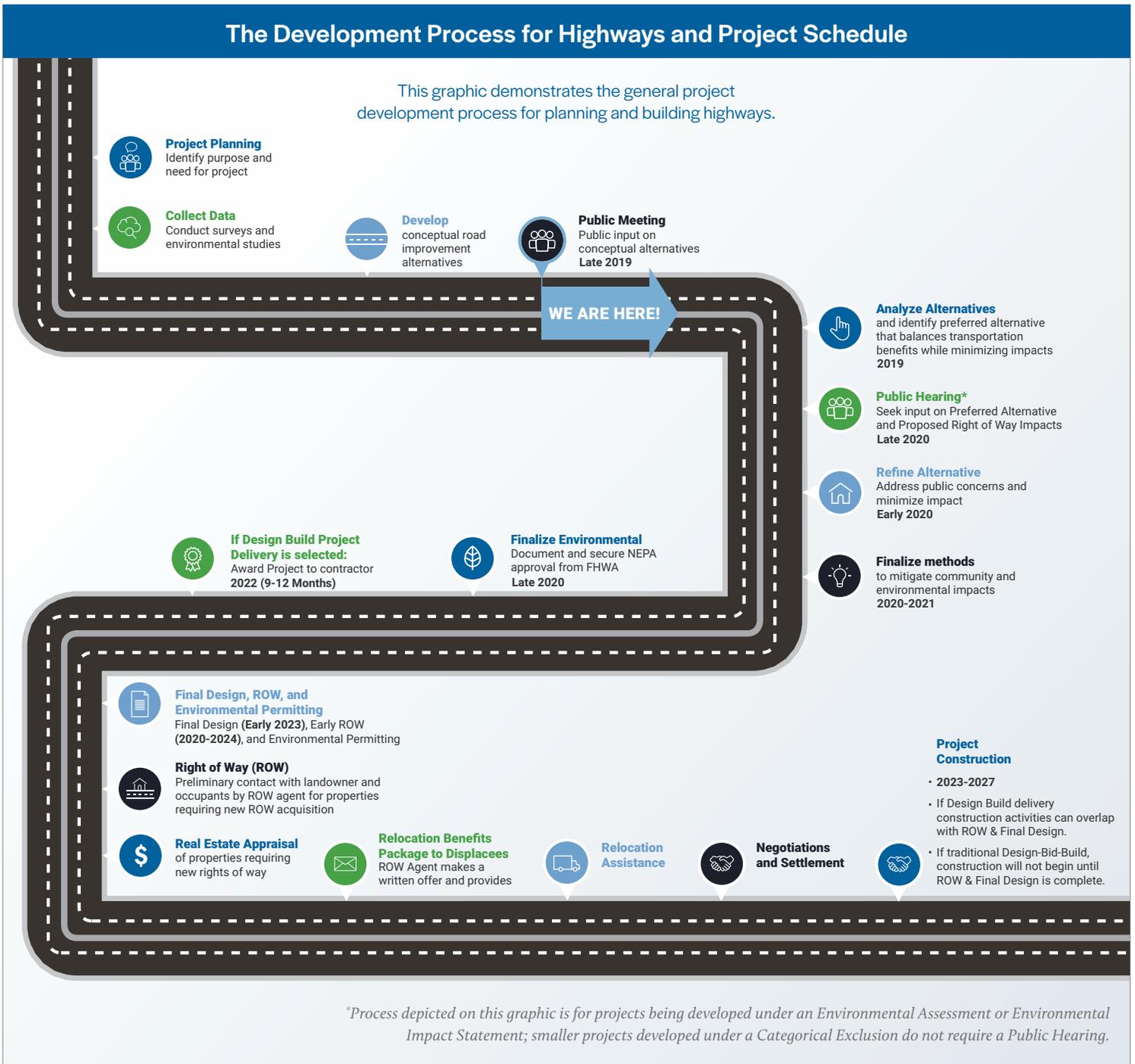
| Level of Service (LOS) | | Segment Description | No Build 2050 LOS | Build 2050 LOS | |
|-----------------------------------|--|---|-------------------|----------------|-------------------|
| | | | | 6-Lane | 8-Lane (Proposed) |
| LOS A Free Flow | LOS D Approaching Unstable Flow | North of SC 7 (Sam Rittenberg Blvd) to Paul Cantrell Blvd | C | B | B |
| LOS B Reasonably Free Flow | LOS E Unstable Flow | Paul Cantrell Blvd to Leeds Ave | F | F | D |
| LOS C Stable Flow | LOS F Forced Flow | Leeds Ave to Dorchester Rd | F | F | D |
| | | Dorchester Rd to Montague Ave | F | E | C |
| | | Montague Ave to International Blvd | F | D | C |
| | | International Blvd to I-26 | F | E | C |
| | | I-26 to Rivers Ave | F | D | C |
| | | Rivers Ave to North Rhett Ave | F | E | C |
| | | North Rhett Ave to Virginia Ave | F | F | D |
| | | East of Virginia Ave | F | F | D |

The Project Development Process

Over the last several years, the project team has been completing traffic studies and developing and analyzing alternatives that would provide the necessary improvements, while balancing the potential impacts to the natural and human environments. This fall's many public involvement activities represent a very important step in the process – providing opportunities for the community to review the proposed reasonable alternatives and provide meaningful input.

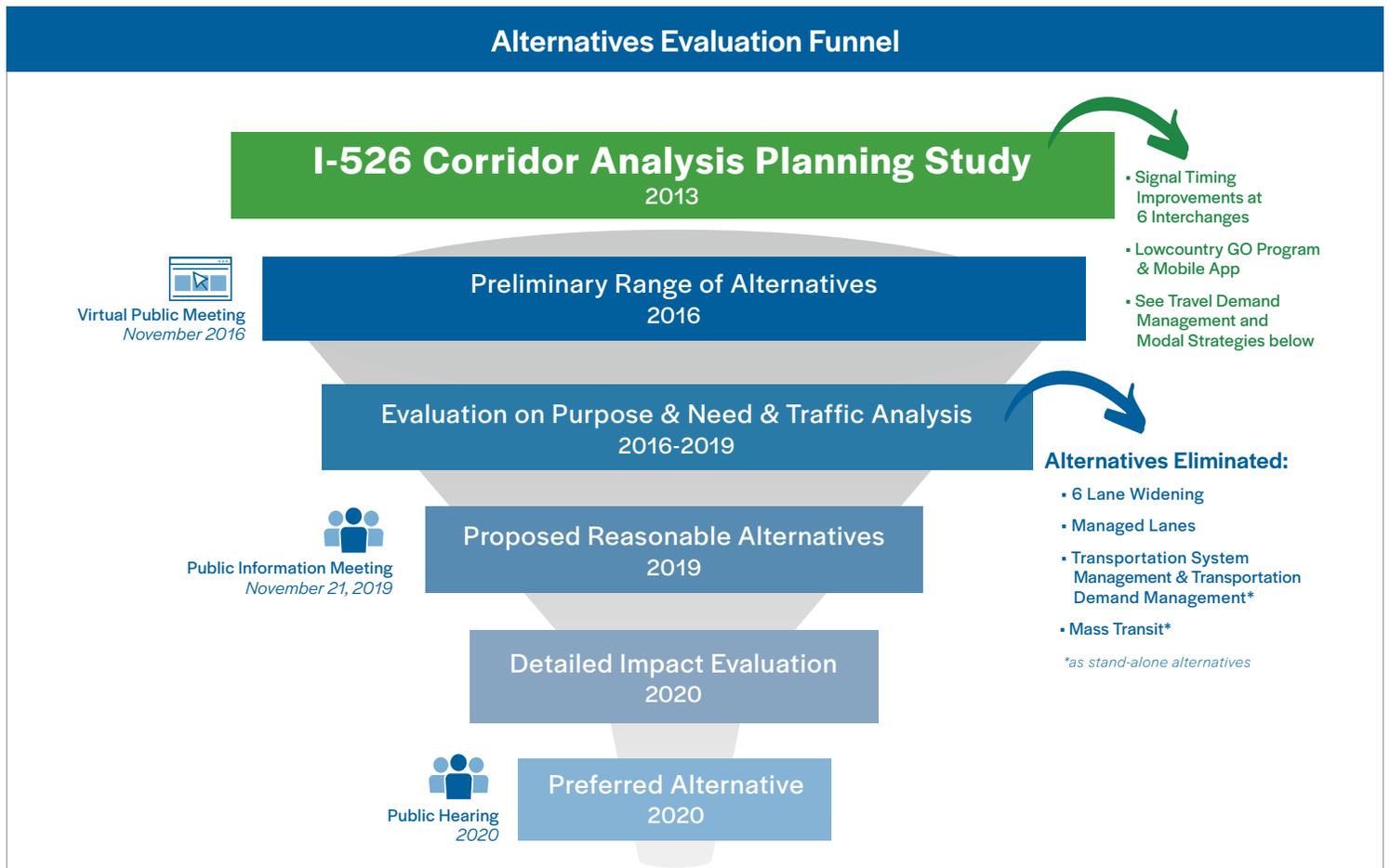
Moving forward, the project team will further analyze the alternatives with consideration of the public's comments and work towards selecting a preferred alternative. Fall of 2020, the project team will come back to the public to get your input on the preferred alternative.

From there, the project team will work towards obtaining final environmental approvals and begin selecting a contractor and design team to deliver the project to construction. The full project development process is illustrated below.



Alternatives Evaluation Criteria

SCDOT identified congestion and operational issues along I-526 LCC WEST through a Corridor Planning Study completed in 2013. Numerous projects were funded as a result of this study, including signal-timing improvements, LowcountryGo initiatives and this capacity improvement project. While these strategies are expected to reduce traffic (illustrated below), the Planning Study also identified the need for additional capacity and improved interchange design. The project team continued to study and develop the preliminary range of alternatives that was identified through the planning study. Extensive traffic and environmental studies were conducted to identify the reasonable alternatives that best met the purpose and need of the project, while balancing the potential impacts to the natural and human environments. The proposed reasonable alternatives have been identified in this booklet for your review and consideration. After careful consideration of public input, the project team will work over the next year to further analyze and refine the alternatives and select a preferred alternative for presentation to the public in the fall of 2020.



Travel Demand Management and Modal Strategies: Traffic Reduction Potential

As identified in the 2013 I-526 Corridor Planning Study listed above.

| | | | |
|---|--|--|--|
|  Carpools/Rideshare Matching Vanpools -2% |  Transit Pass/Financial Incentives -1.5% |  Telecommuting/Compressed Work Week -0.1% |  Work Flex Time/Staggered Work Hours -0.5% |
|  Bike/Walk Enhancements -0.1% |  Education/Promotion -1% |  Bus Rapid Transit -3.4% |  Shift to Rail Freight -3.5% |

Proposed Reasonable Alternatives: Focus on Interchange Improvements

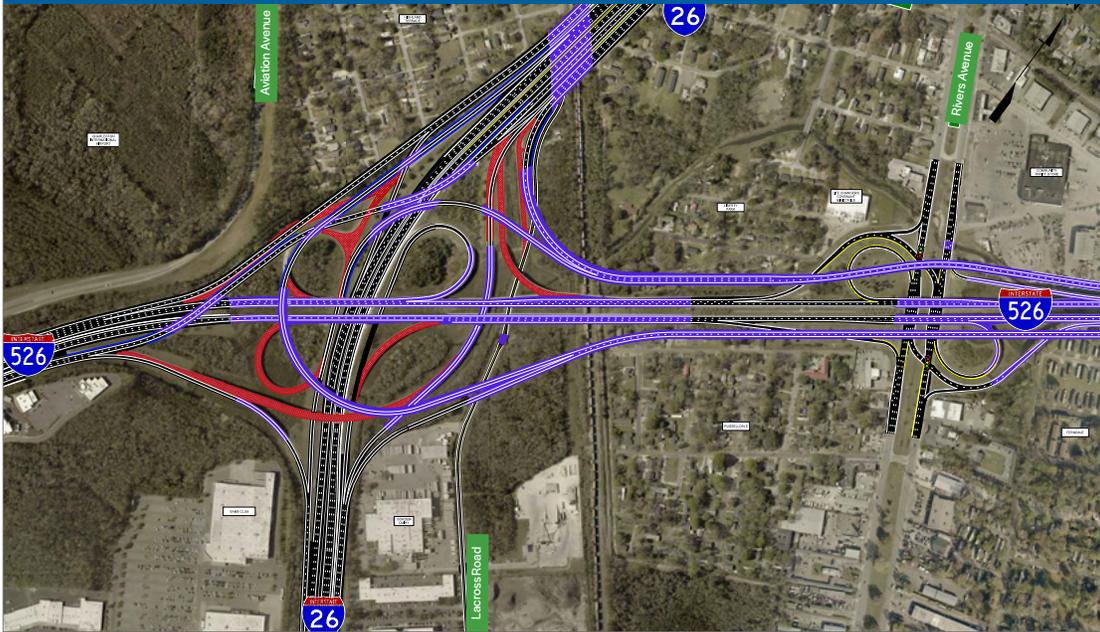
The alternatives evaluation process has resulted in the following proposed reasonable alternatives, designed to increase capacity and improve operations along I-526 between Paul Cantrell Boulevard in West Ashley and Virginia Avenue in North Charleston. The proposed reasonable alternatives are the options that best meet the purpose and need of the project, while minimizing impacts to the communities and natural environment. For a more detailed view of these maps, including the proposed new right of way, we encourage you to visit our project website or come to our community office.

 Removal of Roadway

 Existing & Proposed Roadways

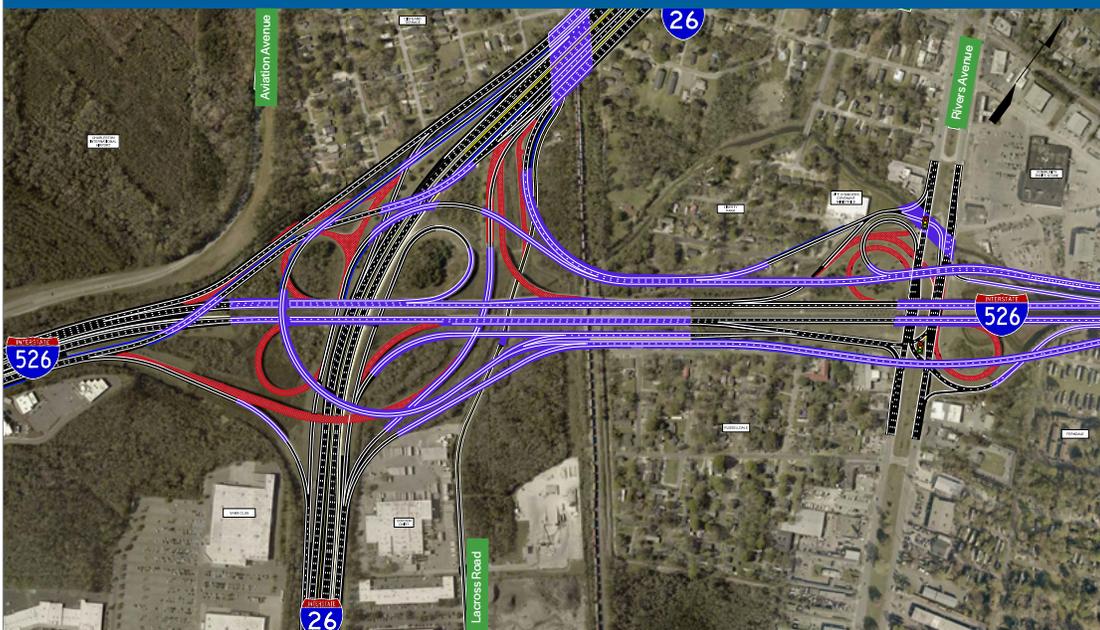
 Existing & Proposed Bridges

I-526/I-26 Alternative 1



- Replaces two of three cloverleaf ramps with higher capacity ramps to alleviate congestion
- Expands I-26 collector-distributor roads
- Increases I-26 through capacity
- Maintains access from Rivers Avenue to I-526
- Prevents access from Rivers Avenue to I-26

I-526/I-26 Alternative 1A



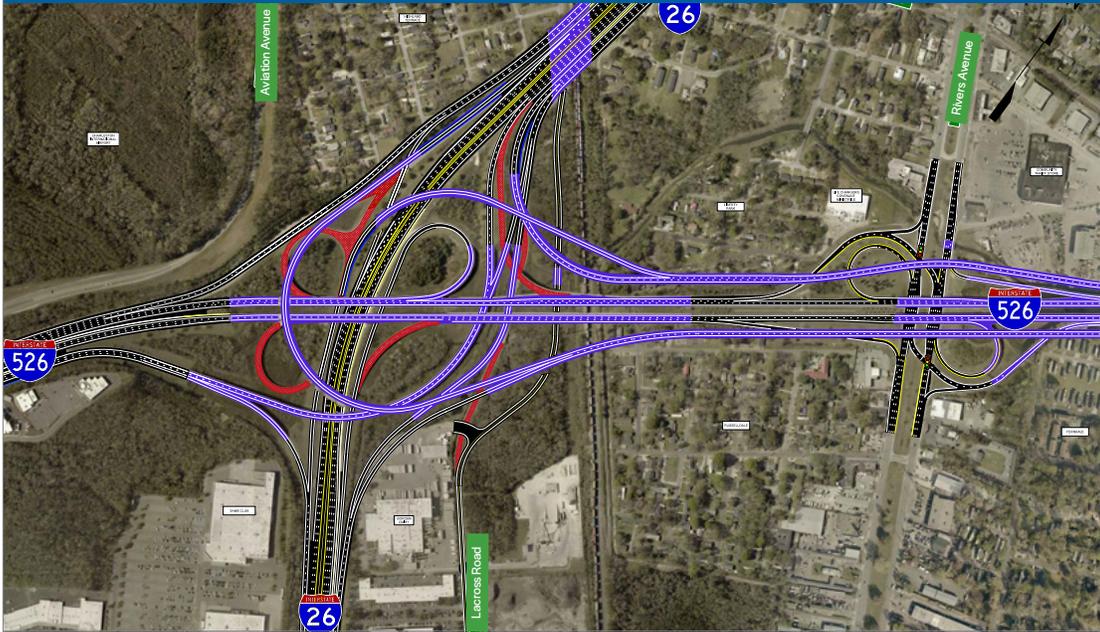
- Similar to Alternative 1, except Alternative 1A provides additional ramps resulting in direct access from Rivers Avenue to I-26

▣ Removal of Roadway

▬ Existing & Proposed Roadways

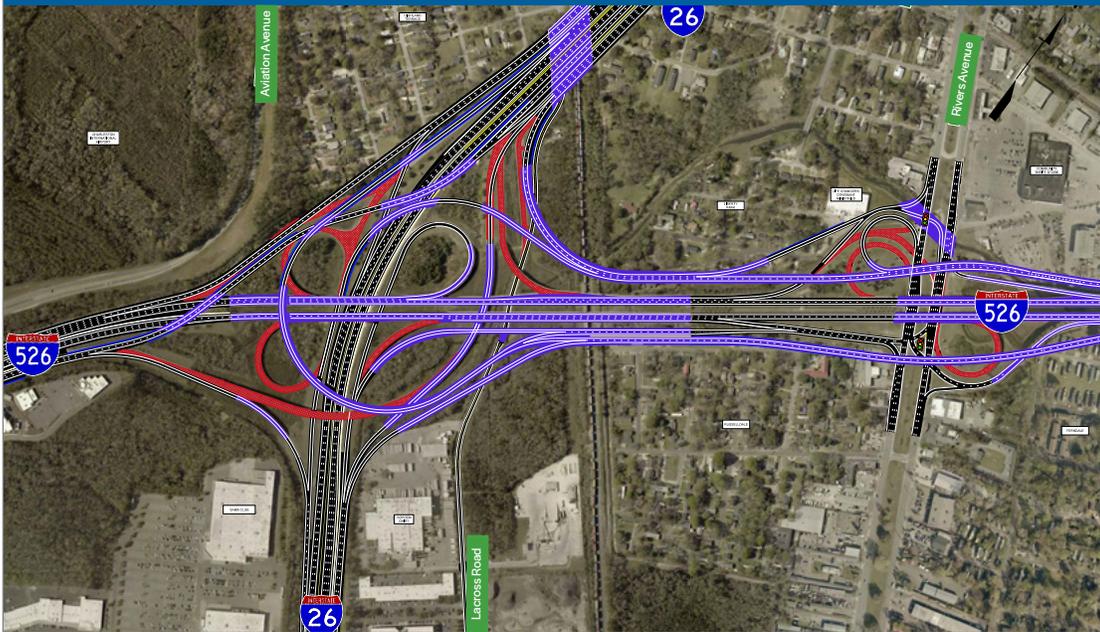
▬ Existing & Proposed Bridges

I-526/I-26 Alternative 2



- Similar to Alternative 1 except Alternative 2 utilizes existing directional ramp from Eastbound I-526 to Westbound I-26

I-526/I-26 Alternative 2A



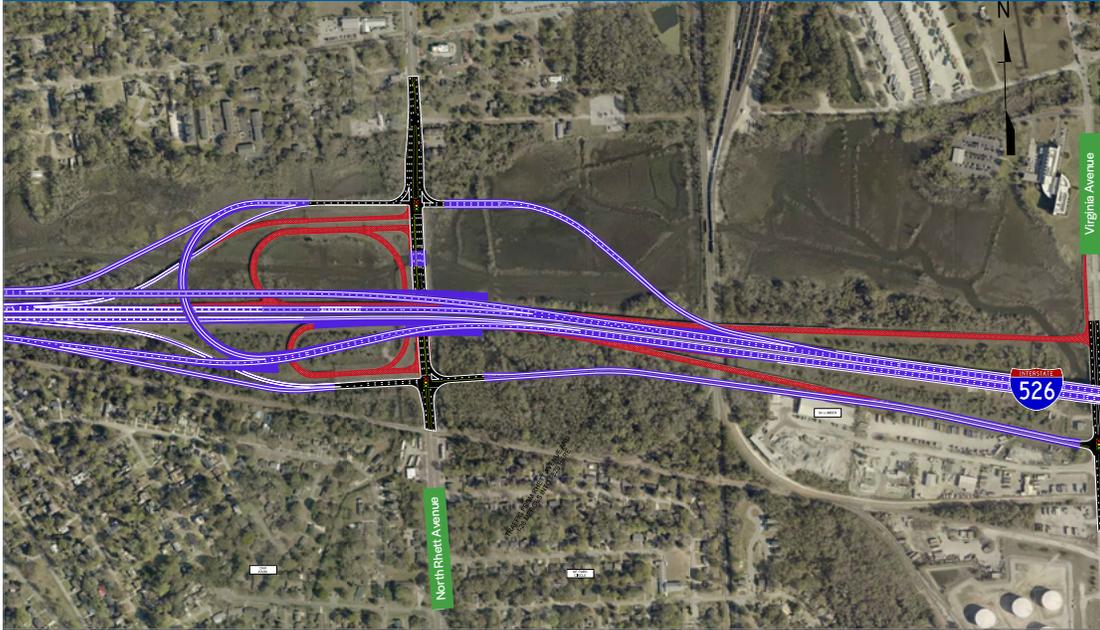
- Similar to Alternative 1 except Alternative 2 utilizes existing directional ramp from Eastbound I-526 to Westbound I-26

▣ Removal of Roadway

▬ Existing & Proposed Roadways

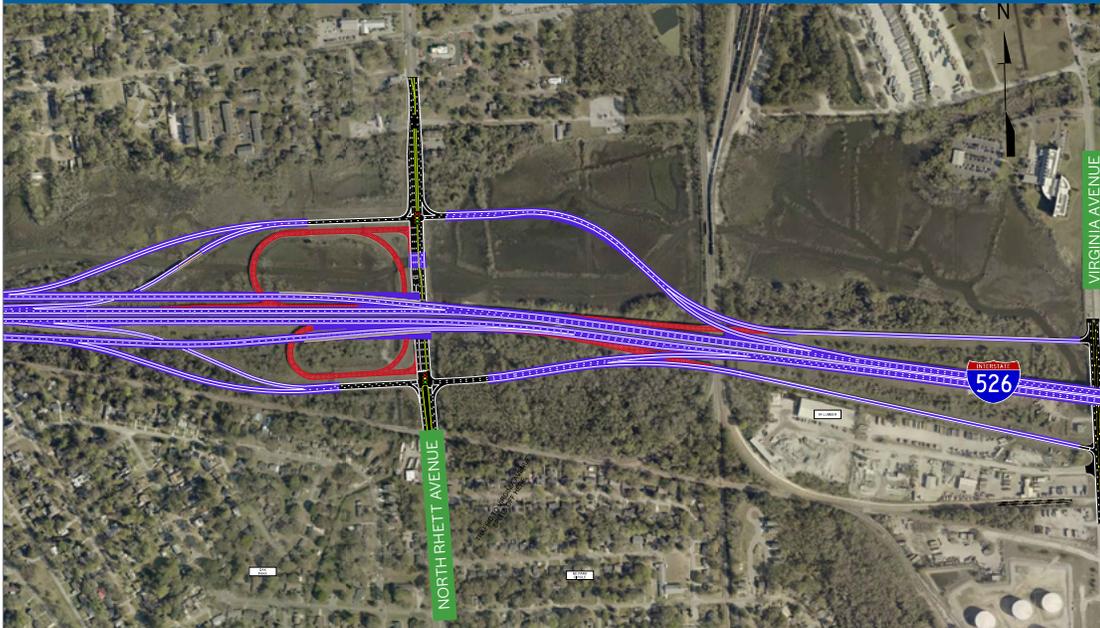
▬ Existing & Proposed Bridges

I-526/N. Rhett Avenue Alternative 1



- Provides access from one intersection on N. Rhett Avenue to Eastbound and Westbound I-526
- Provides separate, two-way frontage road between N. Rhett Avenue and Virginia Avenue
- Provides separate connections from N. Rhett Avenue to mainline I-526 and to collector-distributor roads

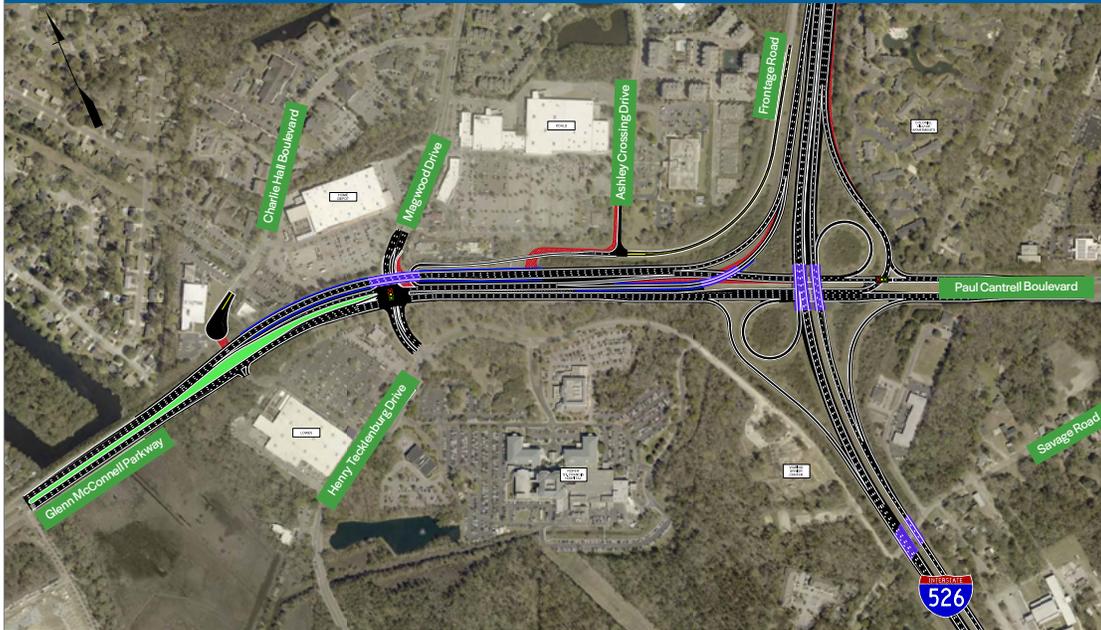
I-526/N. Rhett Avenue Alternative 2



- Entrance ramps begin at separate intersections for Eastbound and Westbound I-526
- Provides separate, one-way frontage roads on either side of I-526 connecting N. Rhett Avenue to Virginia Avenue
- Provides separate connections from N. Rhett Avenue to mainline I-526 and to collector-distributor roads

▨ Removal of Roadway
 ▬ Existing & Proposed Roadways
 ▬ Existing & Proposed Bridges
 ▬ Grassed Median

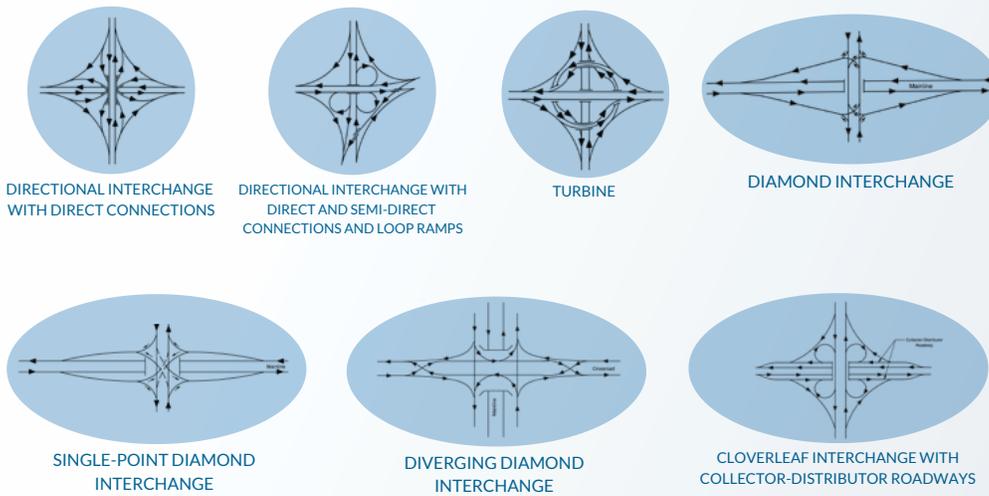
I-526/Paul Cantrell Boulevard Alternative 1



- A new bridge will carry the Westbound lanes of Paul Cantrell Boulevard over the intersection with Magwood Drive
- The Westbound exit ramp from I-526 to Westbound Paul Cantrell Boulevard will be widened and use this new bridge to bypass the Magwood intersection

Other Alternatives Evaluated

Interchange Types



Alignments



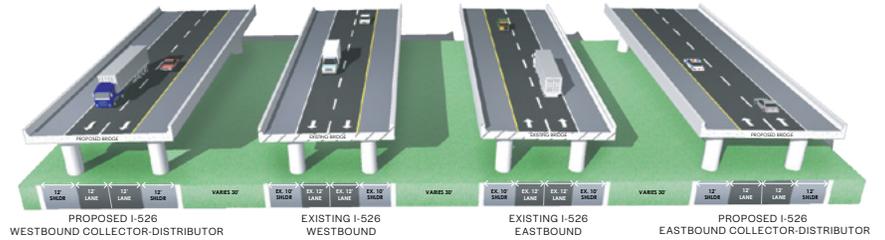
Typical Sections of Mainline Improvements

The below are representative of the typical sections of improvement. This includes the proposed lane configurations, median types or whether a section is elevated. The descriptions and graphics below correspond to the labeled letters on the map to the right.

A. Interstate I-526: Existing I-526 2-lane Viaducts Retained and Proposed 2-lane Structures to Outside

- The existing elevated structure section between I-26 and Virginia Avenue will remain
- An elevated two-lane collector-distributor road will be added in the Eastbound and Westbound direction with direction connections to Eastbound and Westbound I-26

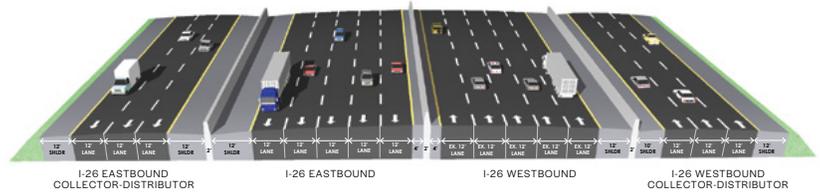
A



B. Interstate I-26: I-26 Typical Section from Remount Road to I-526/I-26 Interchange

- Existing 10-lane section of I-26 from Remount Road to the I-526 interchange
- Three lane collector-distributor roadways are proposed on either side of the 10-lane facility in order to reduce congestion

B



C. Interstate I-526: Typical Section of Improvement I-526 Mainline Ashley River Bridges

- Mainline widening of the Eastbound and Westbound bridges over the Ashley River

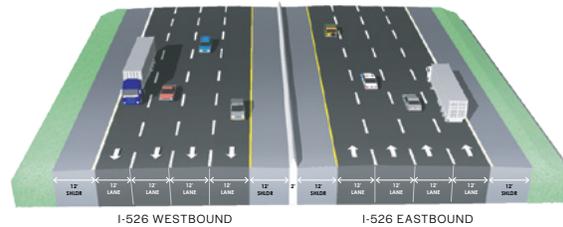
C



D. Interstate I-526: Typical Section of Improvement I-526 Mainline Eastbound and Westbound

- Widening from 2 lanes to 4 in each direction is proposed for I-526 with widening occurring to the center
- A barrier is proposed for the center of the 8-lane facility
- 12-foot shoulders to the inside and outside are planned as a safety measure

D



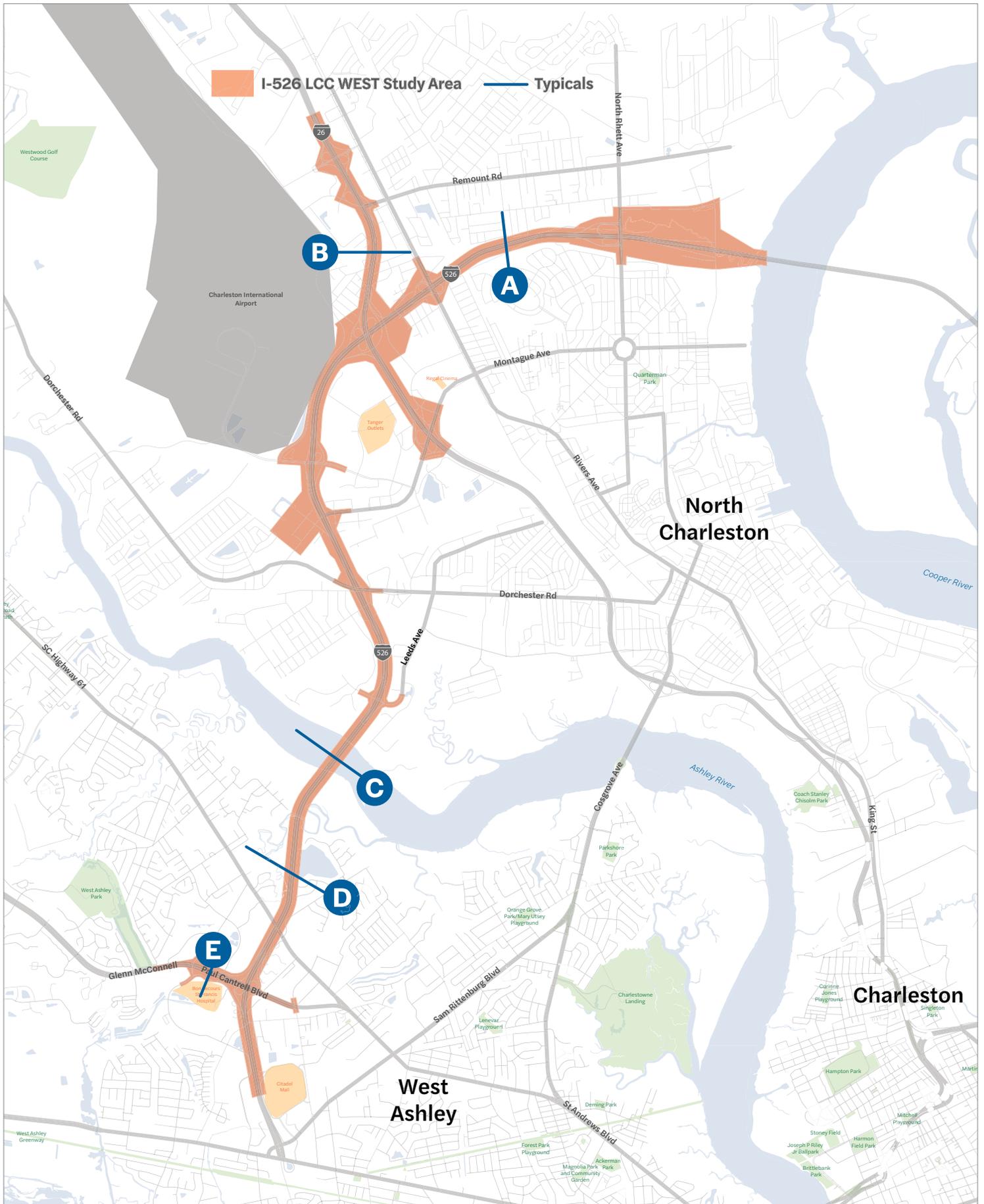
E. Paul Cantrell Blvd: Ashley Crossing Drive to Bridge Over Magwood Drive

Left to Right:

- Existing Eastbound & Westbound Paul Cantrell Boulevard
- The new bridge heading Westbound over Magwood Drive to Glenn McConnell Parkway
- The frontage road will remain for two-way local traffic from Ashley Crossing Drive to Ashley River Road
- The frontage road will be one-way from Magwood Drive to Ashley Crossing Drive

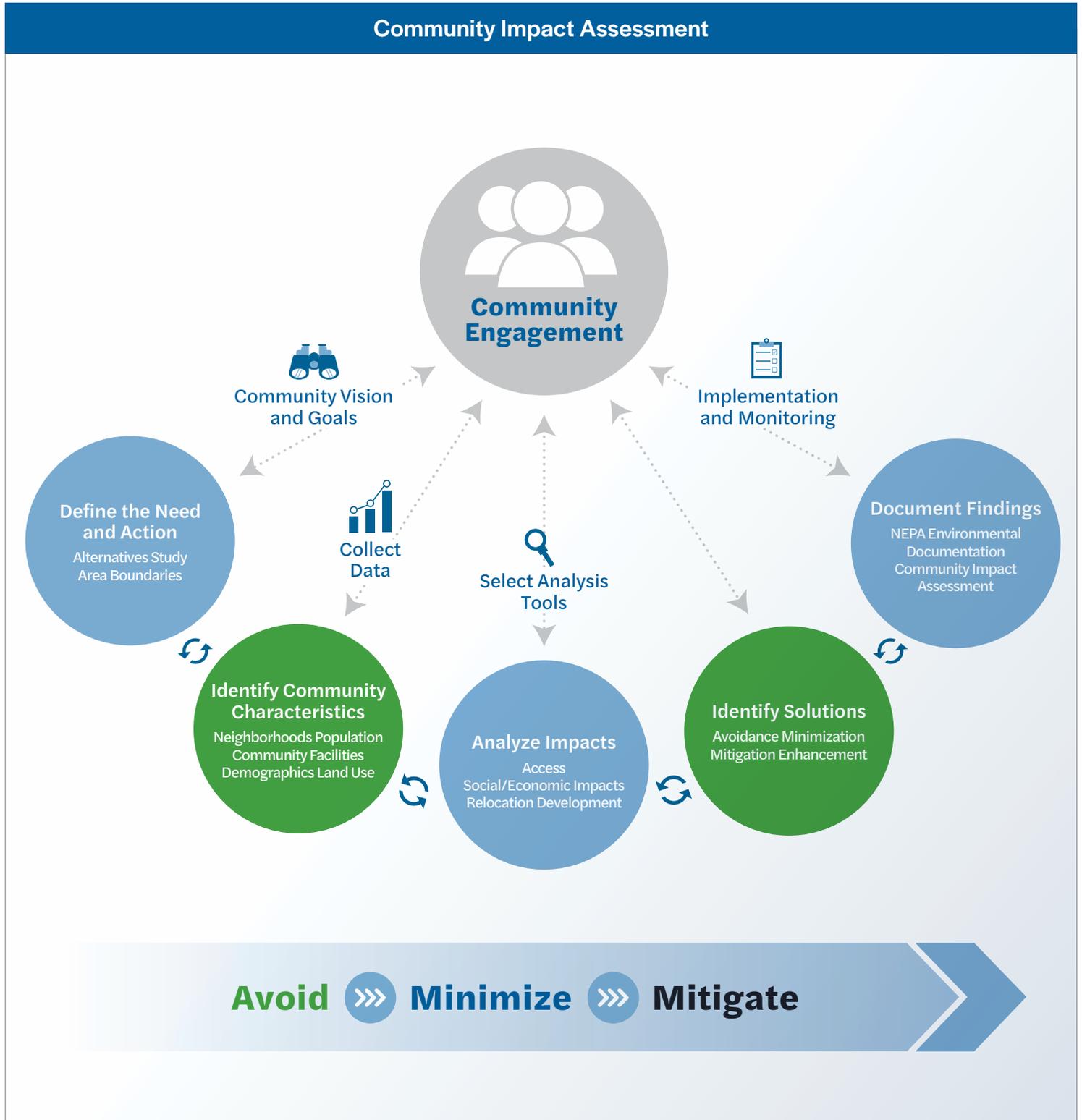
E





Community Impact Assessment

After the initial evaluation of the preliminary alternatives, it was determined an environmental impact statement, or EIS, should be prepared for the I-526 LCC WEST project. An EIS is a full disclosure document detailing the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. The illustration below follows the Community Impact Assessment process with the EIS.



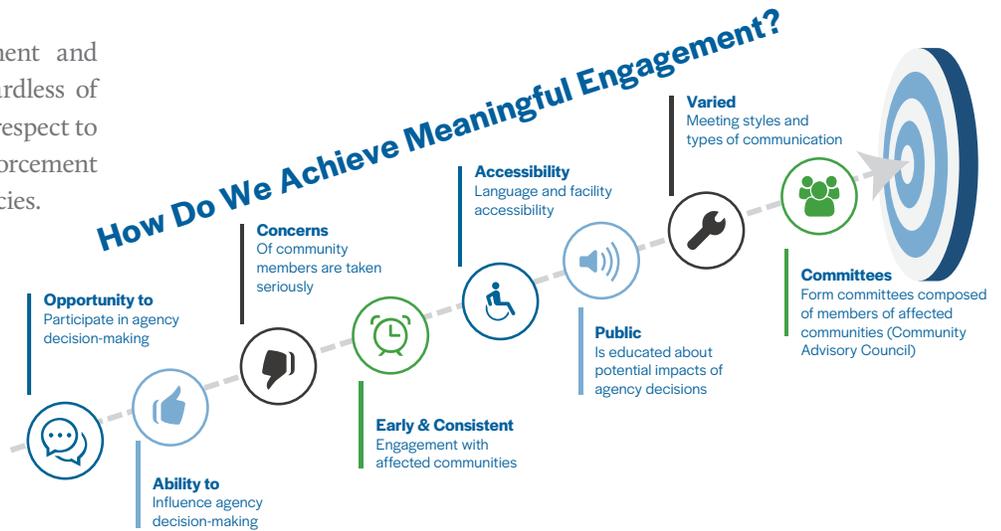
Environmental Justice

Environmental justice is 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.

Equity is our AIM in the Project Development Process

Environmental Justice, Public Involvement, NEPA and Title VI all work together in order to ensure equity to traditionally underserved populations

SCDOT is providing a variety of engagement opportunities to meet and discuss this project and its potential impacts and benefits to the public.

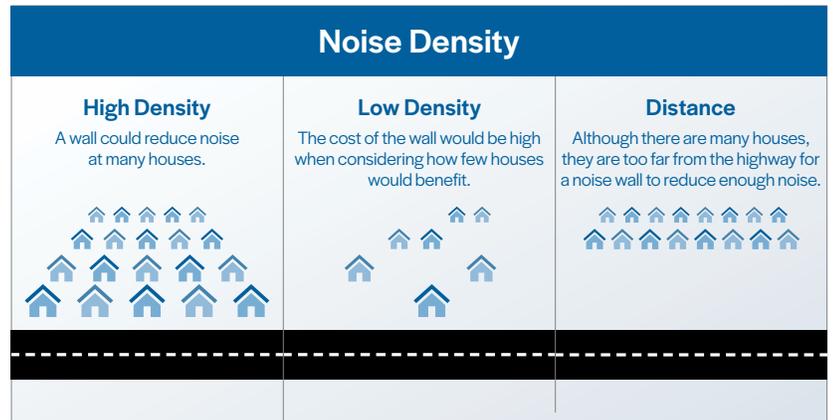


Environmental Justice Outreach Strategy

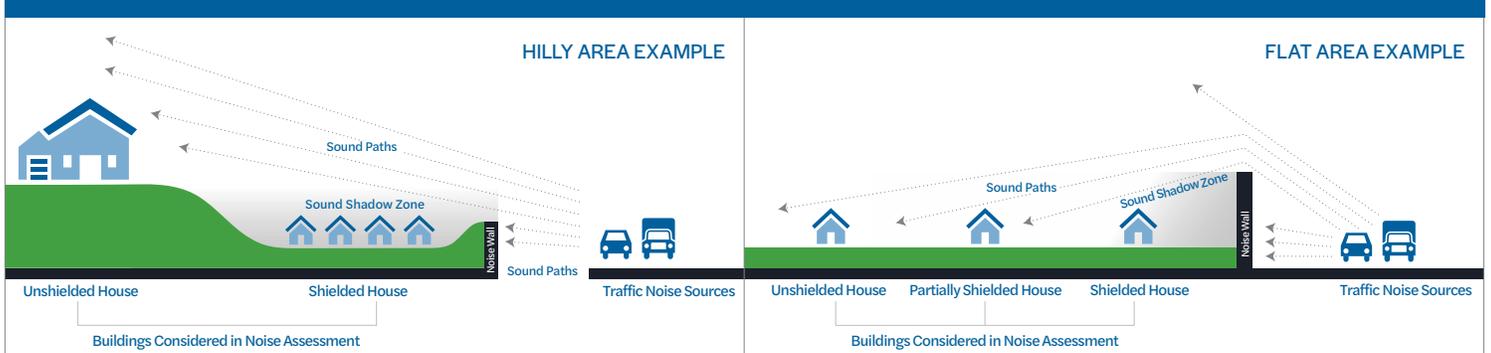
- 01 Small Group Meetings
- 02 Meet on Your Schedule
- 03 Walkable Office Location
- 04 Community Liaisons
- 05 Right-of-Way Specialists
- 06 Project Hotline
- 07 Community Council
- 08 Subject Matter Experts

Highway Traffic Noise

SCDOT recognizes the impacts that highway traffic noise may have on citizens and will do what is reasonable and feasible to lessen these effects. Our team conducted noise readings within the project study area to understand the current noise levels. As part of the project development process, we perform noise studies on each of the proposed reasonable alternatives presented today. These studies will allow the project team to demonstrate the potential change in traffic noise if the project is constructed and help identify design strategies to reduce the noise. The illustrations in this section show how SCDOT evaluates noise.



Noise Assessment



Right-of-Way Information

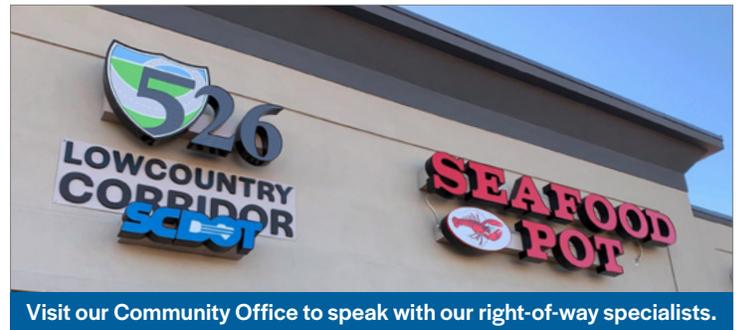
SCDOT roadway projects are planned and developed through an extensive environmental review process, in accordance with the National Environmental Policy Act (NEPA). Community impacts such as right-of-way impacts and property owner relocations are considered as a part of the NEPA process. The public and potentially impacted communities will be engaged throughout the NEPA process to gather input on the proposed project alternatives. All right-of-way will be acquired in conformance with the Uniform Act.

Project Timeline – What Happens Next?

- PROJECT DESIGN: *Ongoing, 2016-2024*
- EARLY RIGHT-OF-WAY ACQUISITIONS: *2020-2024*
- DESIGN-BUILD TEAM PROCUREMENT: *2022*
- FINAL DESIGN: *Early 2023*
- CONSTRUCTION ACTIVITIES: *2023 - 2027*

Stay Involved

Community feedback is an integral part of the alternatives analysis process. Comments can be provided at the meeting, submitted online, or mailed to SCDOT at the address below. **While we welcome your input at any time, the official public comment period for this public information meeting has been extended through January 31, 2020.** Submitting your comments by the end of the comment period ensures they make it to the full project team before the preferred alternative is developed. We value your input, so please take a few moments to share your thoughts, questions and concerns. We look forward to hearing from you!



We Value Your Input!



I-526 Lowcountry Corridor Project Manager

Joy Riley, DBIA, PE, PMP, CPM, SCDOT
E: info@526LowcountryCorridor.com



Phone

843.258.1135



Community Office

I-526 Lowcountry Corridor
5627 Rivers Avenue
North Charleston, SC 29406



facebook.com/526Corridor



twitter.com/526Corridor



526LowcountryCorridor.com

Community Drop-Ins

SATURDAY

Nov. 9 • 2PM – 5 PM

Biblical House of God
2205 Van Buren Ave.
North Charleston, SC

CARTA ROUTE 10

WEDNESDAY

Nov. 13 • 5PM – 8 PM

Ferndale Community Center (Gym)
1995 Bolton St.
North Charleston, SC

CARTA ROUTE 104

THURSDAY

Nov. 14 • 5PM – 8 PM

Life Changers Covenant Ministries
2140 Eleanor Dr.
North Charleston, SC

CARTA ROUTE 10

MONDAY

Nov. 18 • 5PM – 8 PM

Danny Jones Community Center
1455 Monitor St.
North Charleston, SC

CARTA ROUTE 104

TUESDAY

Nov. 19 • 5 PM – 8 PM

Citadel Mall (Between Belk and Loft)
2070 Sam Rittenberg Blvd.
Charleston, SC

CARTA ROUTE 30

Public Information Meeting:

Thursday, November 21, 2019 • 11 AM – 7 PM • Charleston Area Convention Center in North Charleston

OFFICIAL PUBLIC COMMENT PERIOD HAS BEEN EXTENDED, NOW OPEN THROUGH JANUARY 31, 2020



U.S. Department of Transportation
Federal Highway Administration



Title VI compliance: 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.