



**LONG POINT ROAD  
INTERCHANGE**  
LOWCOUNTRY CORRIDOR

*Stakeholder Meeting*  
*November 29, 2022*

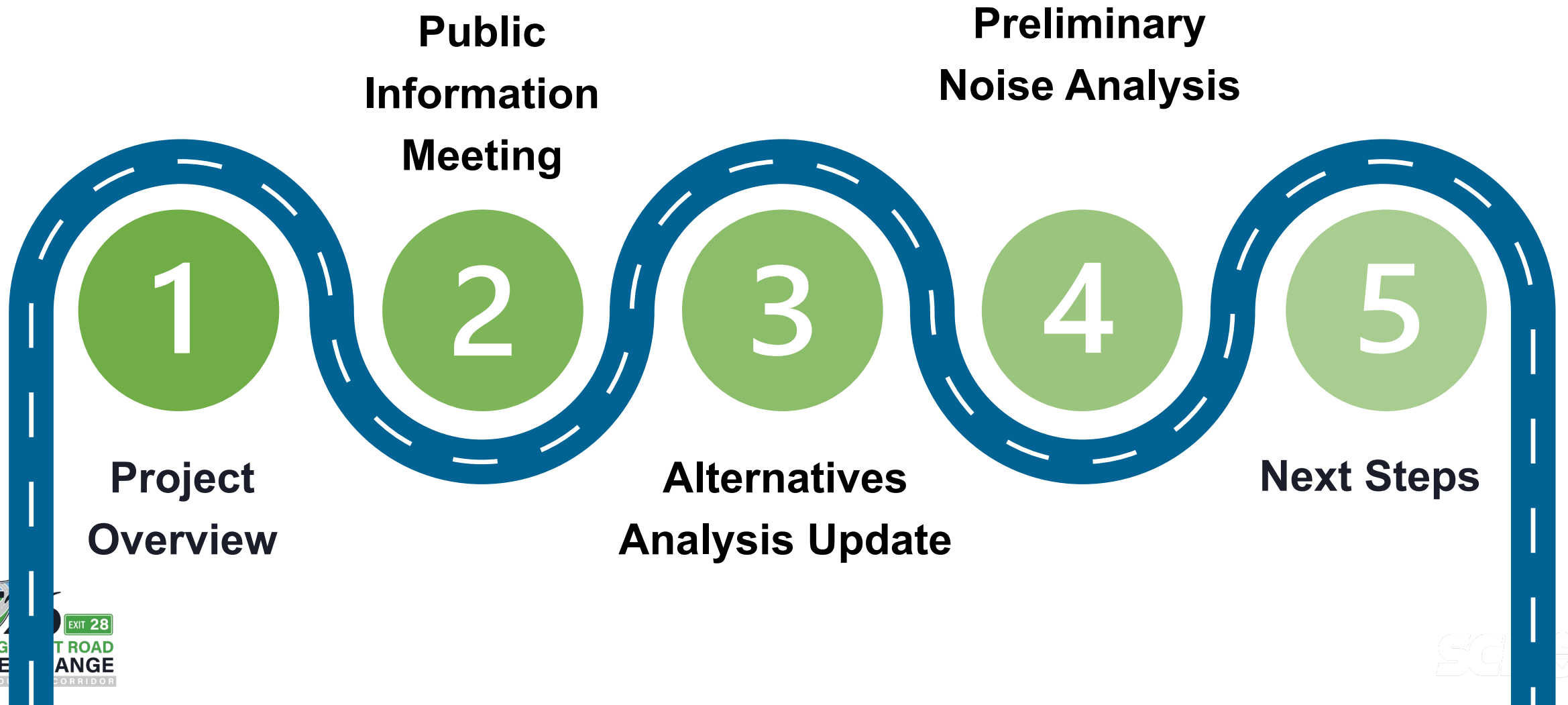
*Joy Riley, PE, PMP, DBIA SCDOT*



U.S. Department of Transportation  
Federal Highway Administration



# Agenda





# Project Overview

*I-526 @ Long Point Road Interchange Improvements*



# Draft Purpose & Need

## Project Purpose

- Improve the operations of the I-526 and Long Point Road Interchange and the I-526 mainline
- Reduce operational conflicts between port-related and local traffic

## Project Need



Interchange deficiencies



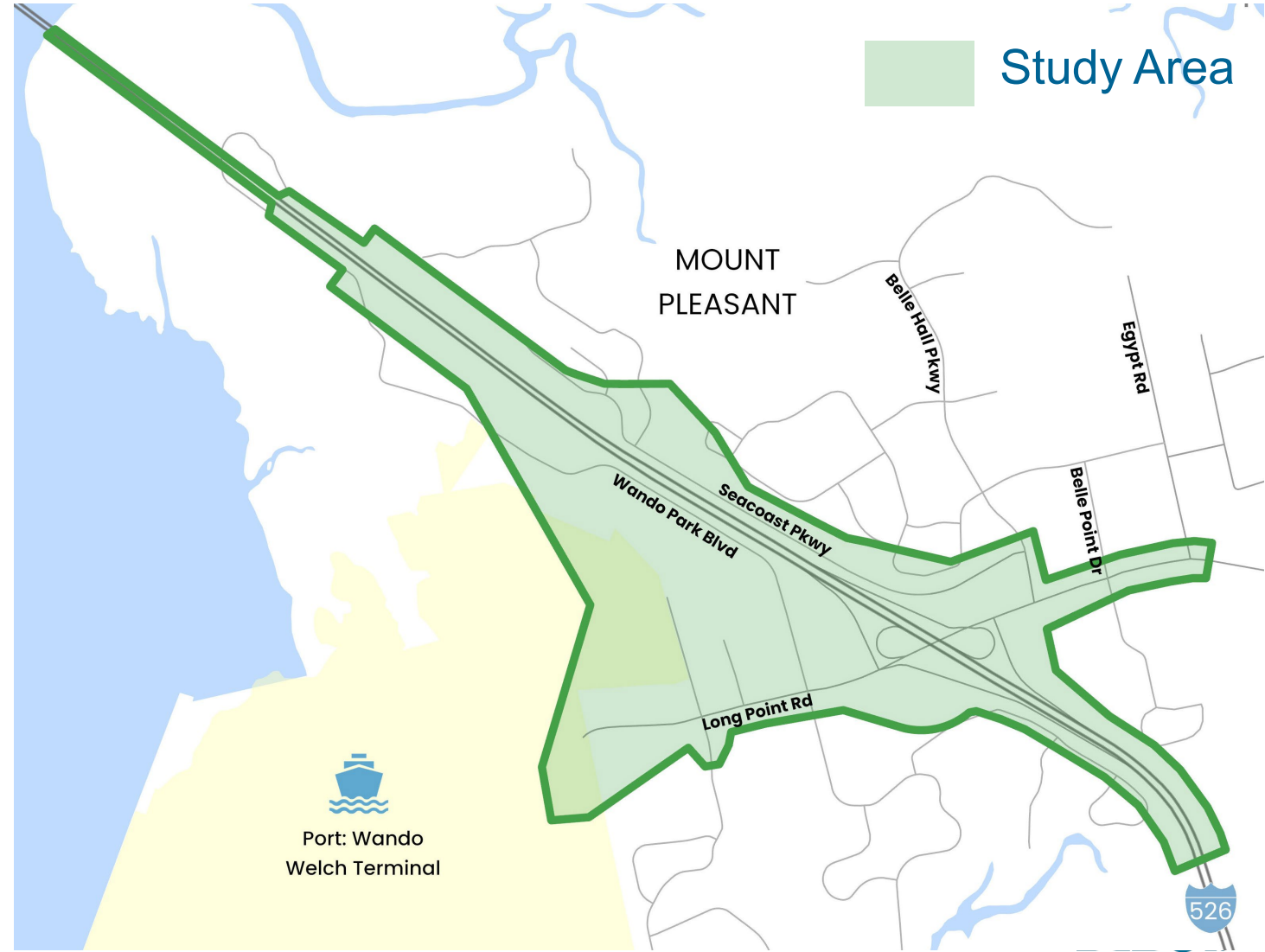
Traffic-related congestion on I-526 and within the interchange



Population & economic growth



Public comment & concerns





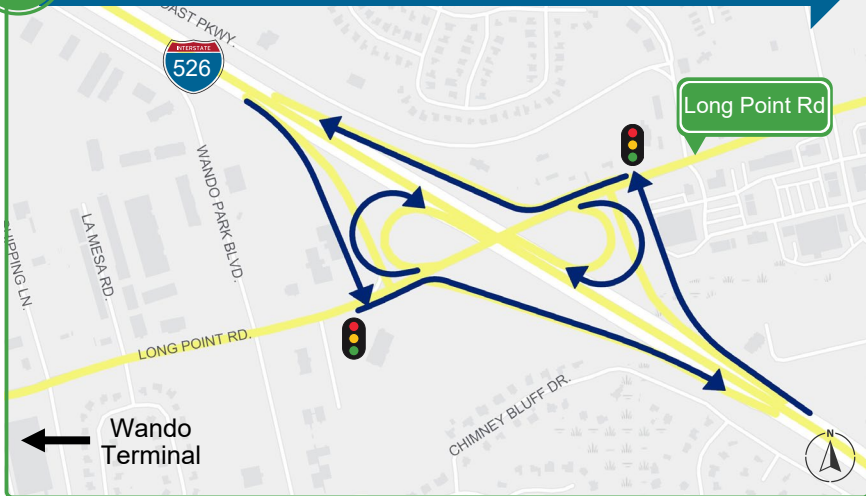
# Public Meeting Overview

*I-526 @ Long Point Road Interchange Improvements*



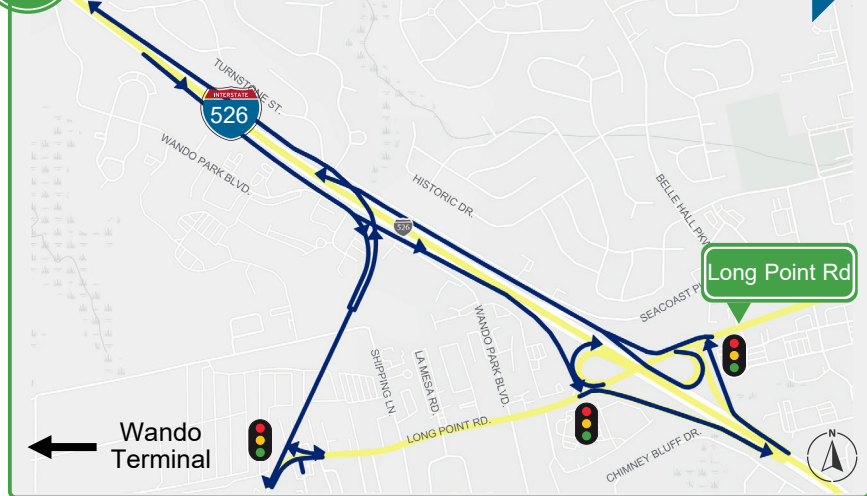
# Range of Alternatives

## 1 Alternative 1: Improved Existing Ramps



Based on initial traffic studies, the ability of Alternative 1 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows additional studies are required.

## 2 Alternative 2: New Port Access Ramps with Improved Existing Ramps



Based on initial traffic studies, the ability of Alternative 2 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows favorable results.

## 3 Alternative 3: Diverging Diamond Interchange (DDI)



Based on initial traffic studies, the ability of Alternative 3 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows additional studies are required.

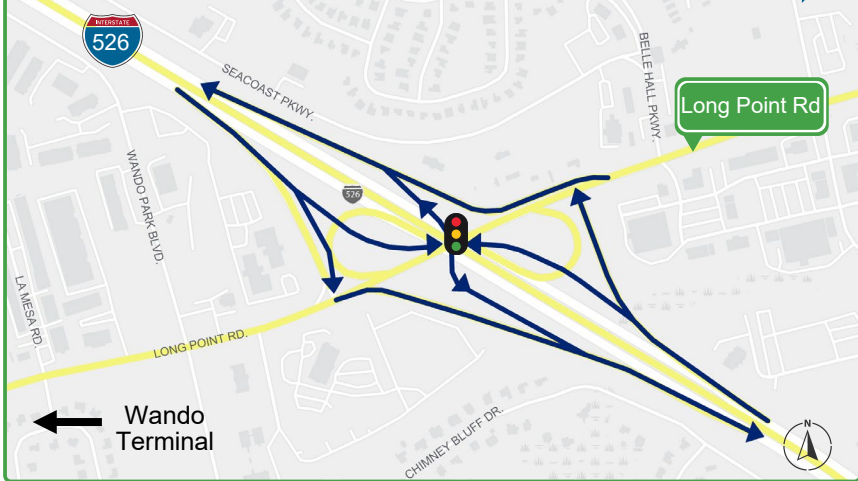
**Legend:**

- ← Existing
- ← Option

*Alternatives are conceptual and subject to change*

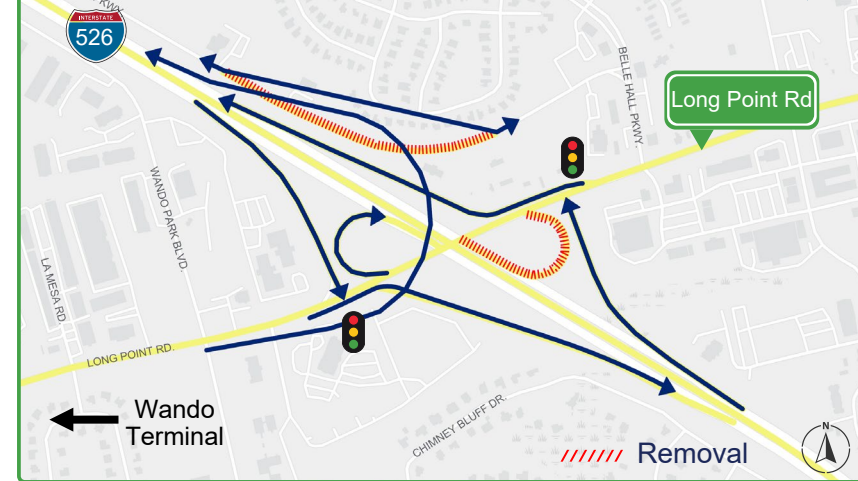
# Range of Alternatives

## 4 Alternative 4: Single Point Urban Interchange (SPUI)



Based on initial traffic studies, Alternative 4 does not appear to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.

## 5 Alternative 5: Flyover



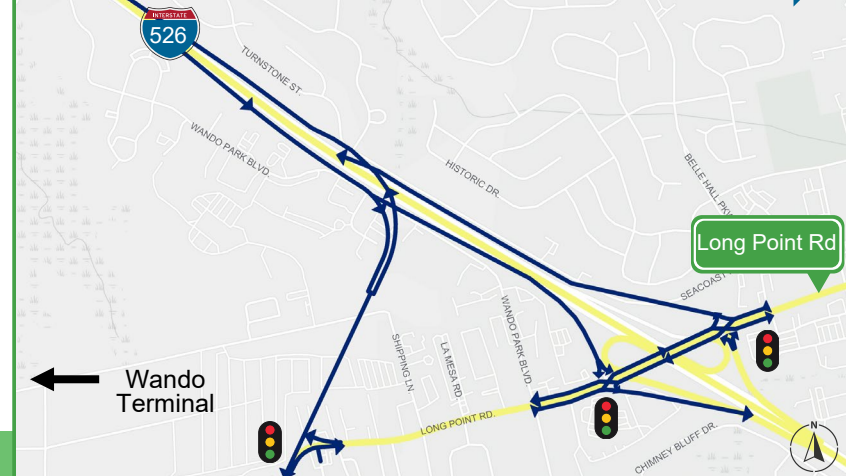
Based on initial traffic studies, Alternative 5 does not appear to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.

**Legend:**

- Existing
- Option
- Removal

*Alternatives are conceptual and subject to change*

## 6 Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI)



Based on initial traffic studies, the ability of Alternative 6 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows favorable results.



# What We Heard

*I-526 @ Long Point Road Interchange Improvements*





# Meeting Summary

Official comment period:  
July 26 - September 2, 2022

**In-person meeting:**  
August 2, 2022, 4-7 PM

Stakeholder preview: 4-5 PM | General public meeting: 5-7 PM  
R. L. Jones Center | 391 Egypt Road, Mount Pleasant, SC

**301**  
In-person Attendees

**5,285**  
Web Visitors

**Comment types:**

Website Comments  
**316**

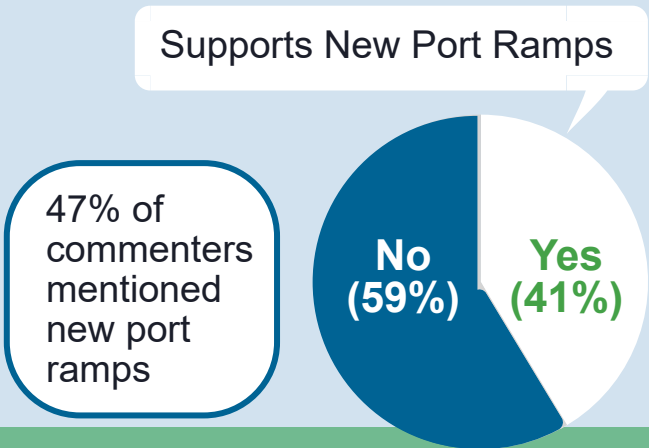
Emails & Letters  
**174**

Written Comments  
**48**

**538**  
Comments  
Total\*

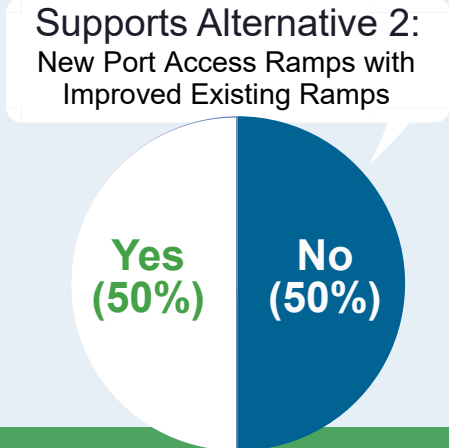
\*From 405 commenters. Includes 48 duplicate comments

- Top comments and concerns:**
- 51%** Concerned with Traffic
  - 38%** Concerned with Safety, before or after project completion
  - 37%** Concerned with Removal of Left Turn onto Belle Hall Parkway
  - 37%** Concerned with Noise Impacts
  - 36%** Concerned with Truck Traffic
  - 29%** Concerned with Neighborhood Impacts



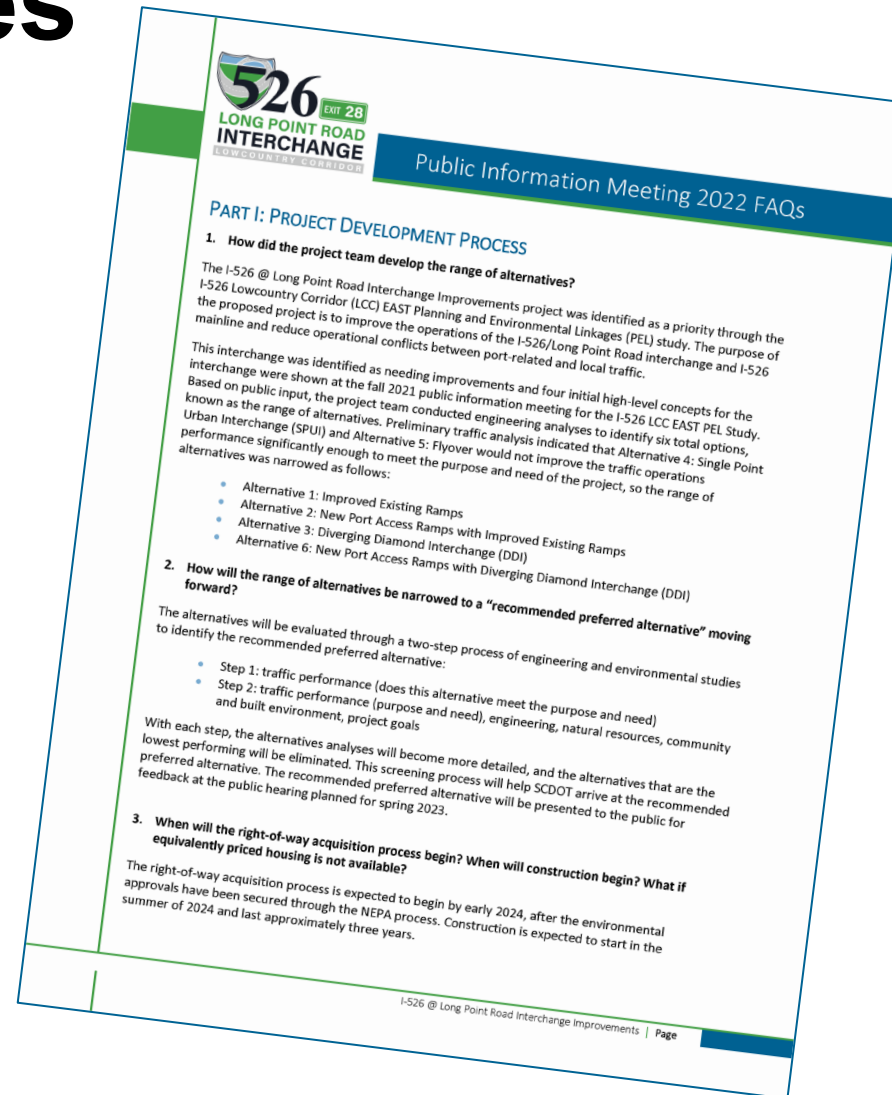
35% of commenters mentioned Alternative 2

Of the four alternatives, Alternative 2 received the most support and the most opposition



# Comment Responses

- Each commenter has received an individual response
- All commenters received an FAQ document the first week in November
- Responses distributed by email and mail



**538**  
Comments

Website Comments

**316** 

Emails & Letters

**174** 

Written Comments

**48** 



# Alternatives Analysis Update

*I-526 @ Long Point Road Interchange Improvements*



# Screening Process

## How are the alternatives (options) evaluated?



Stakeholder  
and Public  
Input

1

### Step 1 Evaluation

Purpose and Need (Traffic Analysis)

2

### Step 2 Evaluation

Purpose and Need (Traffic Analysis), Engineering, Natural Resources, Community and Built Environment, Project Goals

3

### Step 3 Evaluation

Purpose and Need (Traffic Analysis), Engineering, Natural Resources, Community and Built Environment, Project Goals

Preliminary Alternatives



Range of Alternatives



Reasonable  
Alternatives

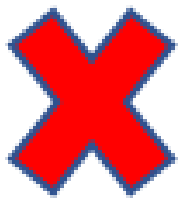


Recommended  
Preferred Alternative **SCDOT**  
South Carolina Department of Transportation

The team evaluates the alternatives through a **three-step process** to identify the **Recommended Preferred Alternative**. Greater detail in analysis comes with each level of evaluation. At the same time, the total number of alternatives will go down as those that are lowest performing are eliminated.

# Alternatives Removed During the Tier 2 Analysis

Not Reasonable



## Operational Improvements



- ✗ Unacceptable ramp queuing onto I-526
- ✗ Unacceptable LOS for ramp termini signal operations

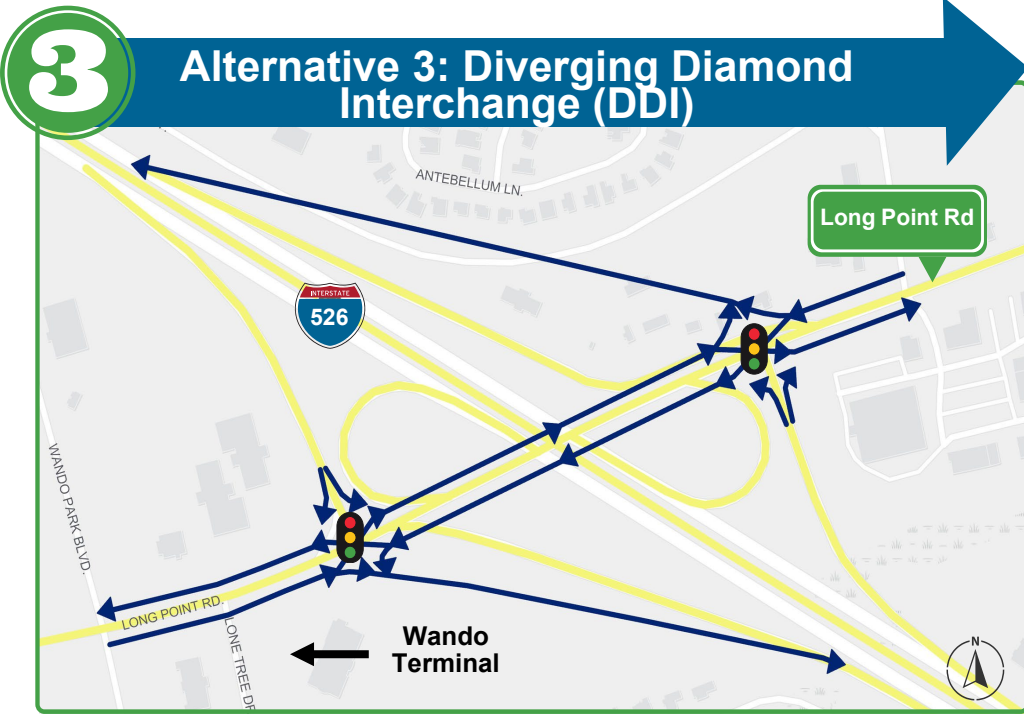
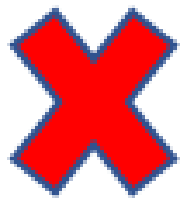
## Reduced Operational Conflicts



- ✗ Fails to reduce % of trucks on LPR
- ✗ No reduction in trucks on ramp to LPR or I-526 WB loop ramp
- ✗ No change in key conflict points

# Alternatives Removed During the Tier-2 Analysis

Not Reasonable



## Operational Improvements



- ✗ Unacceptable ramp queuing onto I-526
- ✗ Unacceptable LOS for ramp termini signal operations

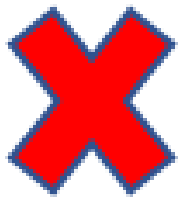
## Reduced Operational Conflicts



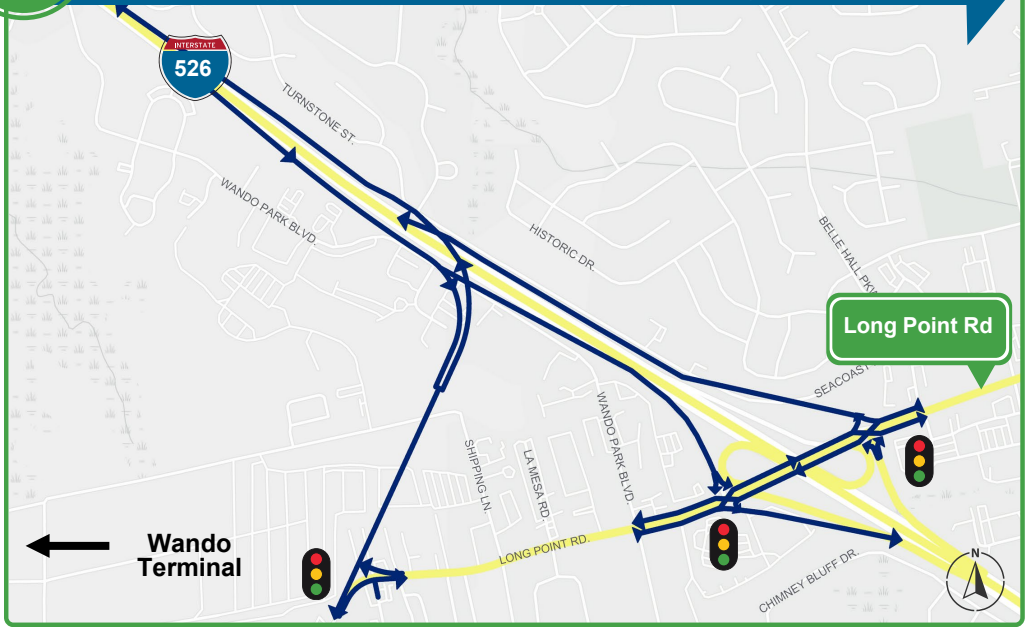
- ✗ Fails to reduce % of trucks on LPR
- ✗ Undesirable reduction in trucks on ramp to LPR or I-526 WB loop ramp
- ✗ Increase in key conflict points

# Alternatives Removed During the Tier 2 Analysis

Not Reasonable



## 6 Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI)



### Operational Improvements



- ✗ Undesirable reduction for ramp queuing onto CD Road
- ✗ Unacceptable LOS for ramp termini signal operations

### Reduced Operational Conflicts



Shows improvements compared to No Build for all metrics

*Does not meet both parts of the purpose and need for Long Point Road interchange*

# Alternatives that meet the Purpose and Need

Alternatives	Improves Traffic Operations	Reduces Conflicts (Port VS Local)	Meets the purpose and need
Alternative 1: Improved Existing Ramps	No	No	No
Alternative 2: New Port Access Ramps with Improved Existing Ramps	Yes	Yes	Yes
Alternative 3: Diverging Diamond Interchange (DDI)	No	No	No
Alternative 4: Single Point Urban Interchange (SPUI)	No	No	No
Alternative 5: Flyover	No	No	No
Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI)	No	Yes	No



# Reasonable Alternative Refinements



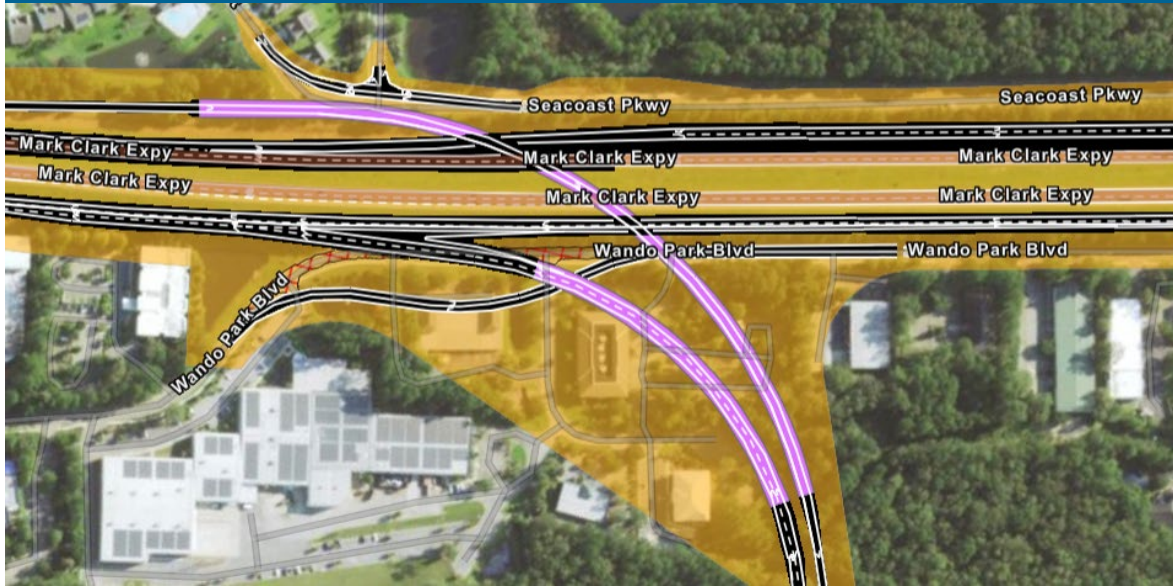
## Potential Changes to Alternative 2 (Reasonable Alt)

*Based on Agency & Public Comments*

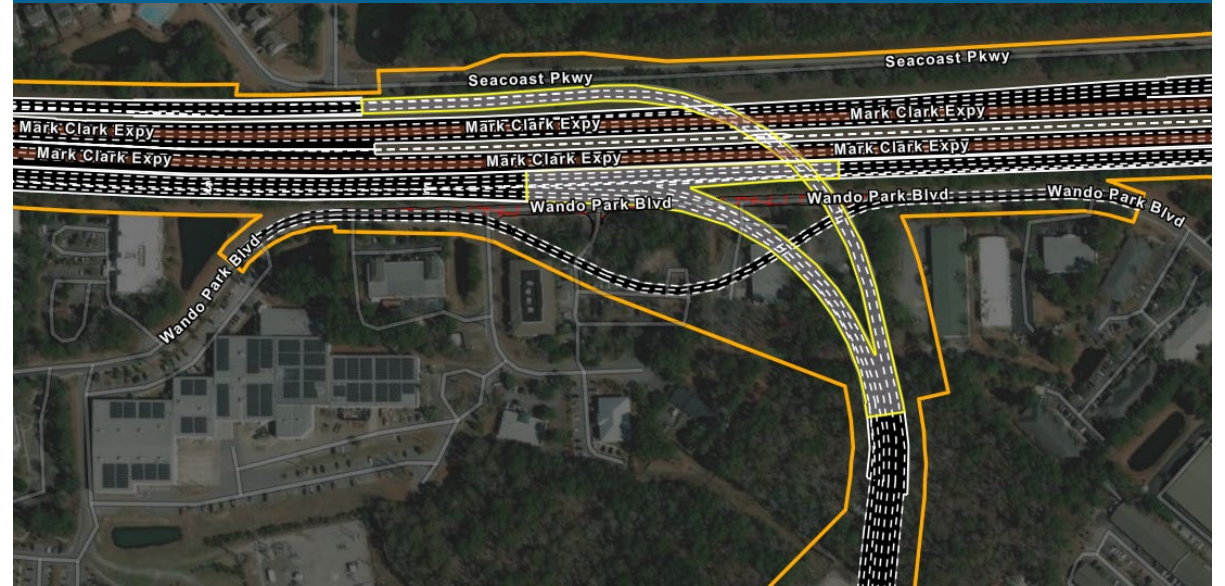
- Shifting New Truck Ramps east away from Tidal Walk and Grassy Creek.
- Evaluating Left Turn on Long Point Road to Belle Hall Road.
- Incorporation of Shipping Lane.
- Shifting Long Point Road away from the Snowden School Site.

# Reasonable Alternative Refinements – Seacoast Parkway

Alternative 2 at Seacoast Parkway: As shown at the 2022 Public Information Meeting

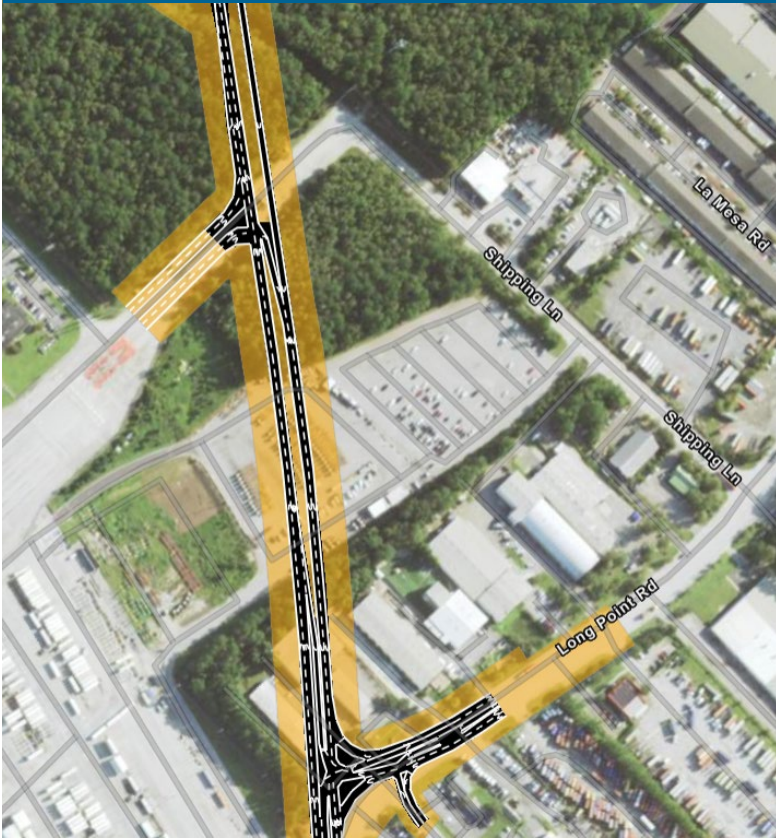


Alternative 2 at Seacoast Parkway: Refined to reduce impacts as of November 2022

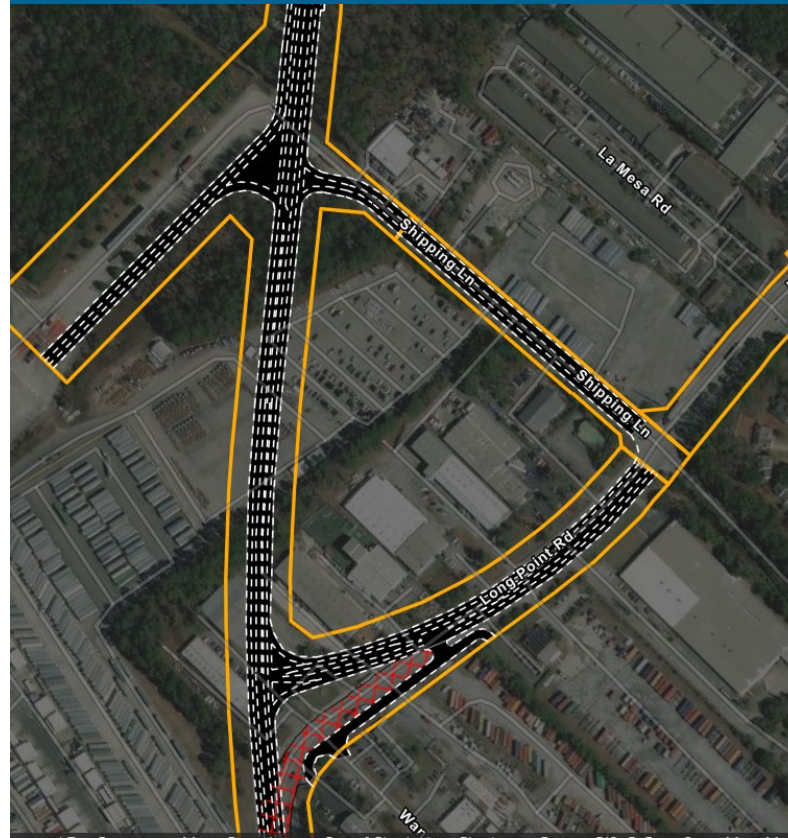


# Reasonable Alternative Refinements – Shipping Lane/Back Gate

Alternative 2 at Shipping Lane/Back Gate:  
As shown at the 2022 PIM



Alternative 2 at Shipping Lane/Back Gate:  
Refined as of November 2022



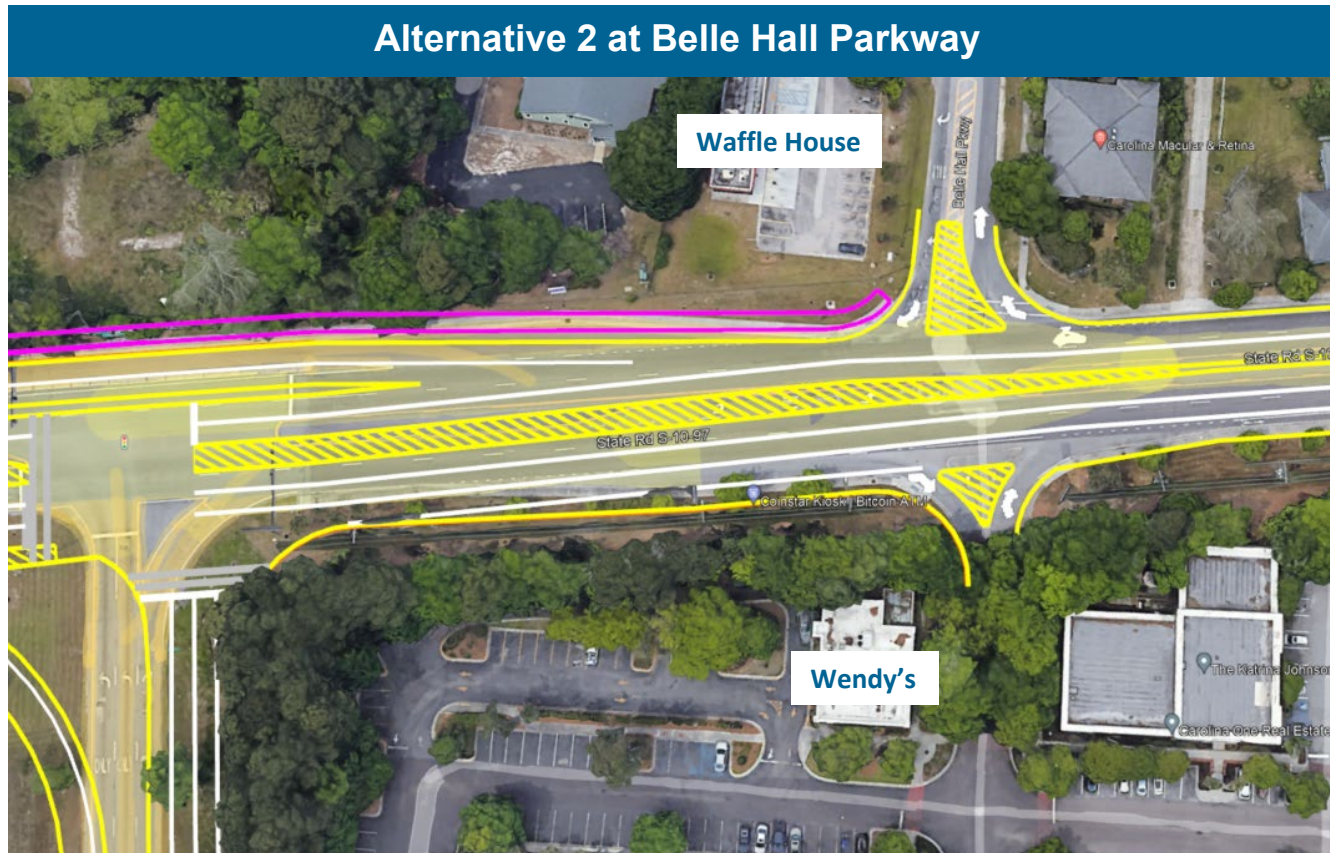
# Reasonable Alternative Impacts



*Alternative 2 (Reasonable Alternative)  
Potential Impacts Matrix*

Resource	Description	Build Alternative 2
Meets Purpose and Need	Improves Traffic Operation	Yes
	Reduces Conflicts (Port VS Local)	Yes
Meets Projects Goals	Yes/No	Yes
Right of Way Required	Acreage	28.5
Right-of-Way Impacts	Parcels (# tracks)	98
	Residential	0
	Businesses	9 commercial buildings; 1 cell tower; 45 Businesses
	Church	1
	Outbuildings	2

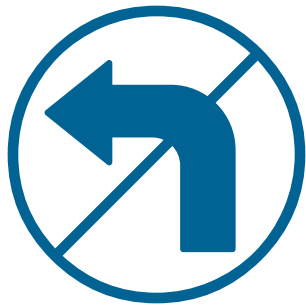
# Belle Hall Left Turn Restrictions



- Necessary to comply with current design standards and maintain acceptable interstate ramp operations
- High crash rate along Long Point Road, especially north of I-526
- Highest number of crashes at Belle Hall Parkway intersection despite lowest volume of side street traffic and fewest number of turning conflicts

# Belle Hall Parkway Left Turn Restrictions

37% of PIM comments received expressed concerns about loss of left turns at Belle Hall Parkway



- Currently working with the Town of Mount Pleasant to evaluate potential solutions that:
  - Would not negatively impact the interstate ramp operations
  - Allow a safe turning operation
- Must consider the crash history at this location and include safety analysis in the evaluations

# Belle Hall Parkway – Access Options

Evaluated 8 potential options to provide access to Belle Hall Parkway:

- 2 base scenarios (remove and keep left turn)
- 3 options to remove left turn to Belle Hall Parkway with Long Point Road Improvements
- 2 citizen proposals to keep left turn to Belle Hall Parkway
- 2 other options tested (not feasible)

*After meeting with the Town of Mount Pleasant, 3 potential options have been identified for further evaluation.*



# Preliminary Noise Analysis

*I-526 @ Long Point Road Interchange Improvements*





# Noise Evaluation Process

## Monitor Existing Noise



## Model Noise



Modeling potential noise impacts on sensitive areas now that one reasonable alternative has been determined

## Identify Noise Impacts

Very detailed model to include all anticipated traffic flows at the anticipated heights



## Consider Noise Reduction Measures

Results available Spring 2023 at Public Hearing



# What might a noise wall look like?

Existing conditions at Seacoast Parkway and Shoals Drive



Potential noise wall at Seacoast Parkway and Shoals Drive



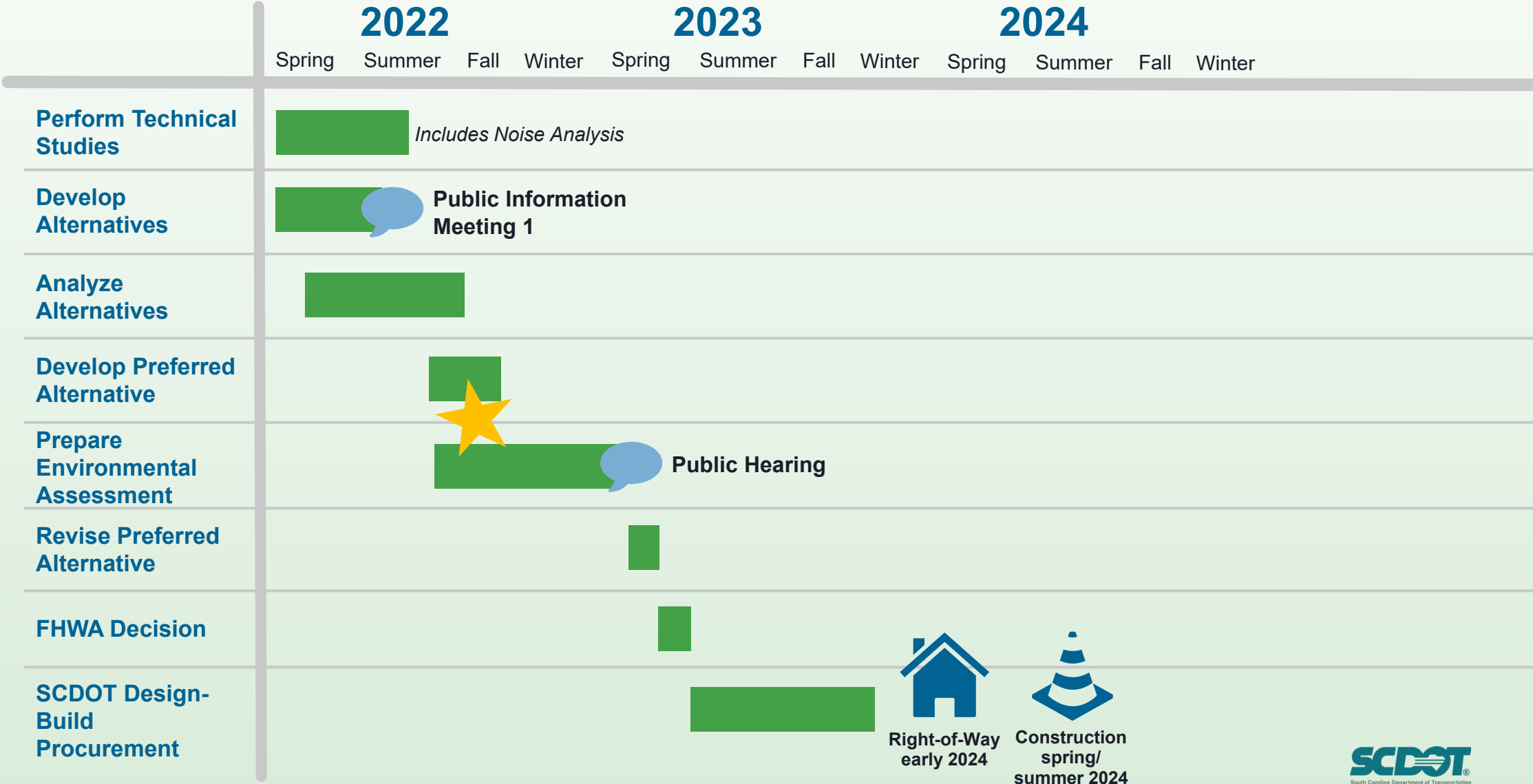


# Next Steps

*I-526 @ Long Point Road Interchange Improvements*



# Proposed Project Schedule



# Anticipated Public Hearing



## In-person Public Hearing Tentative: March 14, 2023

- Informal, open-house portion
- Formal presentation and verbal comment session

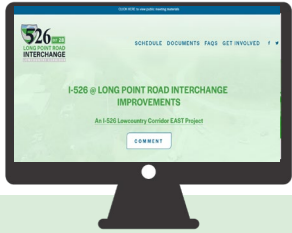


## *What can you expect to see?*

- Alternative Analysis Screening Process
- Traffic Analysis
- Completed Noise Analysis – where barriers are warranted
- Recommended Preferred Alternative
- Potential Right-of-Way Impacts

# Anticipated Public Hearing

*How to make your voice heard*

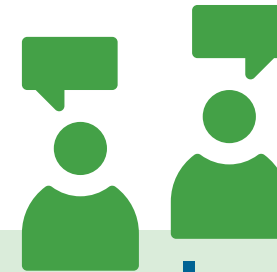


## Project Website

[www.526LCCLongPoint.com](http://www.526LCCLongPoint.com)  
ALL meeting materials will be available in-person and online

## In-Person Public Hearing

View materials and fill out a written comment form



## In-person Public Hearing Verbal Comment Session

There will be a short presentation followed by a listening session. Provide a 2-minute verbal comment. *Advanced registration will be required.*

## Email

[info@526LowcountryCorridor.com](mailto:info@526LowcountryCorridor.com)

## Mail

Attention: Joy Riley  
Post Office Box 191  
955 Park Street  
Columbia, SC 29202-0191



# Stop & Pause for Questions

# Contact Information



[www.526LCCLongPoint.com](http://www.526LCCLongPoint.com)



[www.facebook.com/526Corridor](http://www.facebook.com/526Corridor)



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[info@526LowcountryCorridor.com](mailto:info@526LowcountryCorridor.com)



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



843.258.1135 (call or text)



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Project Manager

