# **SCDOT Turns 100!**

























# **SCDOT Turns 100!**



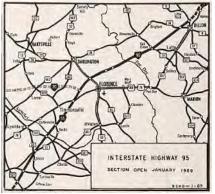
























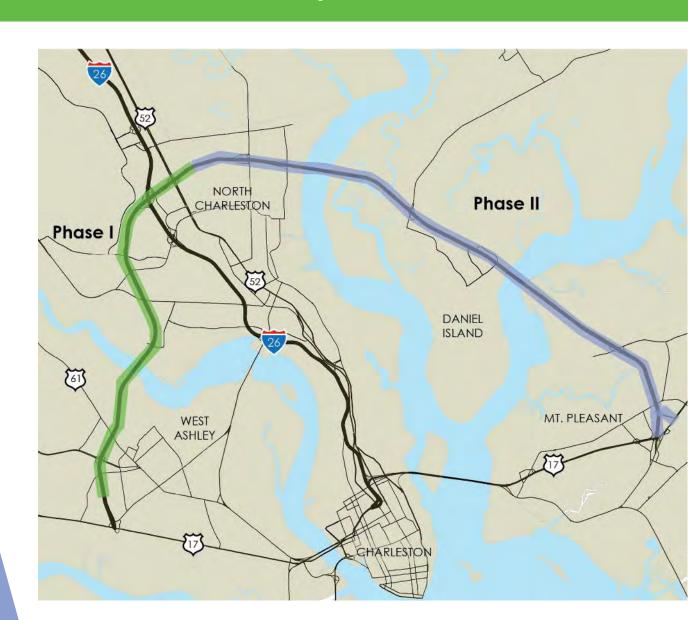
# **Today's Agenda**

- Welcome & Introductions
- I-526 Lowcountry Corridor Update
- Table Discussions
- Next Steps / Conclusion



# **Project Limits**

I-526 Lowcountry Corridor





# **Project Description**

I-526 Lowcountry Corridor Phase I

#### **Widen I-526:**

Rivers Ave to Paul Cantrell Blvd

#### **Interchange Modifications:**

Rivers Ave I-26 International Blvd Montague Ave Dorchester Road Leeds Ave Paul Cantrell Blvd





### **Project Description**

I-526 Lowcountry Corridor Phase II

#### **Widen I-526:**

Investigate potential widening alternatives

# Interchange Modifications:

North Rhett Ave. Virginia Ave. Clements Ferry Rd. Daniel Island Long Point Rd. US 17







# **Project History**

I-526 Lowcountry Corridor

	YEAR	PHASE I	PHASE II
4	2013	Corridor Analysis Completed	
i	2014	Project Funded in STIP	
•	2015	Consultant Team Selected	
	2016	NEPA & Public Involvement Initiated	
	2017	<ul> <li>Continue NEPA &amp; Public Involvement</li> <li>Begin Alternative Analysis</li> </ul>	<ul><li>Project Funded</li><li>Consultant Team Selected</li><li>Initiate NEPA Tasks</li></ul>



## **Project Purpose & Need**

I-526 Lowcountry Corridor Phase I

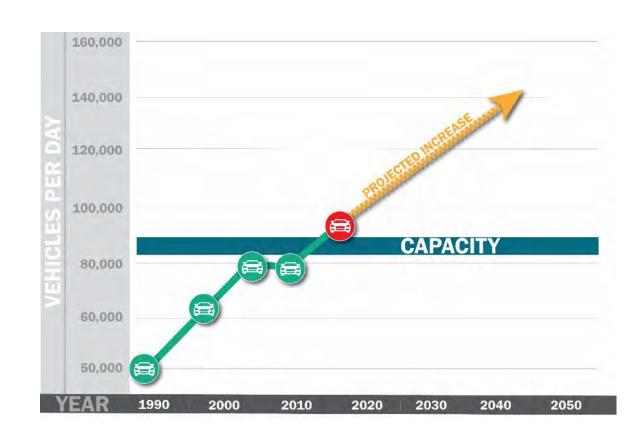
# I-526 is identified as one of SC's most congested segments of interstate.

- Reduce Congestion
- Improve Operations
- Improve Safety



# Capacity

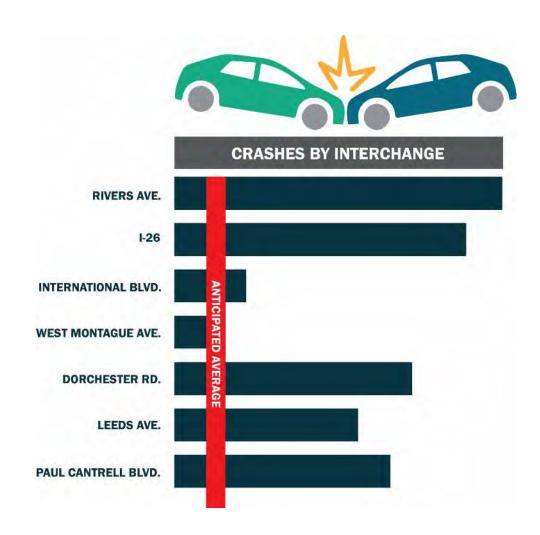
### I-526 Lowcountry Corridor Phase I





# **Crashes By Interchange**

I-526 Lowcountry Corridor Phase I





I-526 Lowcountry Corridor Phase I

# Understanding the traffic problem and potential solutions:

What are the appropriate strategies?





I-526 Lowcountry Corridor Phase I

# Previous Efforts Studied Effectiveness of:

- Travel Demand Management
- Modal Strategies
- Managed Lane Strategies

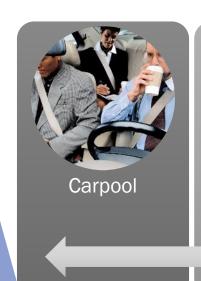


# **Travel Demand Management Strategies**

I-526 Lowcountry Corridor Phase I

**Travel Demand Management:** Reducing traffic demand or shifting the demand from peak hours

Travel Demand Strategies













I-526 Lowcountry Corridor Phase I

### **TDM Analysis Conclusion:**

- Potential to reduce travel by 5-10%
- Not large enough to mitigate future traffic congestion
- SCDOT funding TDM efforts through BCDCOG



I-526 Lowcountry Corridor Phase I



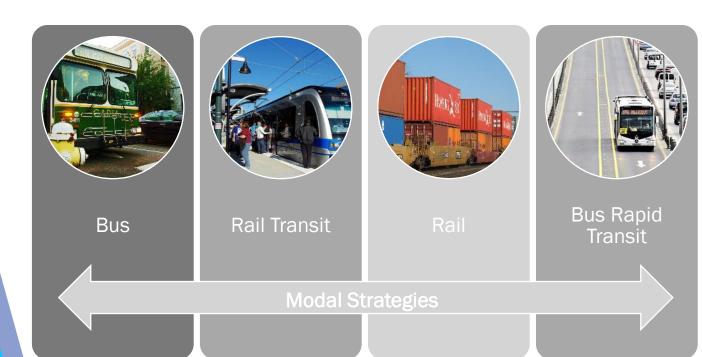
- Ridesharing
- Transit
- Vanpooling





I-526 Lowcountry Corridor Phase I

**Modal Strategies:** Potential to reduce traffic through transit or reduce traffic through rail or other modes of travel





I-526 Lowcountry Corridor Phase I

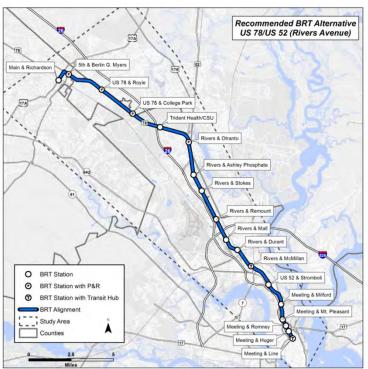
### **Modal Analysis Conclusion:**

- Potential to reduce travel by 5-10%
- Not a large enough reduction to mitigate future traffic congestion
- **BCDCOG** is pursuing Bus Rapid Transit (BRT)





# BCDCOG Bus Rapid Transit (BRT)







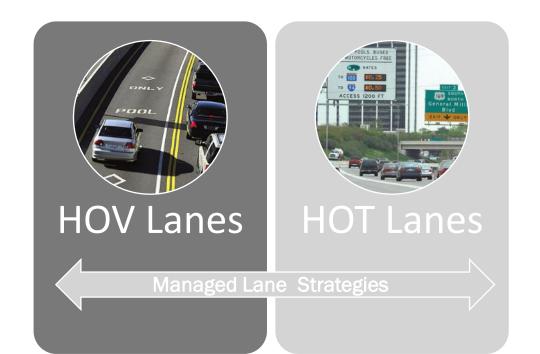
https://bcdcog.com/brt



I-526 Lowcountry Corridor Phase I

Managed Lane Strategies: Consider developing High Occupancy Vehicle (HOV) Lanes to encourage carpooling and transit. A variation could be High Occupancy/Toll (HOT) Lanes, where non HOVs can use the lane if a toll is paid.





I-526 Lowcountry Corridor Phase I

	HOV Lanes
Definition	Only vehicles with 2 or more people in one carpooling, or transit vehicles allowed in the lane
Purpose	Maximize the number of people traveling in a lane, while promoting carpooling and transit





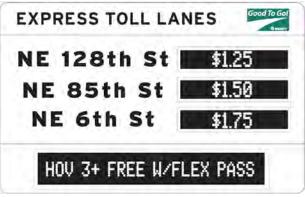






I-526 Lowcountry Corridor Phase I

	HOT Lanes
Definition	HOV lanes that also allow lower occupancy vehicles to use lane by paying toll
Purpose	Optimize lane utilization by 'selling' the extra capacity not being used by carpools and transit vehicles to lower occupancy vehicles







I-526 Lowcountry Corridor Phase I

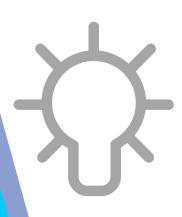
### **Managed Lane Analysis Conclusion:**

- Traffic demand will require at least one additional general purpose lane in each direction.
- May want to consider the second lane in each direction to be a managed lane.



### **Table Discussion**

# Let us know your IDEAS!

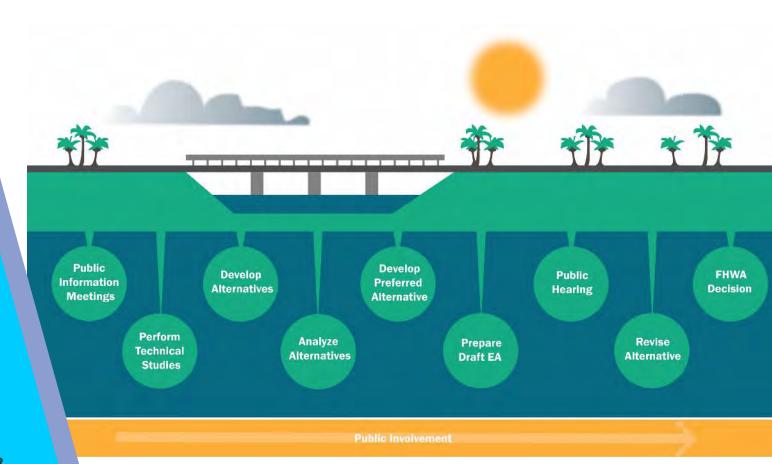


- 1. What Travel Demand strategies do you prefer for your employer/employees?
- 2. What are your thoughts about Bus Rapid Transit?
- 3. Are you familiar with HOV/HOT lanes? Will they work in Charleston?



# **NEPA Process**

I-526 Lowcountry Corridor Phase I





# **Public Engagement**

I-526 Lowcountry Corridor Phase I

















526 LowcountryCorridor

#526Corridor team wetlands scientist from CECS identifies and maps wetlands and streams in the study area. #SCDOT







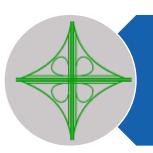




**LOWCOUNTRY CORRIDOR** 

# **Ongoing Technical Studies & Design**

I-526 Lowcountry Corridor Phase I



**Development of Alternatives** 



**Continuous Public Input** 





Analyze the Alternatives for Traffic Benefits & Environmental Impacts

## **Project Schedule**

I-526 Lowcountry Corridor Phase I



### **NEPA**

January to Early 2019

# **ALTERNATIVES DEVELOPMENT**

Mid-2016 to Mid-2020

RIGHT-OF-WAY FINAL DESIGN

Mid-2019 to Early-2022



Begin Mid-2020



### **Contact Information**

I-526 Lowcountry Corridor Phase I



www.526LowcountryCorridor.com



www.Facebook.com/526Corridor



@526Corridor



526distribution@scdot.org



Joy Riley, PE SCDOT P.O. Box 191 Columbia, SC 29202-0191



(803) 737-1346





### **Thank You!**



www.526LowcountryCorridor.com



#### **Meeting Summary**

### STAKEHOLDER MEETING

**Date:** April 24, 2019 **Time:** 10 am - 11:30am

**Location:** Charleston Metro Chamber of Commerce - Boardroom

4500 Leeds Avenue

North Charleston, SC 29405

**ADA Compliant** 

#### Attendees:

Name	Affiliation
Todd R. Martin	Joint Base Charleston
Steve Thigpen	Charleston County
	628th Air Base Wing Joint Base
Ched Beam	Charleston
Beth Heatley	Code Lynx
Steve Kemp	S.C. Ports Authority
Randall Donley	Commercial Specialty Group LLC
	World Harvest Community
Thomas Clayton	Center
Juergen Goehner	Zeltiwanger
Kelly Harrison	Absolutely Charleston
Kristi Tolley	Citadel Mall
Bill Watts	Gerald Tires
Coleman Thompson	Hunter Transportation
lan D. Scott	CMCC
Shane Belcher	FHWA
	City of Charleston - Traffic and
Michael Mathis	Transportation
Vonnie Gilreath	BCDCOG
Katie Zimmerman	Charleston Moves
Hampton Lee	SCPA
Scott A. Benedict	Commercial Specialty Group LLC
	Charleston County Park &
Phillip Macchia	Recreation Commission
Brent Jonas	CRDA
Karen Shooge	Absolutely Charleston
P. Parks	Parks Auto Parts
Sam Skardon	One Region
Councilman Robert King	City of North Charleston
Kaylan Koszela	Rep. Joe Cunningham
	North Charleston Coliseum &
Frank Lapsley	PAC

**Meeting Objective:** Provide an update to the I-526 LCC stakeholders regarding the WEST and EAST projects and re-engage them in the process

#### Item/Presenter:

- 1. Welcome
- 2. Presentation
  - a. Update on West
    - i. Where we've been
      - 1. Update of project termini and Purpose & Need
      - 2. Traffic modeling updates
      - 3. Rebranding; Overview of new website point out useful tools like E+C map
    - ii. Where we're going
      - 1. Review of new schedule and key milestone timelines
        - a. Change from EA to EIS
        - b. Overview of One Federal Decision
      - 2. Provide date for next stakeholder meeting
  - b. Update on EAST
    - i. Where we've been
      - 1. Surveys, Traffic, Environmental, PIP
    - ii. Where we're going
      - 1. Discussion of possible PEL vs. EA?
      - 2. Combined public involvement effort (EAST & WEST)
        - a. Take recommendations on locations for community pop-ups and/or local events we should attend
  - c. Update on I-26 Corridor Management Study (update regarding previous conversations RE managed lanes)
  - d. Questions/Contact
- 3. Closing

#### Questions

- Do you have a sense of trip origination and destination data for users on I-526?
  - The model does have origin and destination patterns within it. The last tool we developed is a micro simulation model which has an original destination model within it. It tells us where people are going and coming. Part of the logic in extending the project to Virginia Avenue was because there were so many trips between I-26 and Virginia Avenue.
  - In terms of raw data that is the modeling tool used. It's calibrated and validated using blue tooth data for users along I-526 and I-26. That data was collected for the whole region so we understand the regional patterns, as well.
- EAST Bridges Don Holt and the Wando: What is the thought process behind adding lanes (widening), adding a new bridge (parallel structure), or completely replacing these?
  - We are looking at multiple options; that is ongoing now. We will look at canopy widening as
    well as parallel structures. It is kind of a cost-benefit exercise because the structures do have
    some age on them. We will also look at completely replacing these bridges. Our goal is to
    figure out what will give SCDOT and the community the best long-term benefit.

- WEST Bridges Glad to see that Virginia Avenue was added as there is a lot of congestion. This
  used to be just the Westbound side, but it is equally bad now in both directions. In the past,
  there has been a proposal to start the lane shift on the Don Holt bridge so there is not this
  swerve and safety issue. Is that still part of the project?
  - A lot of concepts are looking at that theory. There is so much interaction between I-526 and I-26. A lot of the alternatives look at channelizing that volume into a CD lane (collector distributor) with no egress/ingress. (Response: That's fabulous, no problem with that)
- WEST Are there any design strategies for moving airport's main entrance from International to Montague?
  - That is a Charleston County project, the Airport Access Road. We are working closely with them on that. That project is being more driven by the airport and Boeing decisions. For our part, we have looked at both scenarios to make sure the traffic works with our alternatives. We will go whichever way we have to, to work with that project.
- Is the origin/destination data used publicly available?
  - Currently, this data is owned and maintained by the BCDCOG. Any of this data, we either get from them or give back to them (if we see adjustments needed). They work diligently to ensure their model includes updated information that may not have originally been part of their model when it was developed. As such, we have done a lot of work to ensure we are using the same model, or as close as we can, across both the WEST and EAST so that the numbers are consistent and we are designing based on the same set of assumptions.
- With the Rivers Ave Connector: given the current railroad tracks on Rivers Avenue just off of the exit, is an overpass optional?
  - That is a little outside of the purview of this projected. However, with the Bus Rapid Transit project being developed there, that might be a big consideration for them.
- Is a Bike/Pedestrian facility over the Ashley River still being considered?
  - We looked at this type of facility, priced it and went through what it might look like. There are some segments in the bike ped plan. It is a significant cost difference to add that onto that bridge. The challenge is that there is a certain amount of money and a lot that needs to be done. We would absolutely ensure that everything we do does not preclude the addition of a bike/pedestrian facility in the future, if it is not included. Such a facility would probably require a local municipality to spearhead that and to maintain it. We are not equipped to maintain those types of facilities. It will have a better chance if the locals came together to sponsor this. The price tag is high. We will have all that outlined in the stuff we present in the fall. This is a newer concept other states have done but it has traditionally been something we have steered away from because you do not want bicyclists and pedestrians on a high-speed facility. However, you can do it safely. However, widening this bridge so vehicles can get through the corridor would already have a lot of impacts. Adding something like this on will increase the required project footprint (and therefore would likely be more impactful). It is hard to show people they will lose their homes, and now we're going to take out another row of homes to add bike and pedestrian lanes. This is a challenge here because this study area is so heavily developed.
- The need for this project is underreported. There are plenty of people complaining about traffic but no one is talking about this project and the fact that we're only talking about a finite pot of money.

- We have \$1.6 billion committed and we can get a lot done with that. We know we will need additional funding. We will likely need the feasibility done on the EAST side so that we can show the needs by segment so that funds can be identified. We will also look at other options that are not as popular such as self-funded tolling. My job is to present all the options, popular or not, to let the leaders make a decision. If we went to a tolling facility, the representatives would be the decision makers on that. However, we will explore all options.
- Is that allocation for both the WEST and EAST or just the WEST?
- Will this be the biggest project the state has ever done?
  - It could be. From a construction standpoint, however, this will likely be separate projects. It may end up being four smaller projects, or something like that. We are watching Carolina Crossroads and the bidding process to see if they can get a successful contract at over a billion dollars. Based on what is happening in the marketplace, and what the original feedback has been, it would likely be broken up as a sum that large could be more than any company could get the funding capacity on. We will do what is the most beneficial to get the best price while also being able to manage and implement the projects while also keeping the traffic flowing and safe.
- Is the funding (\$1.6 billion) strictly for the WEST?
  - No. The money is set aside for this corridor and could be used on the EAST. For instance, if we wanted to do something early, like an interim project. There is a lot going on with truck lanes. However, at this time, I wanted to wait on the safety analysis first before really disicussing this. We do not want to give anybody false hopes, and there is a lot that we would have to do to ensure we feel comfortable from a safety perspective. While the budgets are pretty interchangeable, if the system-to-system improvements are estimated to cost the full amount, then the funds will all go there.

#### Comments Received On-Site

- I look forward to seeing all of the options and alternatives for the West side. Thank you for keeping us all up to date, hosting these meetings and answering questions.
- Improvement of interchange at I-526/I-26 are essential; the new Website will be a big asset in assisting public to understand project; Great to see collaboration with the BCDCOG to assist and coordinate the many projects that will be going on; Want to make sure SCPA is included in shareholder meeting on I-526 LCC EAST



Joy Riley, PE, PMP, DBIA SCDOT













# Project Background

An Environmental Impact Statement









# I-526 Lowcountry Corridor WEST

Project Termini

Virginia Avenue North Charleston



Paul Cantrell Boulevard West Ashley



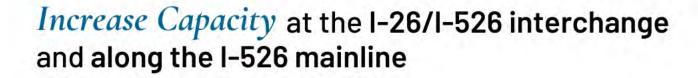




## **Project Purpose**

#### What is the reason for this project?





— thereby —

Improving 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

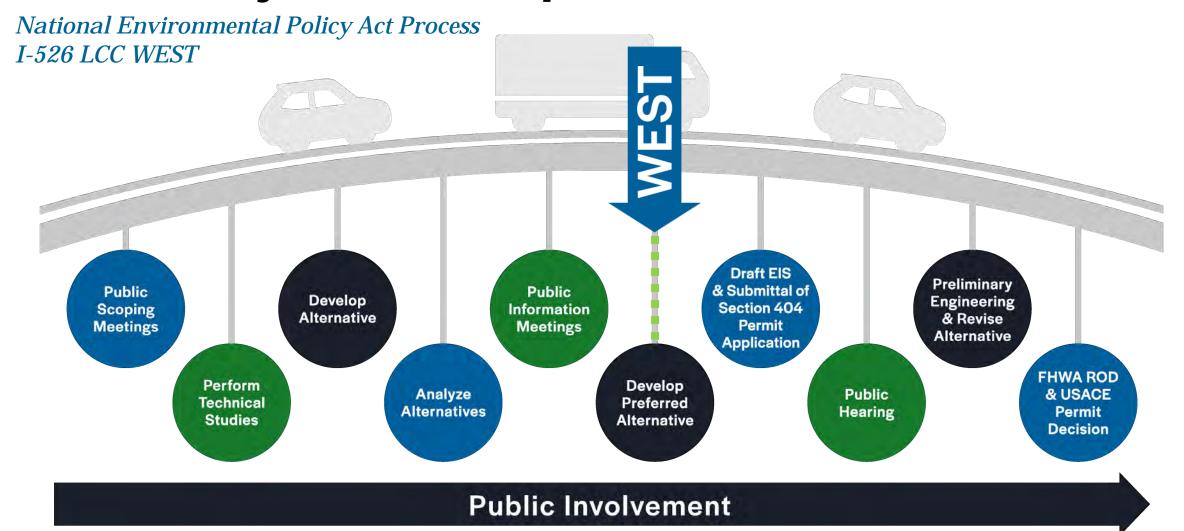
segments (SCDOT 2014 Multimodal

Transportation Plan)





## **NEPA Project Development Process**







# Stop & Pause for Questions

Type in the chat box or "raise your hand"









## Public Involvement

Fall 2019 Efforts & Outcomes



## **Public Involvement Opportunities**

Fall 2019 Efforts & Reach



## 5 Community Drop-Ins

Small groups in potentially affected communities

Early Nov 2019



## 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**

All materials available online

Nov 21 2019 – Jan 31, 2020

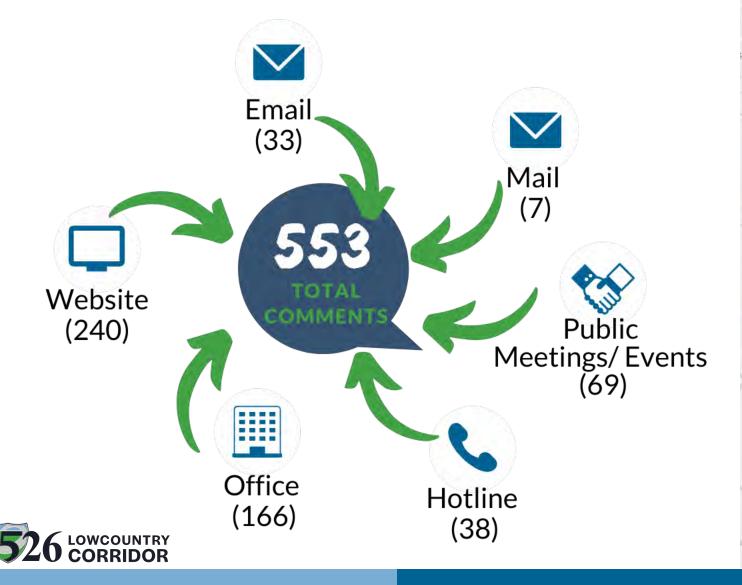
526lowcountrycorridor.com

188 People

223 People

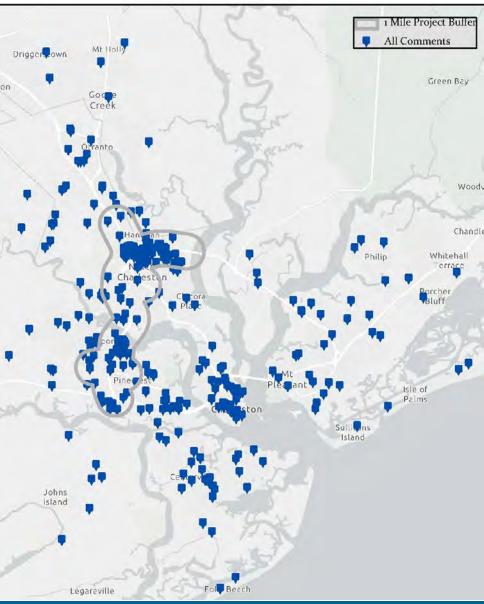
6,000 Pageviews

## **Fall 2019 Public Comments**



#### I-526 LCC WEST All Public Comments

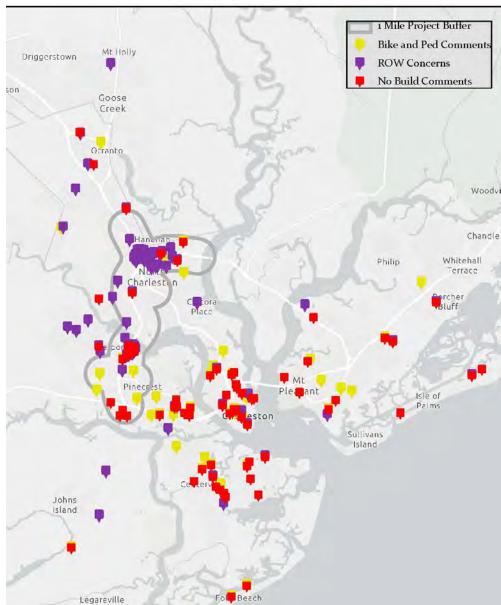
November 7, 2019 - January 31, 2020



## **Fall 2019 Public Comments**



#### I-526 LCC WEST Public Information Meeting Comments November 7, 2019 - January 31, 2020





## Fall 2019 Public & Agency Comments

North Rhett Avenue/I-526 Alternatives Concerns

Volume of trucks required to go through **North Rhett** Avenue instead of directly onto **I-526** 

Infrastructure
investments by
Joint Base
Charleston to
redirect truck
traffic to
Virginia
Avenue

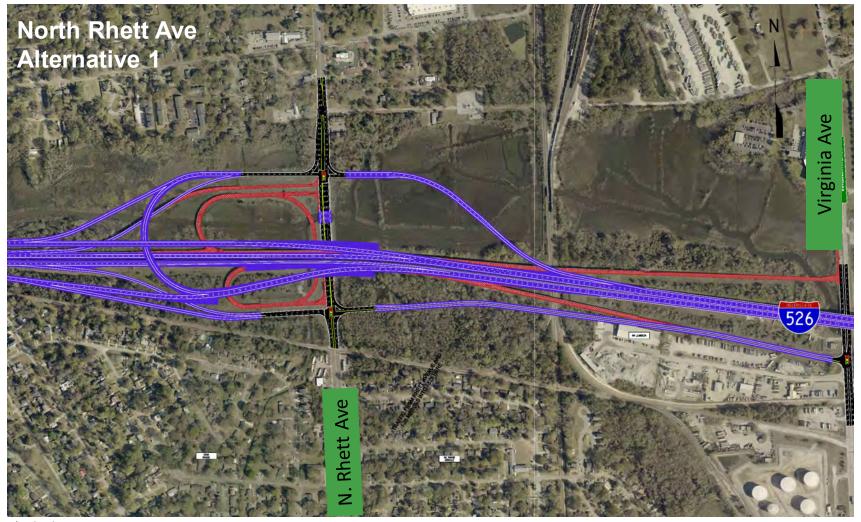
Potential growth at the North Charleston Port Terminal





## Reasonable Alternatives

North Rhett Avenue/I-526



#### North Rhett Ave Alternative 1

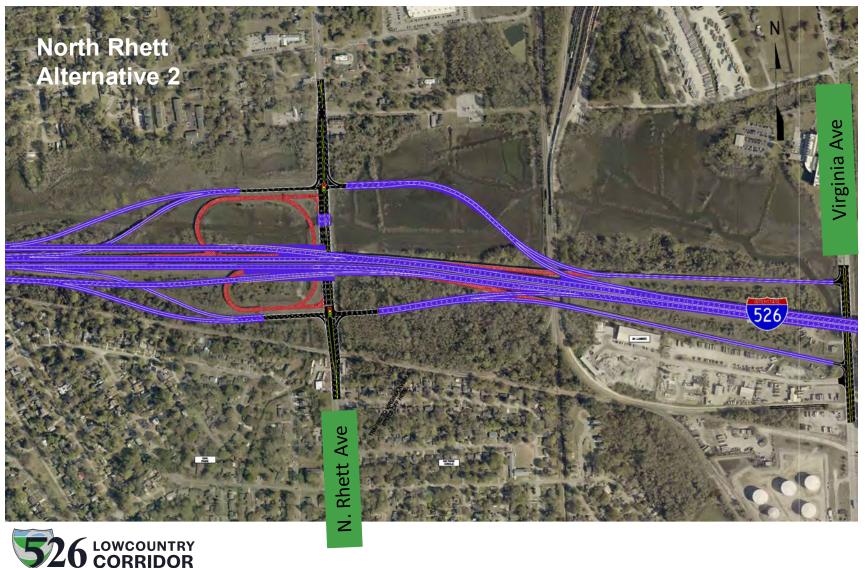
- Provides access from one intersection on N Rhett Ave to Eastbound & Westbound I-526
- Provides separate, 2-way frontage road between N Rhett & Virginia Avenues
- Exit ramps from Eastbound & Westbound I-526 terminate at intersections on the south & north sides





## Reasonable Alternatives

North Rhett Avenue/I-526



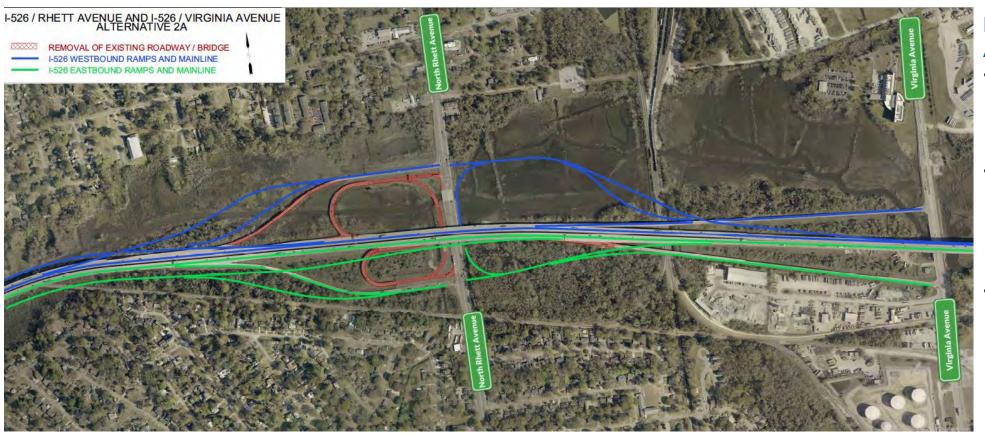
#### North Rhett Ave Alternative 2

- 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



## **Addressing Concerns**

North Rhett Avenue/I-526 Alternatives – New Alternatives



## North Rhett Ave Alternative 2A

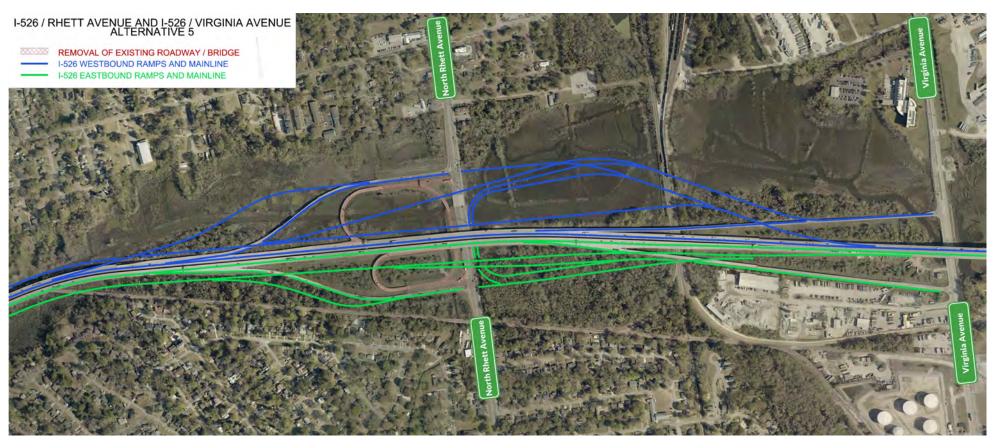
- Restores direct access from Virginia to I-526 Westbound
- Streamlines access from Virginia to I-526 Eastbound by adding Texas U-turn
- Vehicles travelling
  I-526 Eastbound &
  Westbound go through
  N Rhett Intersection to
  access Virginia Ave





## **Addressing Concerns**

North Rhett Avenue/I-526 Alternatives – New Alternatives



## North Rhett Ave Alternative 5

- Direct access ramps provided from/to I-526 & I-26 provided to/from N Rhett Ave and Virginia Ave
- Merge from I-26 EB C-D and diverge to I-26 WB C-D both occur just west of Virginia Ave
- Traffic from Virginia
   Ave to I-526 EB and
   from I-526 WB to
   Virginia Ave do not
   mix on U-turn under
   I-526





## **Addressing Concerns**

North Rhett Avenue/I-526 Alternatives – New Alternatives



## North Rhett Ave Alternative 6

- Direct access ramps provided from/to I-526 and I-26 provided to/from N Rhett Ave & Virginia Ave
- Merge from I-26 EB C-D & diverge to I-26
   WB C-D both occur just west of N Rhett Ave
- Traffic from Virginia
  Avenue to I-526
  Eastbound & from I526 Westbound to
  Virginia Ave weave
  through U-turn under
  I-526



# Stop & Pause for Questions

Type in the chat box or "raise your hand"









# **Community Mitigation**





# **Environmental Justice 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





# Community Advisory Council (CAC)

- First Meeting: September 30, 2019
- Monthly ongoing meetings
- Once the project mitigation reaches the implementation phase, the CAC will transition into a Project Oversight Committee



#### **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





## What is a Community Advisory Council (CAC)?

"A collection of individuals who bring unique knowledge and skills which augment the knowledge and skills of the formal project team in order to more effectively guide the organization."







## Why develop a CAC?

- Provide a way for citizens to voice their opinions, feelings, and ideas
- Help shape this project and create a positive, local impact
- Provide input on actions to minimize and mitigate impacts
- Build relationships
- Convey ownership
- Meaningful engagement

"Cities have the capability of providing something for everyone, only because, and only when, they are created by everybody."

- Jane Jacobs





## How was the CAC Selected?

Enlisted local churches, schools & other entities to identify residents of the potentially impacted EJ neighborhoods





Contacted candidates individually through phone calls to gauge interest & availability



### Who is on the CAC?

Residents, business owners, property owners, proxies for elderly family members & local religious leaders from:

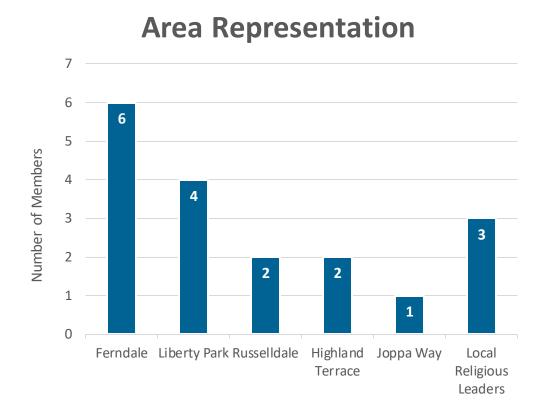
- Russelldale
- Liberty Park
- Highland Terrance
- **Ferndale**

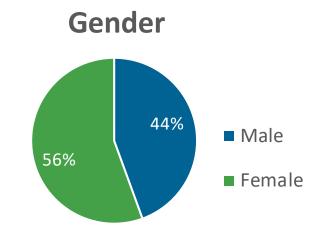
Various ages, backgrounds, and demographics to represent each neighborhood's history & future goals

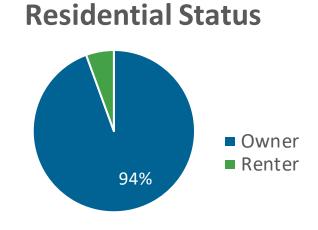


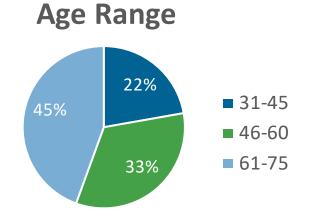


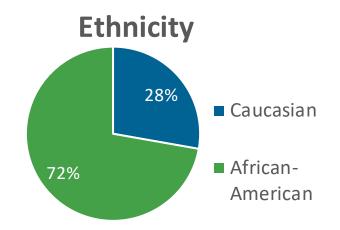
## CAC Demographics as of June 2020















## CAC Topics of Discussion 2019 - 2020



Meeting #1 Sept. 30, 2019

**Background Information** 



Meeting #2

Oct. 28, 2019

Community Issues & Priorities
Public Meeting Materials
Preview of Design Alternatives

Social Needs Assessment



Meeting #3

Dec. 7, 2019

Recap of Public Outreach Efforts

Social Needs Assessment Survey

—Results/Discussion

Right-of-Way/Relocation Information Session





## CAC Topics of Discussion 2019 – 2020

**Continued** 





Jan. 4, 2020

Meeting Logistics Survey
Outreach Update



Meeting #5

Feb. 8, 2020

Approve CAC Roles & Responsibilities

**Highway Project Impacts** 

Brainstorming Session: Potential Mitigation Ideas for Recreational Facilities

**Outreach Update** 



**Meeting #6** 

March 7, 2020

Community
Mitigation Workshop





## CAC Topics of Discussion 2019 – 2020

**Continued** 





April 4, 2020

Present aggregated results of the Mitigation Work Session

In-dept discussion on replacement housing



#### **Meeting #8**

May 5, 2020

Provide update on mitigation concept development

Present replacement community facilities conceptual plans

Discuss potential functions and services of replacement community facilities



## Meeting #9

June 6, 2020

Present preliminary (unofficial) Mitigation Framework

Report on FHWA Peer Exchange and meeting with the City

Work session on how to engage with elected and appointed officials

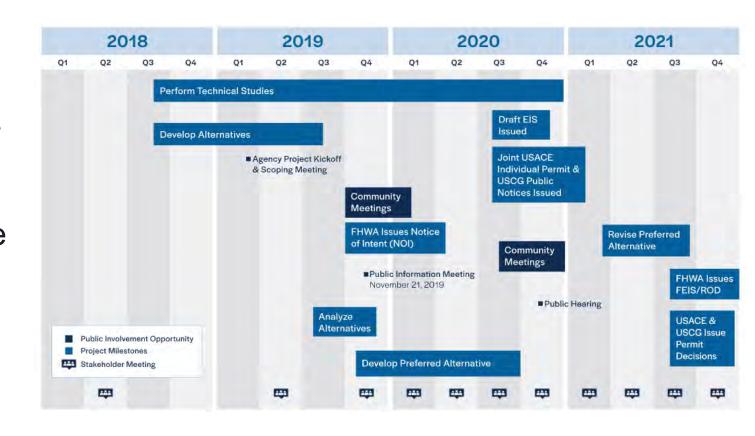




#### Role of the CAC in the Future

The CAC will continue to play an advisory role in the mitigation process according to the project's milestone schedule

The CAC will transition at a future date to providing *oversight* during implementation of the EJ Community Mitigation Plan







## 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 Mitigation Plan** 

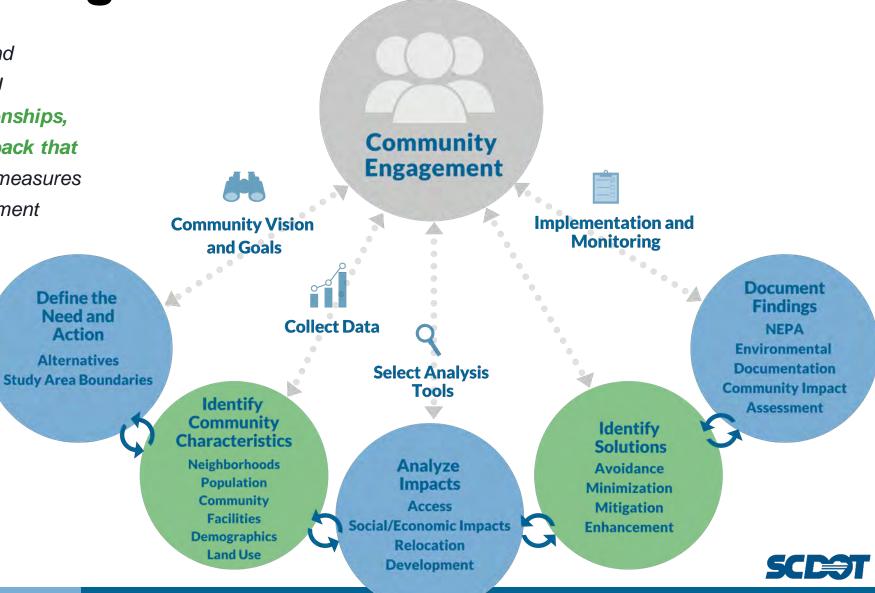
Define the

Need and

Action

**Alternatives** 

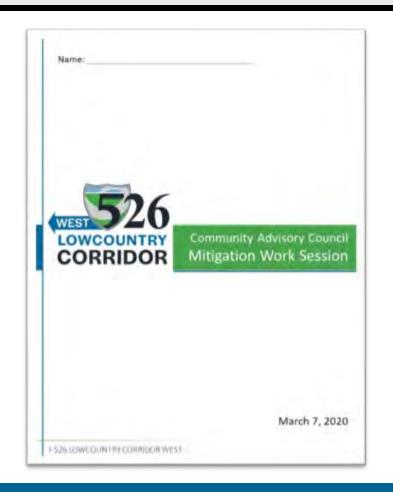
Effectively mitigate direct, indirect, and cumulative (/recurring) impacts on EJ communities by establishing relationships, building trust, and gathering feedback that will inform decisions on mitigative measures and other aspects of project development







## CAC Mitigation Work Session: March 7, 2020



rainstorming Activity: Community Cohesion	<b>Brainstorming Activ</b>	ity: Community Cohesion	
Direct and consistent impacts from paid and planned lightness prairies and that lessless sale as alone, byte could already all however-exemply before a released to a second of consuming challents in the artistics II an algorithmic property of the control of the property of point the CACL's pract or potential measures and the property of the control of the contr	What measures can injurialize apud industrial artis montanance impo your thousans:	Les talen fo subver de entre de d'ennentatio (poblice or private)?  De l'active de l'active d'entre de l'active de l'active de l'active d'entre de l'active d'entre d'	
YOUR THOUGHTS		7a (Se	
	Where are the loc develope your thoughts	rations in your neighborhood where finite litters could be d to help improve residents' perception of safety?	
Are there details that could be added to specify needs specific to your neighborhood?		Comm	
	Walghborhood activities	villes would you like to see in your neighborhood? Cooleroulde theet that failure and exceptional problems.	
Alamban, of the CAC have indicated that other is a problem in their neighborhoods in general, <b>Nurth</b> . Chefefeler sinke refer secret dides and selfected office rather. The purpose of this conting is to gather the ACAC angular problem descript. In addition, it is also the continued solder to investigate solder any property recorded particle by except that one to be taken to reduce them. Places note your depot for content close had 5000 finally office one to see very to finally be proprieted by an open.	уосе вноизни:	What does community enhancement look like?	Track to a Science of the Control of
What measures can be claim to accessor the number of "year" on the street? This right could receive the supplies of solders from group group and solders are group group and group and group and group and group g	Where a company of the company of th	Community enhancement projects improve the value, quality, describing, and amactiveness of a neighbor.     This range below these enhancement fluid could be developed in conjunction with the replacement come content and receptional facilities.	The purpose of the activity is to grate the CACT page on potential indication in all and community are use of an ease. Those noticy our sides to portional active that (CDD) activity there are very to differ project religious models.  Board on the preliminary imapping of potential locations for replacement facilities, what are your thoughts on locations that would be most optimal for neighborhood resident?
S LOWCOLINTRY CORRIDOR WEST	I-S26 LOWCOUNTRY	BennuseBrk HeriogeGreen	rous mousents
	(Session 2): Co		What are your thoughts on having a stigle, larger, centrally-located replacement tocility versus the smaller localities? How would the location of the replacement facility, or facilities, affect your thoughts on this idea?
	Section 7b	FREE Wellness Checks!	rous sousers
		Service Control of the Control of th	
	-		





## **CAC Community Impact Mitigation: Overview**



FOCUS AREAS: Actions that strengthen neighborhood connections

#### Enhancement

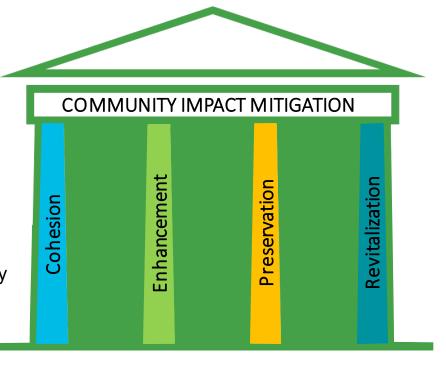
FOCUS AREAS: Community centers and recreational facilities

#### Preservation

FOCUS AREAS: Infrastructure needs, including transportation and safety

#### Revitalization

FOCUS AREAS: Housing, employment, economic opportunities





## **CAC Meeting with the City of North Charleston**



Replacement Recreational Facilities/Programs



**Community Appearance** 



**Public Safety** 



**Transit and Connectivity** 



**Stormwater Infrastructure** 



**Community Livability Plan** 





## **Community Office**

**Update** 



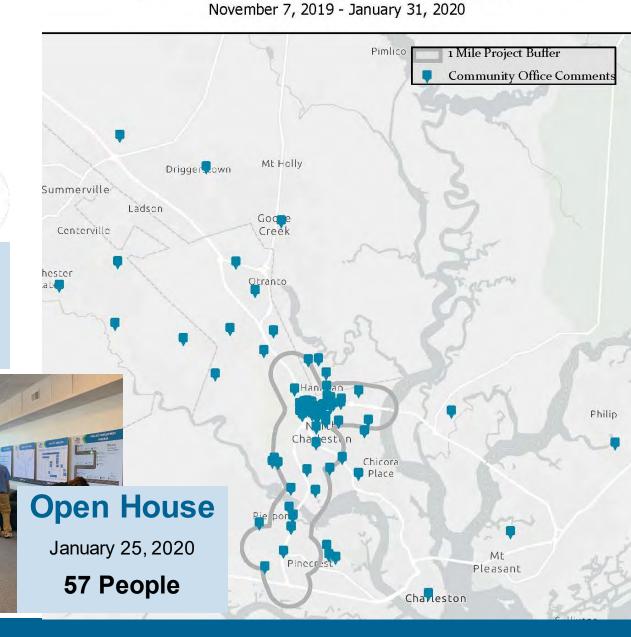
Starting March 17, 2020



#### **Visitors**

As of March 17, 2020

240 People



I-526 LCC WEST Community Office Comments



# Stop & Pause for Questions

Type in the chat box or "raise your hand"







# **EAST Updates**

Planning & Environmental Linkages Study









## I-526 Lowcountry Corridor East

Project Termini

Virginia Avenue North Charleston



US 17 Mount Pleasant





Planning & Environmental Linkages Study Identify **Transportation** Needs Tool for creating efficiency in Considers environment, Fall 2019 transportation development community & economy Draft Purpose & Need Collaborative & integrated approach to decision-making Winter 2020 Develop **Performance** What are the Benefits of including a PEL Study in the project Measures development process? Spring 2020 **Public Information** Meeting Summer 2020 Live Jul. 15 - Aug. 15 Develop & Screen **Alternatives** Identify Summer 2020 Reasonable **Encourages** Reduces delays in **Combines** early, implementation **Alternatives** planning, meaningful engineering & public **National Minimizes Promotes** Spring 2021 duplication: engagement Environmental environmental uses decisions Policy Act stewardship & analysis to (NEPA) inform NEPA Who Participates? Local, YOU! **Public** State & **Information Federal** CORRIDOR **Agencies Meeting** Final Spring 2021 Resource Agencies

### **Draft Purpose & Need**



**Draft Purpose** 

### **Draft Purpose & Need**

The purpose for transportation improvements along this corridor is to

> improve travel time reliability & reduce congestion

along I-526 from Virginia Avenue in North Charleston to US 17 in Mount Pleasant

#### **Roadway Deficiencies**

Over **Draft Need** Capacity Shoulder Widths

**Tightly** Curved Ramps **Mobility** 

Traffic congestion from high traffic volumes & incidents

# Considerations

- Coordinate with local plans & projects
- Accommodate increased traffic volumes
- Enhance mobility for people & goods

Improve seismic resilience

On &

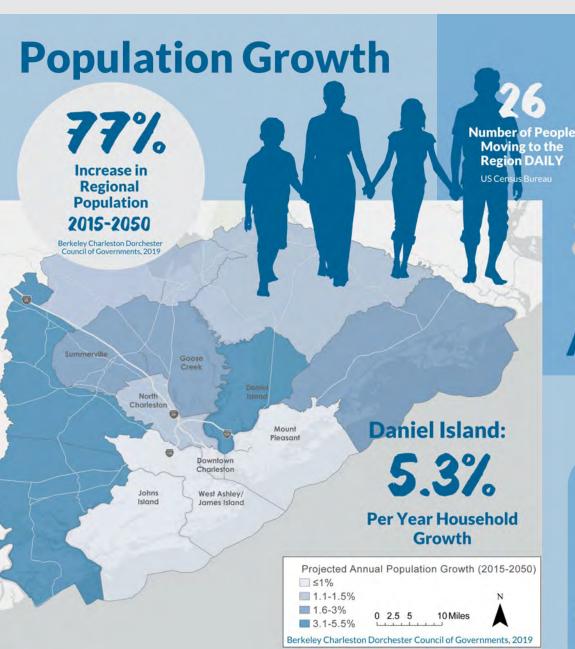
Off Ramp

Lengths

- Accommodate future transportation technologies
- Improve connections with area ports & transit



# How is our region changing?



Charleston County:

65+ Older

2018 American Community Survey

**Aging Population** 

### **Annual Passengers**

Charleston International Airport 2019

**CHS Aviation Authority Annual Passengers** Operations Reports (2010, 2019)

Over the last decade, the South **2** Volumes Carolina Ports **Authority has:** 

-

Charleston

International

Airport 2010

Assets

**Jobs Expansion** 

**Jobs in North Charleston in 2050** 

**Jobs in North Charleston in 2015** 

**Best U.S. City for** Starting a Business 2020

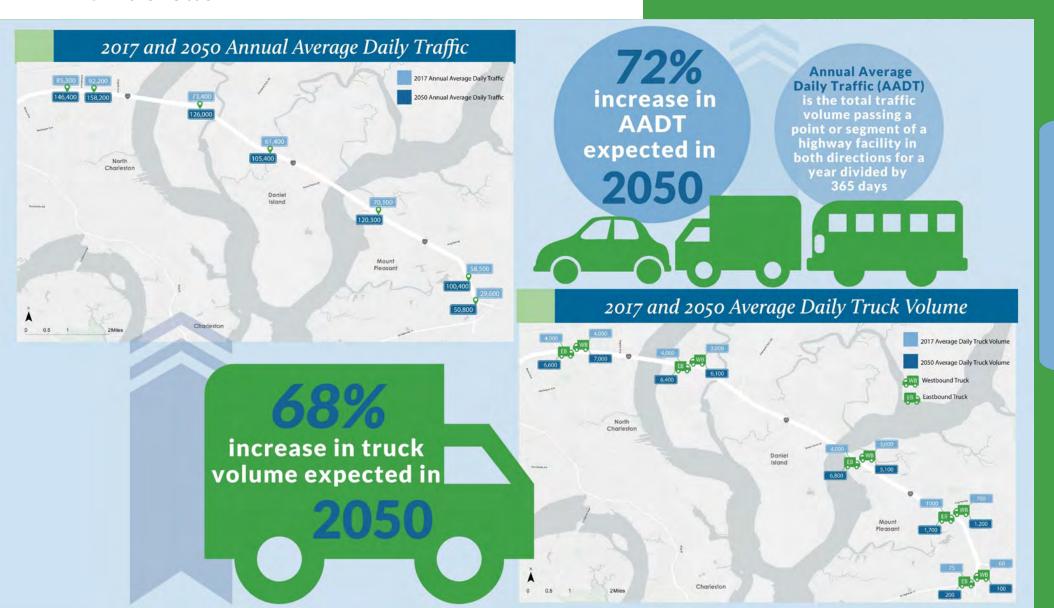
Of all Container Cargo **Moving Through Port of** Charleston is handled in Wando Welch Terminal in Mount Pleasant (2019)

South Carolina Ports Authority

www.inc.com/surge-cities

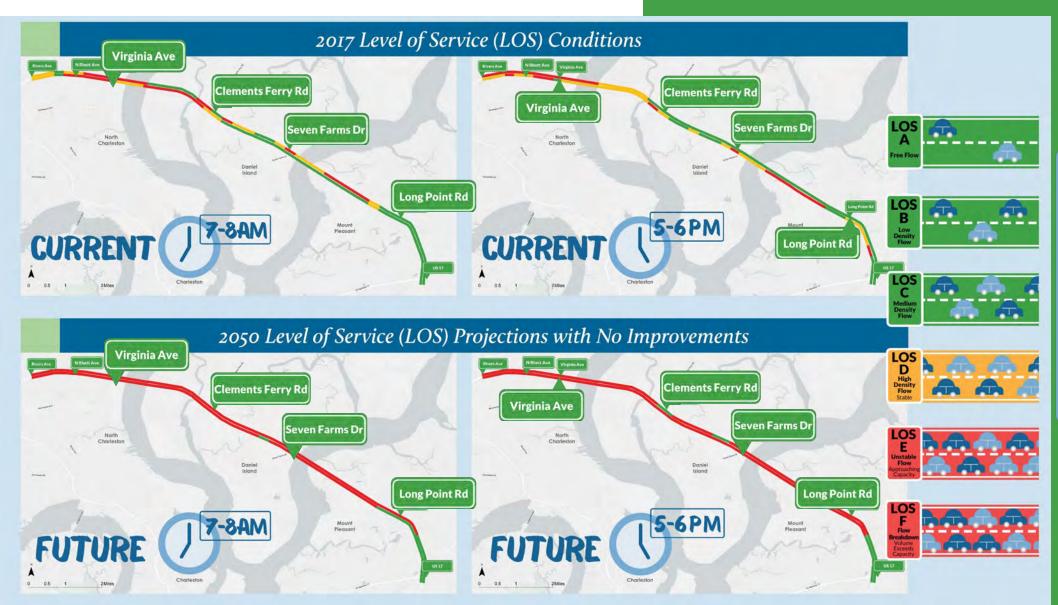
Berkeley Charleston Dorchester Council of Governments, 2019

Traffic Growth



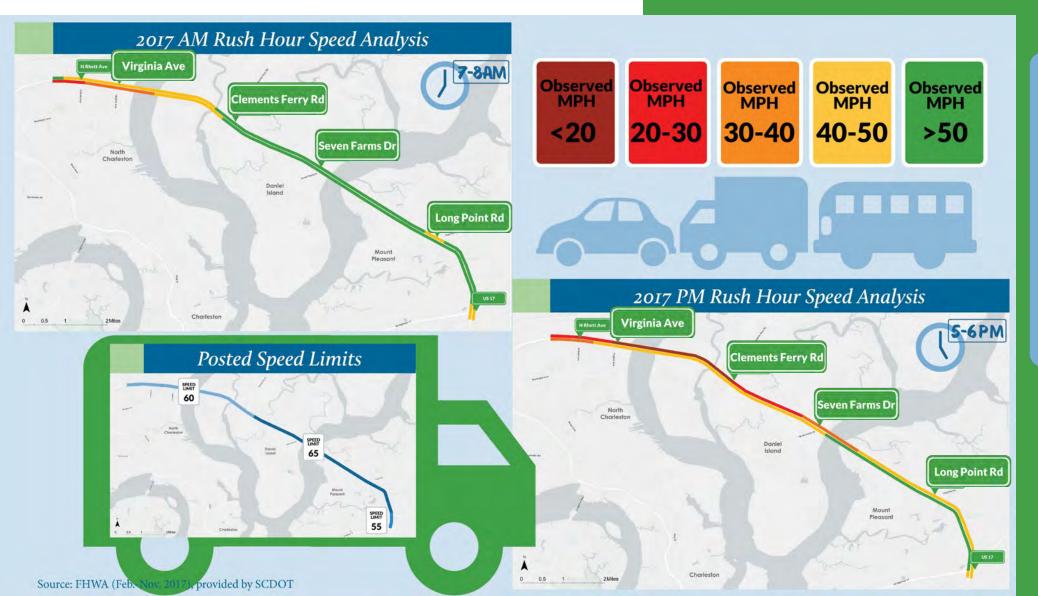
What might this growth mean to the I-526 LCC?

Level of Service



What might traffic be like in 2050 if no improvements are proposed?

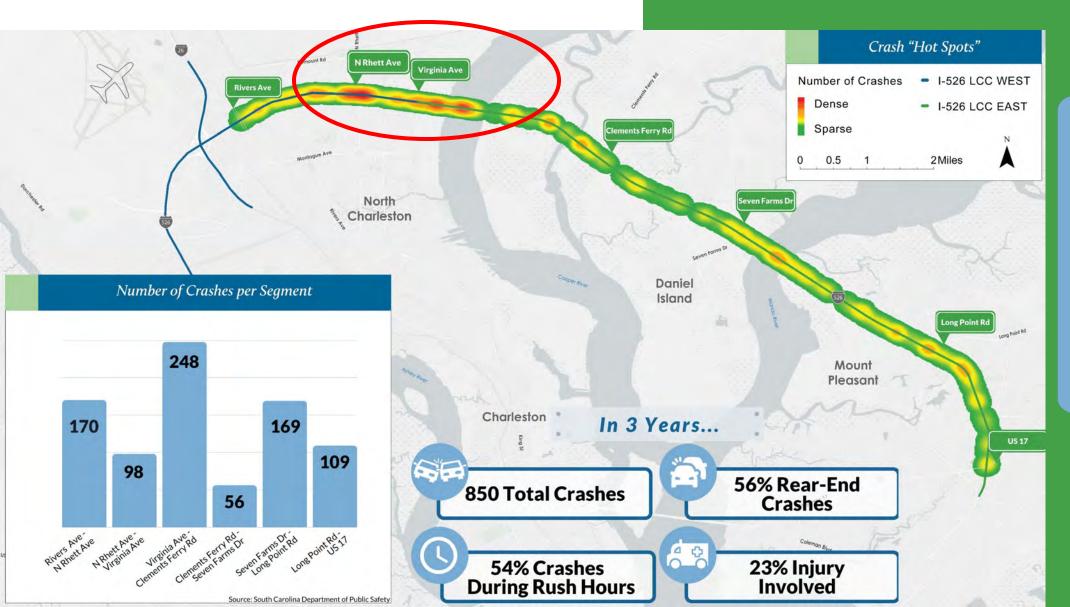
Speed Analysis



What are current travel speeds like on I-526?

### **Safety Analysis**

Crash Data

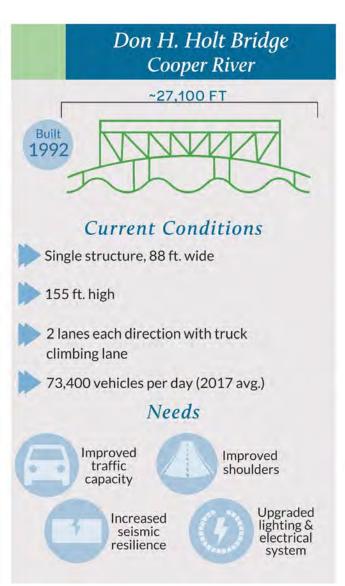


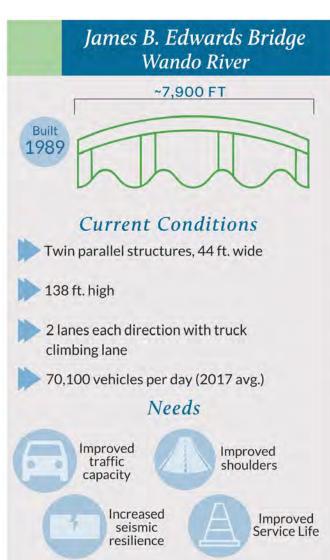
Where are the current safety concerns?

### **Existing Conditions: Bridges**

Did you know over 65% of I-526 LCC EAST is elevated roadway & bridges?









# **Stop & Pause for Questions**

Type in the chat box or "raise your hand"





### **Public Involvement Opportunities**

We want your input!



### Survey

Short survey to capture corridor usage, concerns and priorities for the corridor

March 17– August 15, 2020

526lowcountrycorridor.com



### **Virtual Meeting**

All materials available online

July 15 – August 15, 2020

526lowcountrycorridor.com





# What we are hearing from the survey so far...

Most people are using the corridor daily for:

work, shopping, entertainment, & recreation



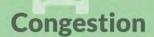
Travelers are experiencing congestion during morning & afternoon/evening commutes



Most people travel the corridor using their personal vehicle



Travelers are experiencing these top safety-related issues:



**Truck Merging** 

Aggressive/ Distracted Drivers

Speeding

Most people want to see these improvements along the corridor:

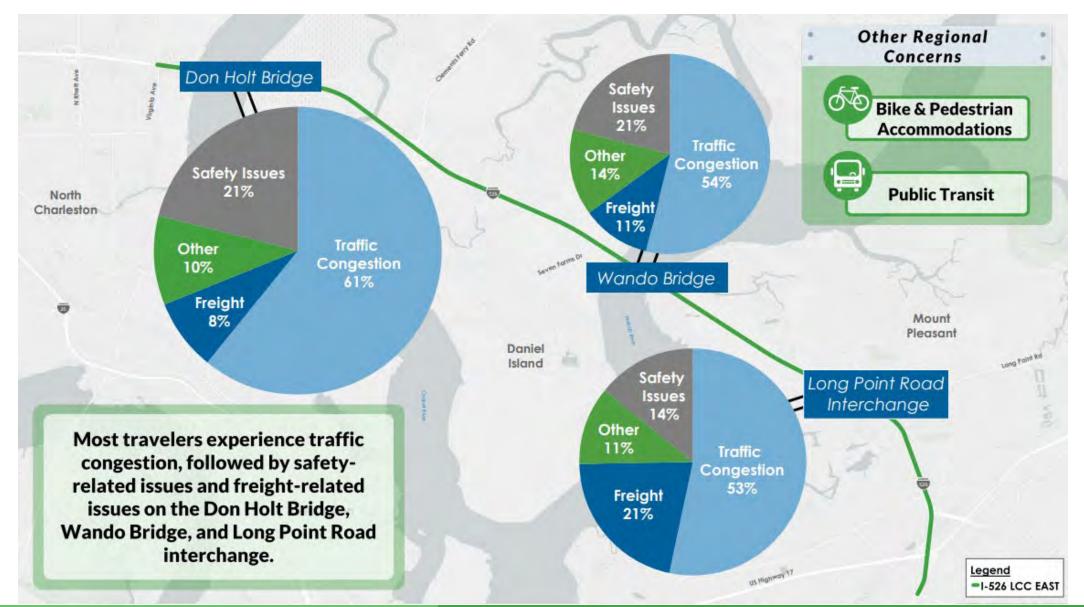


High Occupancy Vehicle (HOV)





### What we are hearing from the survey so far...





### What we are hearing from the survey so far...

### How should we address problems or issues experienced on the corridor?

Most people are choosing these four solutions from eight possible categories:

# Roadway/ Bridge Design

Add more travel lanes, improve the existing corridor alignment and clearances, increase corridor lifespan, and design for extreme weather events



### Safety



Widen shoulders to get emergency vehicles to crashes quicker and space to pull vehicles off of the road to keep traffic moving; Provide enhanced lighting and real-time travel information via improved dynamic messaging

# Traffic Operations

Maximize existing capacity by improving pavement markings, enhanced signage, incident and work zone management



# Freight Connectivity



Improve truck freight connections to nearby ports and rail facilities, implement rush-hour incentives/disincentives, increase availability of truck parking





### **Contact Information**



www.526LowcountryCorridor.com



www.facebook.com/526Corridor



@526Corridor



info@526LowcountryCorridor.com



Community Office:

5627 Rivers Avenue | North Charleston, SC 29406



866.632.5262 (toll free)

843.258.1135













#### **Meeting Summary**

#### STAKEHOLDER MEETING

**Date:** November 19, 2019 **Time:** 10 am – 11:30am

**Location:** Charleston Metro Chamber of Commerce - Boardroom

4500 Leeds Avenue

North Charleston, SC 29405

**ADA Compliant** 

#### Attendees:

Name	Affiliation
Danny Thrower	Berkeley County
Hampton Lee	SCPA
Daniel Nead	Senator Graham's Office
Kaylam Koszela	Representative Joe Cunningham's Office
Katie Zimmerman	Charleston Moves
Penny Benton	Tanger Outlet Centers
Jeff Heatley	CodeLynx
Steve Kemp Jr.	SC Ports Authority
James Johnson	NAN
John Singletary	NAN
Steve Thigpen	Charleston County
Christie Rainwater	Mayor of Hanahan
Kathy Crawford	Senator Tim Scott
Juergen Goehner	Zeltwater
George Ramsey	Charleston Metro Chamber of Commerce
Beverly Gadson Birch	NAN
Michael Mathis	City of Charleston
Brent Jonas	Charleston Regional Development Alliance
Omar Muhammad	LAMC

#### **Meeting Objectives:**

- Provide an update to the I-526 LCC stakeholders regarding the WEST project:
  - Provide a deeper dive into the proposed reasonable alternatives and what they can expect to learn at the Public Information meeting
  - o Encourage them to invite their constituents/stakeholders to the public meeting
- Provide an update to the I-526 LCC stakeholders regarding the EAST project schedule and draft purpose and need

#### Agenda:

- 1. Welcome
- 2. Presentation
  - a. Update on I-526 LCC WEST
    - i. Project Background
    - ii. Where we've been
      - 1. Alternatives Evaluation Funnel
      - 2. Traffic Analysis
      - 3. Deeper dive into the Alternatives
      - 4. Community Impacts & SCDOT's plan to develop mitigation plan
    - iii. What's going on/Where we're going with Public Involvement
      - 1. New office, hotline, upcoming meetings; recent community meetings
  - b. Update on I-526 LCC EAST
    - i. Where we've been
      - 1. Overview of Planning & Environment Linkages (PEL) Study Process
      - 2. Surveys, Bridges, Traffic, Environmental
    - ii. Where we're going
      - 1. Brief highlights
  - c. Questions/Contact
- 3. Closing

#### **Questions:**

- 1. Does SCDOT have a plan to move the widening out of the predominately African American communities?
  - a. SCDOT has looked at many alternatives to widening the interstate, including alternative modes of transportation and alternative routes.
- 2. Are you evaluating the cost-benefit considering the number of people who are in these affected communities who do not have cars?
  - a. The community impact assessment will look at the costs associated with that. We will also look at other ways to mitigate impacts. That could include enhancements to transit. Looking at how communities were previously bisected, there may be a need to make better connections across communities such as roadways and pathways. It will be up to the community to tell us what would help mitigate.
  - b. There is always a no-build alternative.
- 3. Why is there always a disproportionate impact to African American communities? There is not enough black representation from the communities being impacted. How is right-of-way (ROW) acquisition handled?
  - a. A discussion was had regarding the ROW process and rights of both property owners and renters. One key takeaway is that the SCDOT ROW process is not based solely on the value of the home, but it is based on the costs of the relocation. SCDOT has also opened a community office near the impacted communities in order to enhance engagement with the impacted communities. SCDOT has also formed a Community

- Advisory Council comprised of impacted community residents in order to engage the community in the project decision making process.
- 4. Along with the Bus Rapid Transit (BRT), how does this impact our communities?
  - a. SCDOT is closely coordinating with the BRT project as their route will come right under I-526. Whatever we do on the I-526 LCC project should enhance what they're doing with the BRT project.
- 5. Has the traffic generation been broken down further into numbers of families or individuals impacted? As part of that impact statement, are you quantifying market loss due to loss of productivity?
  - a. The traffic studies do account for those users of the roadways including businesses and commuters in order to account for the travel demands. However, this may not be broken down into explicit numbers of families or individuals, it is broken down into daily users of the roadway.
- 6. Would Glenn McConnel be staged earlier in the process?
  - a. SCDOT has set some priorities and will set others as we go. The project will be phased. The top priority for the project is the I-526/I-26 interchange because it effects the entire corridor and widening outside of that will not help unless this interchange has first been improved.
- 7. How have the Community Advisory Council (CAC) members been selected?
  - a. CAC members must live within the impacted community. The CAC was formed by reaching out to community leaders, such as those found in the local churches, to identify and reach out to the people who live in those communities. SCDOT is still open to accepting members, therefore, if you know people, let us know. We want it to be representative of people in the communities.
- 8. How do we know what a renter's entitlement is?
  - a. Every situation is unique. We advise those who think they may be impacted to come to the Community Office and speak one-on-one with a Right-of-Way expert. SCDOT wants to ensure people are informed about their rights and eligibility so they do not get taken advantage of.
- 9. Within the 31 communities that would be impacted, the City of North Charleston rezoned all the properties that were zoned commercial or multifamily that was owned by African Americans. Now, SCDOT purchases the property at a lesser value. That sucks \$3 million out of the African American community. Some were not rezoned. Unfortunately, those are owned by whites. How will SCDOT rectify those who have been rezoned so that they get enough to stay in the City?
  - a. Through the appraisal process, we can take any information into consideration that the property owner provides.



November 19, 2019 Stakeholder Meeting Joy Riley, PE, DBIA SCDOT













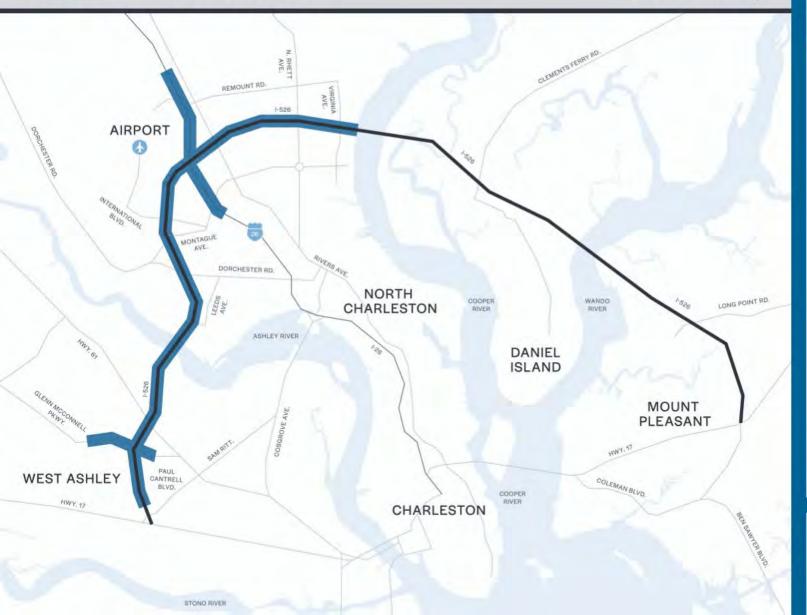
# Project Background











### I-526 Lowcountry Corridor WEST

Project Termini

Virginia Avenue
North Charleston



Paul Cantrell Boulevard West Ashley

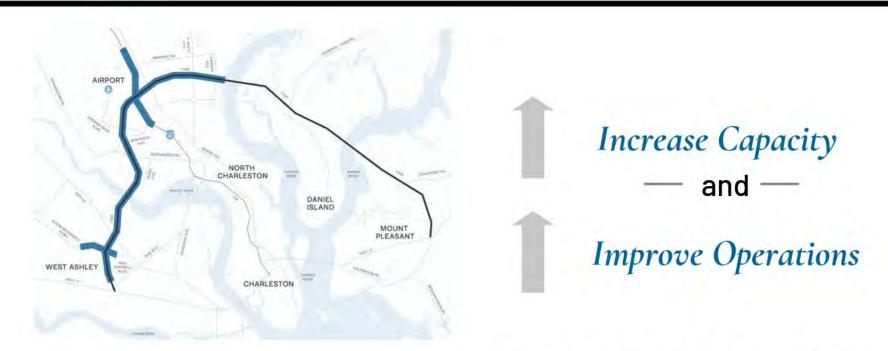






### **Project Purpose**

What is the reason for this project?



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

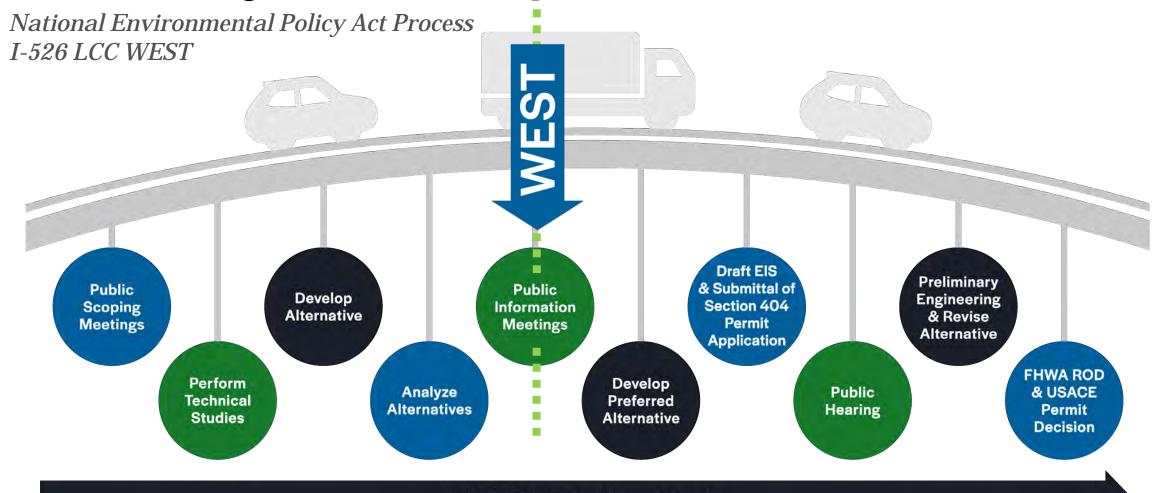
segments (SCDOT 2014 Multimodal

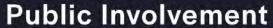
Transportation Plan)





### **NEPA Project Development Process**









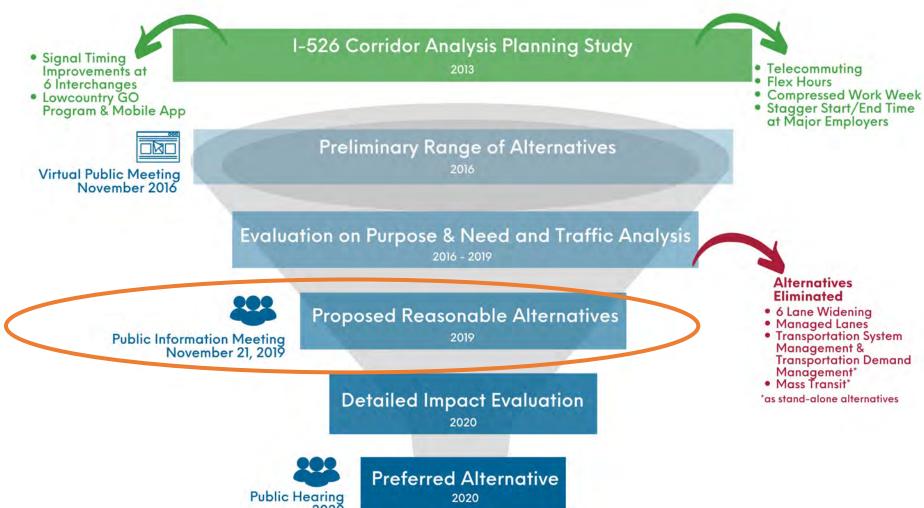




# Alternatives Evaluation



### **Alternatives Evaluation Process**







# Eliminated Alternatives: A Deeper Dive

No-Build Options



- 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



Matching

Vanpools









Work Flex Time/ Staggered

**Work Hours** 



Bike/ Walk **10.1% Enhancements** 



Promotion



Education/ 1% Bus Rapid 13.4% **Transit** 

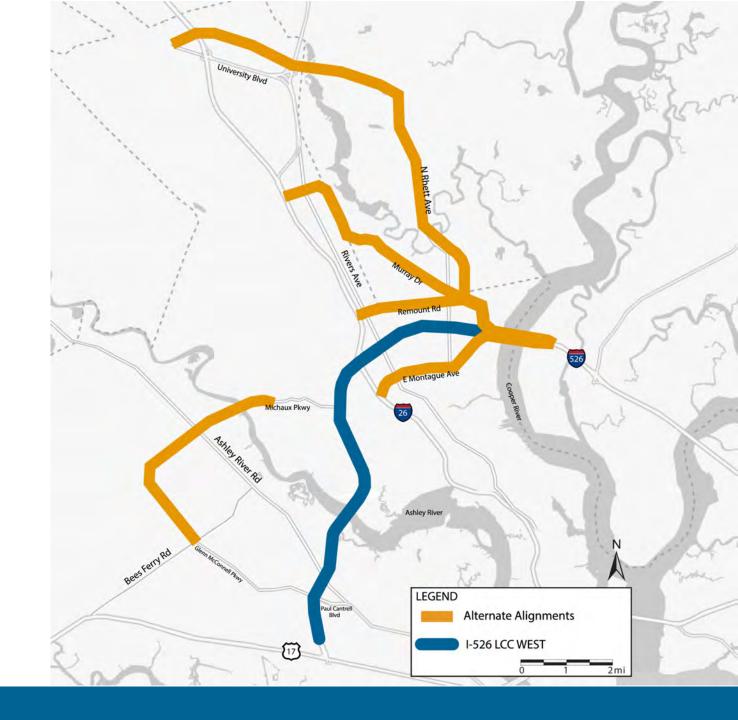




### Other Alternatives Evaluated

Alternate Alignments

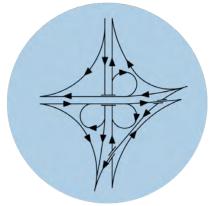
- New alignments or Widened existing Corridors
- Did not alleviate congestion on the I-526 LCC Corridor enough



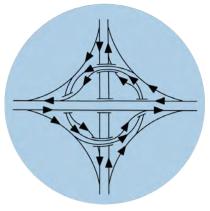


### Other Alternatives Evaluated

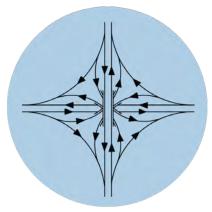
Interchange Types



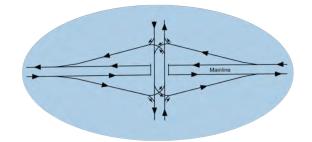
DIRECTIONAL INTERCHANGE
WITH DIRECT AND SEMIDIRECT CONNECTIONS
AND LOOP RAMPS



**TURBINE** 

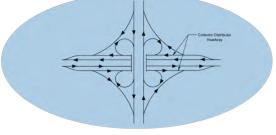


DIRECTIONAL INTERCHANGE WITH DIRECT CONNECTIONS

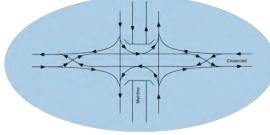


DIAMOND INTERCHANGE

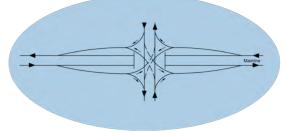




CLOVERLEAF INTERCHANGE WITH COLLECTOR-DISTRIBUTOR ROADWAYS



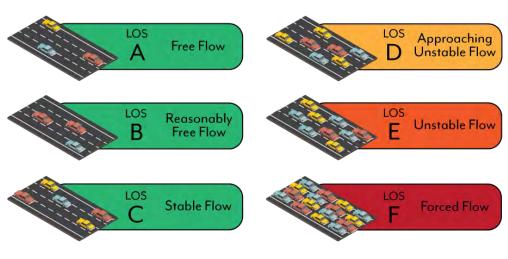
DIVERGING DIAMOND INTERCHANGE



SINGLE-POINT DIAMOND
INTERCHANGE

Understanding Level of Service

Level of Service (LOS)

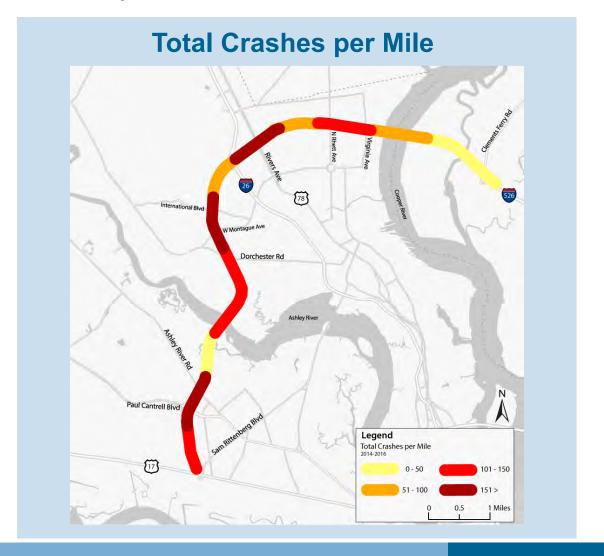


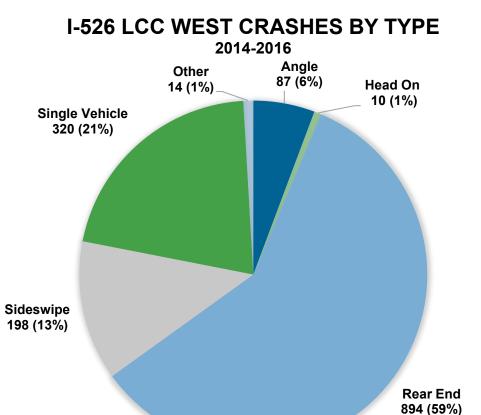
**8-Lane Alternative** was selected as the Proposed Reasonable Alternative for the Mainline

Sogmont Decemention	2015 Annual	No Build 2050 AADT	Level of Service (LOS)	Build 2050 AADT	LOS	
Segment Description	Average Daily Traffic (AADT)				6-Lane	3-Lane
North of Sam Rittenberg Blvd to Paul Cantrell Blvd	39,400	59,800	С	68,500	В	В
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	С
Montague Ave to International Blvd	67,400	91,000	F	109,600	D	С
International Blvd to I-26	89,000	120,200	F	126,700	Е	С
I-26 to Rivers Ave	77,200	104,200	F	116,100	D	С
Rivers Ave to North Rhett Ave	75,600	104,400	F	126,700	E	С
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



Safety Considerations







### **Roadway Typical Alignments**

Mainline Interstate I-526



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

INTERSTATE 1-326 | TYPICAL SECTION OF IMPROVEMENT F326 MAINLINE ASHLEY RIVER BRIDGES

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

LOWCOUNTRY



INTERSTATE 1-526 | EXISTING 1-526 2-LANE VIADUCTS RETAINED AND PROPOSED 2-LANE STRUCTURES TO OUTSIDE

### **Roadway Typical Alignments**

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



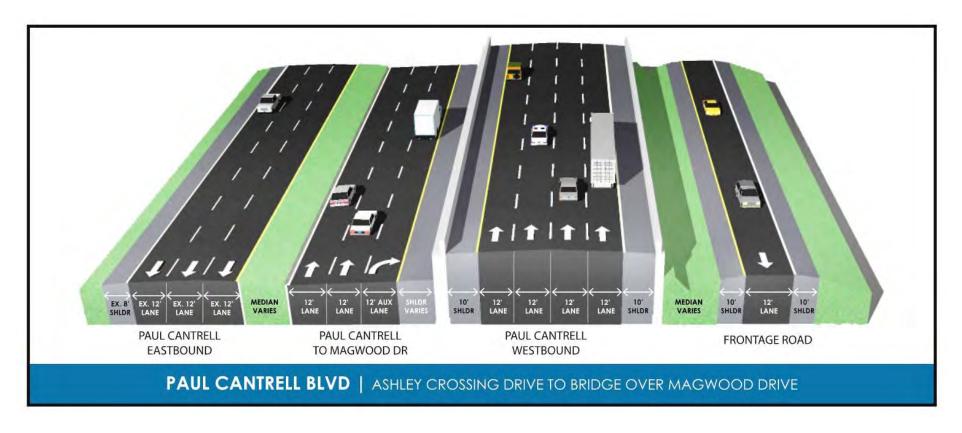
- Existing 10-lane
   section of I-26 from
   Remount Road to the
   I-526 interchange
- 3-lane collector distributor roadways on either side





### **Roadway Typical Alignments**

Paul Cantrell Blvd



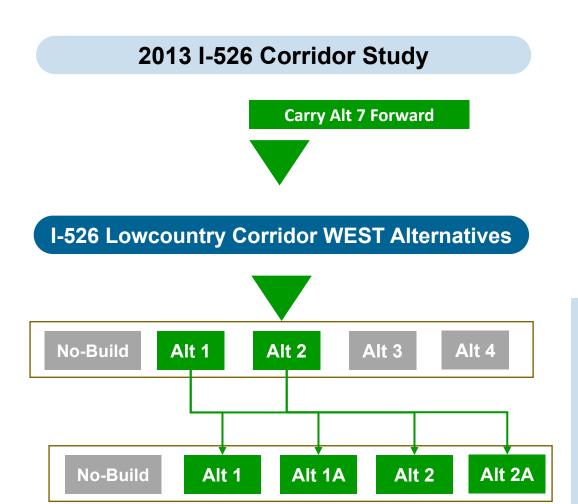
#### Left to Right:

- 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



#### **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







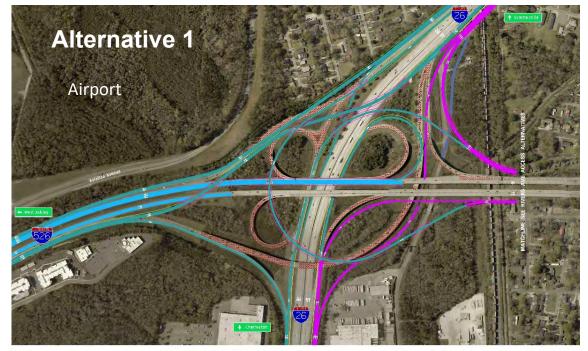


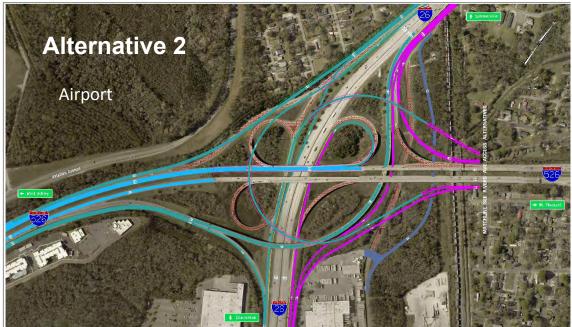






Recommended Alternative Carried Forward





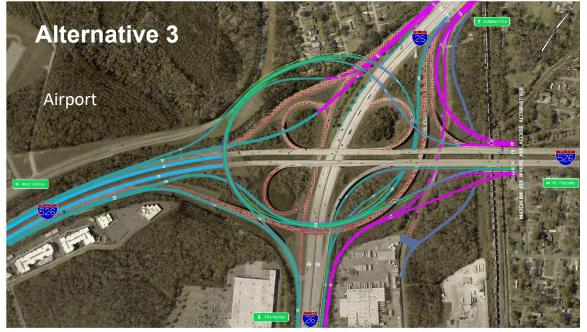
### I-526 Lowcountry Corridor WEST Preliminary Alternatives

# 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

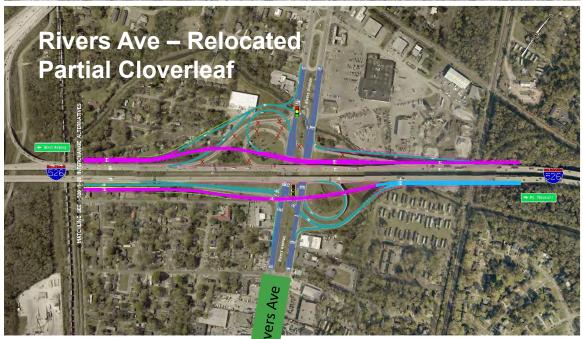
### I-526 WEST LCC Alternative 3 – Semi-Directional Turbine Interchange

- 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-levelhigh 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 Airport Walmart / Tanger

## 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 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

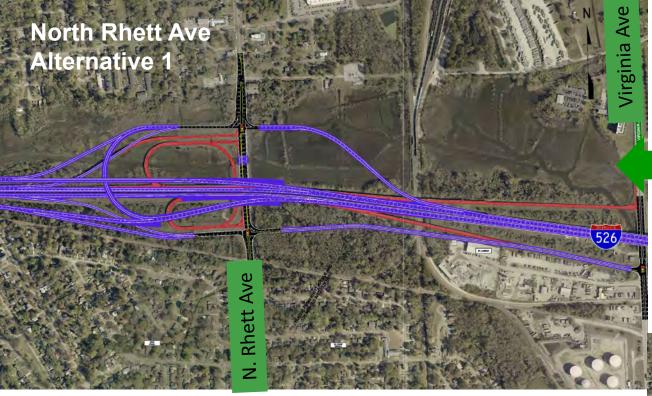


## I-526 LCC WEST Reasonable Alternatives

## 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





#### **North Rhett Ave Alternative 2**

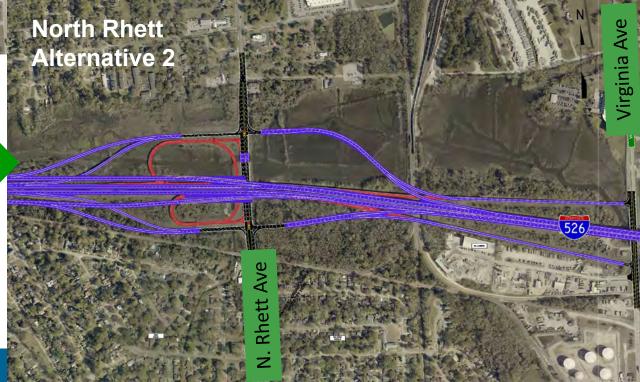
- Entrance ramps begin at separate intersections for eastbound & Westbound I-526
- Provides separate, 1-way frontage roads on either side of I-526 connecting N Rhett Ave to Virginia Ave
- Exit ramps from Eastbound & Westbound I-526 terminate at intersections on the south and north sides of I-526



## I-526 LCC WEST Reasonable Alternatives

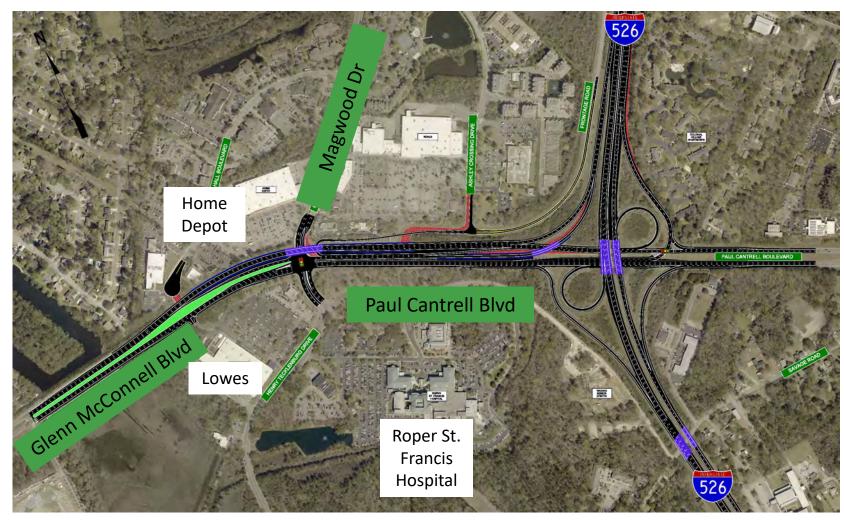
#### **North Rhett Ave Alternative 1**

- 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



## 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



#### MEANINGFUL ENGAGEMENT

Decision-makers seek out and facilitate the involvement of potentially affected communities so they can participate in the process, help identify community concerns, and influence decisions about activities that may affect their environment and health

## disproportionate share of the negative environmental consequences

resulting from industrial, governmental and commercial

operations or 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

#### Concerns

Of community members are taken seriously



**Engagement with** affected communities

#### **Accessibility**

Language and facility accessibility



**Public** 

Is educated about

agency decisions

potential impacts of

**Varied** 

Meeting styles and types

of communication

**Committees** 

Form committees composed of members of affected communities (Community Advisory Council)



### **Early & Consistent**



### **Ability to**

Influence agency decision-making



**Opportunity to** 

Participate in agency

decision-making



**Community Mitigation Plan** 

Define the

Need and

Action

**Alternatives** 

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



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 indepth 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"









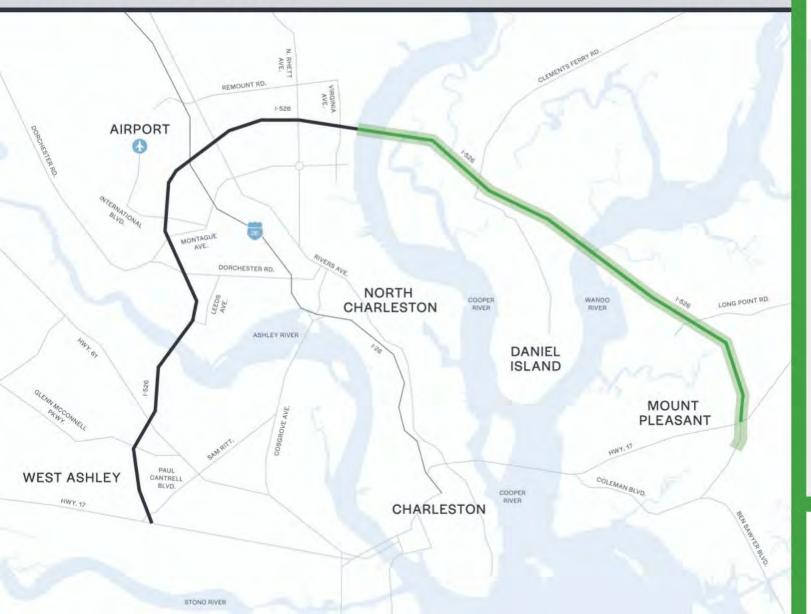
# **EAST Updates**











## I-526 Lowcountry Corridor East

Project Termini

Virginia Avenue
North Charleston



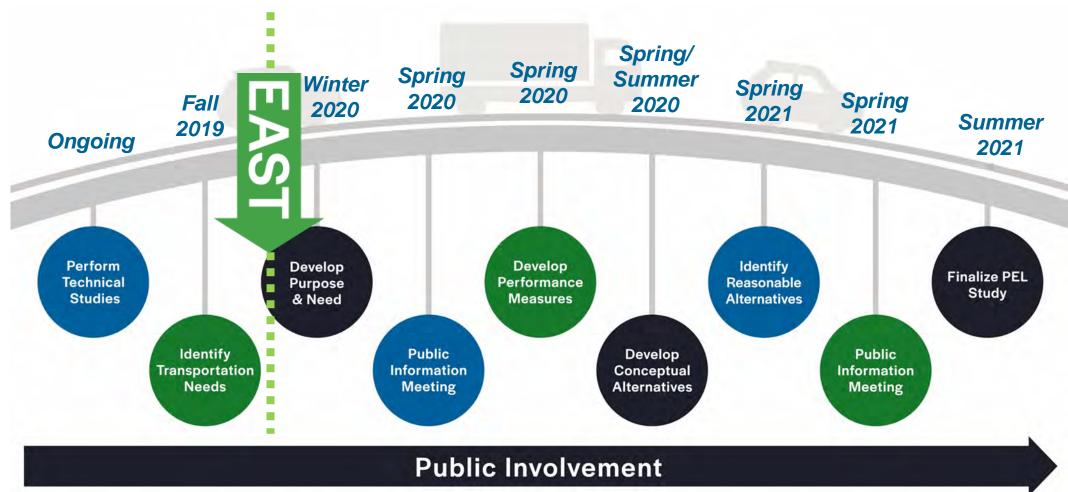
Bowman Road Mount Pleasant





## **PEL Process**

Planning & Environment Linkages Study









# Where have we been? Where are we going?

2019





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



info@526LowcountryCorridor.com



Community Office:

5627 Rivers Avenue | North Charleston, SC 29406



866.632.5262 (toll free)













#### **Meeting Summary**

### STAKEHOLDER MEETING

**Date:** July 13, 2020 **Time:** 10 am – 11:30am

**Location:** Virtual Teams Meeting

Attendees:

	****	
Name	Affiliation	
Penny Benton	Tanger Outlets	
Tom Leonard	Leonard Strategic Advantage	
Hampton Lee	SCPA	
Elizabeth W. Heatley	Code Lynx	
Betsy La Force	CCL	
Christie Rainwater	City of Hanahan	
Smith	Charleston County	
Kathryn Basha	BCDCOG	
Robert Robbins	Thurmond Kirchner & Timbes,	
	P.A.	
Tommy Ballas	Wando Crossing	
Perrin Lawson	Bureau	
Katie Zimmerman	Charleston Moves	
Dan Moses	Mead Hunt	
Savannah Brennan	Charleston Moves	
Melvin Williams	S&ME	
Omar Muhammad	LAMC	
Frank Lapsley	North Charleston Coliseum	
Richard Turner	Charleston County	
Brent Jonas	CRDA	
Randall "Keith" Benjamin	City of Charleston	
Kaylan Koszela	Rep. Joe Cunningham	
Scott A. Benedict		
Juergen Goehner	Zeltiwanger	
Emily Lawton	FHWA	
Shane Belcher	FHWA	
Pam Foster	FHWA	
Yolanda Jordan	FHWA	

#### **Meeting Objectives:**

- Provide an update to the I-526 LCC stakeholders regarding the WEST project:
  - o Results of fall public involvement efforts
  - o Refinements to alternatives
  - o Community Advisory Council

- Provide an update to the I-526 LCC stakeholders regarding the EAST project:
  - O Upcoming public meeting materials: What is a Planning & Environmental Linkages (PEL) Study? How does it fit into the project development process? What might traffic look like in 2050 if no improvements were made?

#### Agenda:

- 1. Welcome
- 2. Presentation
  - a. Update on I-526 LCC WEST
    - i. Project Background
    - ii. Public Involvement
    - iii. Community Mitigation
  - b. Update on I-526 LCC EAST
    - i. Overview of Planning & Environment Linkages (PEL) Study Process
    - ii. Preview of East Public Meeting Materials
      - 1. Brief highlights
      - 2. Traffic and Safety Analysis
  - c. Questions/Contact
- 3. Closing

#### Questions:

- 1. Are there plans to construct the I-26/I-526 interchange prior to widening?
  - a. Yes, this is our number 1 priority
  - b. However, it does depend on the procurement process because contractors do not like these multibillion dollar projects we have to break up the cost
    - i. System-to-System interchange could be hard to get under a billion dollars
    - ii. It will be a little while because we have to see what the economy is doing
- 2. Can you speak about multi-modal access since that was a priority from the comments received during the I-526 LCC WEST Fall Public Involvement efforts?
  - a. Multi-modal access is very important to SCDOT we cannot widen our way out of traffic
  - b. We will see what can fit on the urban corridor to encourage multi-modal
  - c. We are being purposeful (setting 12-foot shoulders) to incorporate space for multimodal strategies in the future
  - d. Many of the multimodal strategies are not compatible with the existing infrastructure, so a widening may be needed in order to get the type of infrastructure out there that will accommodate those types of alternative solutions
- 3. Can we be emailed a summary from the peer exchange?
  - a. Absolutely, we have a report with the information and links.
- 4. Do you think seismic retrofitting of the bridge foundation is a possibility?
  - a. We look at a variety of options if we replace the bridge, then it will be the best level of performance; with a seismic retrofit, you will likely upgrade to a "No-Collapse" option

- b. Widening (by adding new, seismic structures) can provide a critical access pathway in the case of an event since the bridge is a lifeline for emergencies and services; the costs and benefits must be weighed for all the options
- 5. Is the presentation available on website or being emailed out to participants?
  - a. Yes, absolutely. It will be on the website and we will provide it to participants in an email.
- 6. Is the Lowcountry Rapid Bus Transit being implemented on the East Corridor into Mount Pleasant?
  - a. We have monthly meetings with the LCRT project team because we want to ensure our projects complement each other
  - b. Our goal is to set up a project that is flexible in the future
  - c. We will continue to monitor the timeline and studies from their project so ensure if the opportunity/need comes to incorporate it, then we can do that
- 7. How will this project monitor air quality impacts within the project footprint? Also, how will the project monitor air quality after the completion of the project?
  - a. An air quality study was part of draft EIS to look at air quality now and in the future
- 8. Will your NEPA analysis include a Health Impact Assessment to evaluate social determinants of health and the cumulative impacts of this project?
  - a. The Draft EIS will include a summary of the air quality analysis as well as potential indirect and cumulative impacts to the communities/neighborhoods in the vicinity of the project.



### **Meeting Summary**

#### STAKEHOLDER MEETING

**Date:** November 10, 2020 **Time:** 8:30 am – 10:00 am

**Location:** Virtual Teams Meeting

**Attendees:** 

Name	Affiliation	
Kevin Shealy	Charleston City Council District 2	
Barbara Melvin	SC Ports Authority	
Emily Lawton	FHWA	
Steve Thigpen	Charleston County?	
Pam Foster	FHWA	
Brent Jonas	CRDA	
D. Brice Urquhart	Davis & Floyd	
Melvin Williams	S&ME/ Charleston Chamber of Commerce Executive Board	
Scott Barhight	Charleston Metro Chamber of Commerce	
Keith	Unknown	
Katie Zimmerman	Charleston Moves	
Brad Morrison	Town of Mount Pleasant	
Yolanda Jordan	FHWA	
George Ramsey	Charleston Metro Chamber of Commerce	
Jonathan Dawley	Kion Group	
Juergen Goehner	Zeltwanger	

#### **Meeting Objectives:**

- WEST Project Updates
  - o Preview of the Public Hearing materials and Recommended Preferred Alternative
  - DRAFT Community Mitigation Plan, new Community Commitments website, Introduction of the Community Forum
  - Ways to engage with the project team, view the Draft Environmental Impact Statement, submit comments
- EAST Study Updates
  - Overview of the responses from the public information meeting held this summer and next steps

#### Agenda:

- 1. Welcome
- 2. Presentation
  - a. Update on I-526 LCC WEST
    - i. Overview of Public Hearing engagement opportunities
    - Full video was played of the fly through of the recommended preferred alternative and additional Public Hearing materials were shown, such as traffic analysis
    - iii. Community mitigation overview, including what we are hearing from the public through the community survey
  - b. Update on I-526 LCC EAST
    - i. What we heard from the public information meeting and virtual survey held this summer
    - ii. Next steps include identifying the reasonable alternatives and presenting those to the public at a public information meeting this spring
  - c. Questions/Contact
- 3. Closing

#### Questions:

- 1. What is the cost of the recommended preferred alternative?
  - a. Currently, the project is estimated to be 1.5 billion dollars. We will do an intense financial plan moving forward. Right-of-Way is the biggest constraint in doing that planning.
- 2. Please speak to managed lanes vs general use intent lanes
  - a. The current configuration shows all general use lanes. However, there are 12-foot shoulders on either side that would allow for the future deployment of ITS such as managed lanes. The regional managed lanes study that was conducted showed that in order for a managed lanes system to work, it would need to be regional linking from I-26 and I-526 since those are the predominant movements.
- 3. Can you talk about the pedestrian river crossings?
  - a. The Secretary has committed to providing the width needed on the river crossings on both the WEST and EAST sides. SCDOT would provide the width needed on the bridges and local entities would be responsible for providing the connections.
- 4. Where can I find the most up to date schedule, considering delays in right of way?
  - a. The schedule will be included in all public hearing materials and shown later in this slideshow.
- 5. How do we know who is serving on the CAC?
  - a. There is a list of the members on the Community Commitments webpage: https://www.526lowcountrycorridor.com/west/community-commitments/





Joy Riley, PE, PMP, DBIA SCDOT













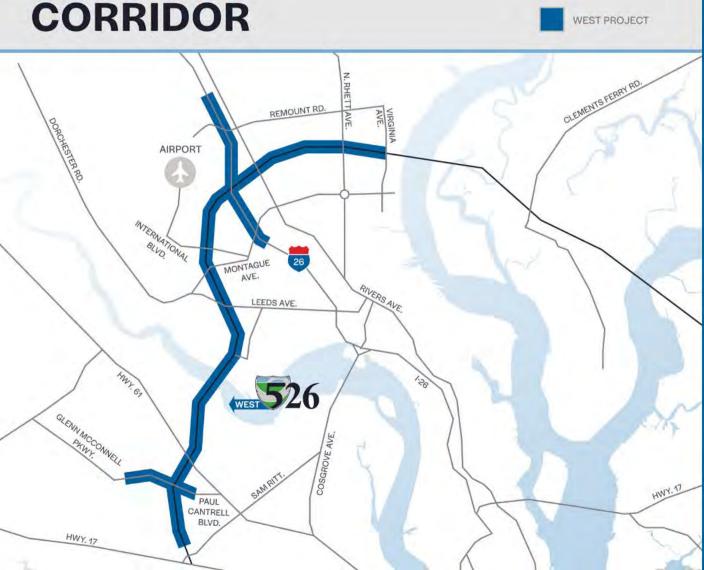
# Project Background

An Environmental Impact Statement









## I-526 Lowcountry Corridor WEST

Project Termini

Virginia Avenue
North Charleston



Paul Cantrell Boulevard West Ashley



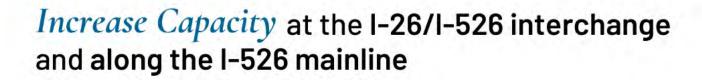




## **Project Purpose**

## What is the reason for this project?





— thereby —

Improving 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

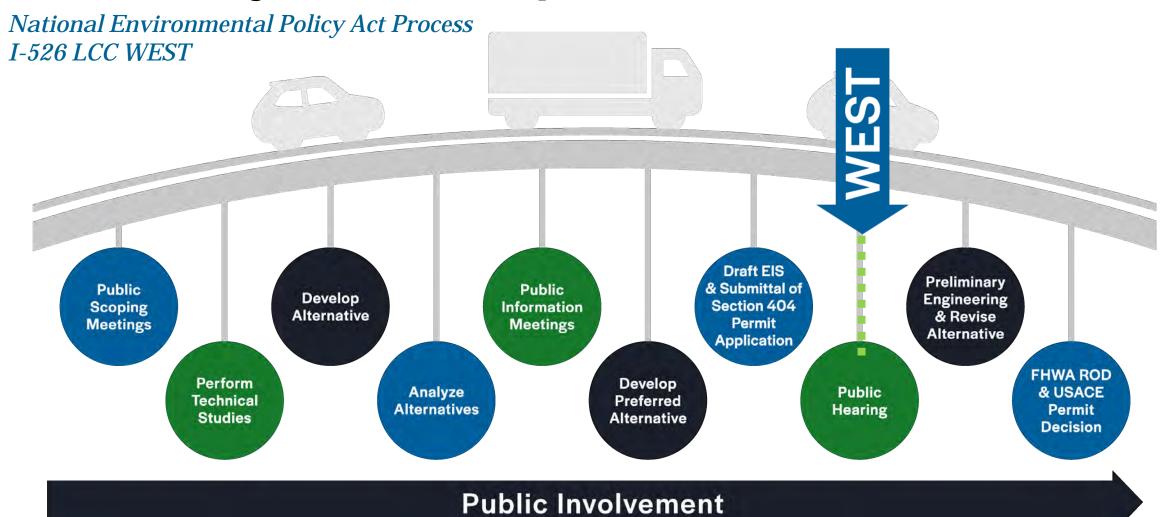
segments (SCDOT 2014 Multimodal

Transportation Plan)





## **NEPA Project Development Process**











# **Public Hearing**

Ways to Engage



## **Public Involvement Opportunities**

Participate in the I-526 Lowcountry Corridor WEST Public Hearing

Public Comment Period runs through January 15, 2021!

In-Person Appointments at Community Office On-Demand Verbal
Comments
on the Project Hotline

On-Demand Online Public Hearing webpage (You're here!)

Live Online Verbal Comment Session

Meaningful Input

On-Demand Questions
Answered
on the Project Hotline & Email

Live Chat Here During Set Times

In the Mail
Information Packets
mailed by request

Text the Project Hotline



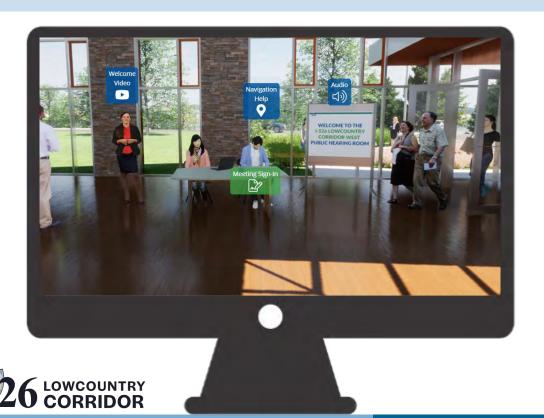


# How to View Public Hearing Information

Public Hearing 2020

## **Project Website**

526LowcountryCorridor.com/WESTPH LIVE THURSDAY! November 12<sup>th</sup>



## **Community Office**

5627 Rivers Avenue, Gas Lite Square Anytime on your schedule!

Schedule an appointment to visit the community office by visiting the website or calling/texting us!

Official Public Hearing appointments will take place on:

Thurs., November 19 | 10 am -7 pm Sat., December 5 | 9 am - 4 pm Tues., December 8 | 9 am - 6 pm Wed., December 9 | 10 am - 7 pm





## **How to Comment**

Public Hearing 2020





**Official Comment Period:** 

November 4, 2020 – January 15, 2020

## **Project Website**

526lowcountrycorridor.com

Fill out a comment form on the project website.

# **Project Hotline**

843.258.1135 (Call Us)

Verbal Comments will be played at the Live Virtual Comment Session

#### Mail

Attention: Joy Riley
SC Department of Transportation
Post Office Box 191
955 Park Street, Room 401
Columbia, SC 29202-0191

## **Email**

info@526LowcountryCorridor.com



### Live Virtual Comment Session

**526LowcountryCorridor.com/WESTPH** 

Tuesday, December 15, 2020 | 6:00 – 8:00 PM

There will be a short presentation followed by a listening session. To provide a 2-minute verbal comment, register in advance by visiting the webpage or by calling the Community Office.

No registration is needed to listen.



# Stop & Pause for Questions

Type in the chat box or "raise your hand"







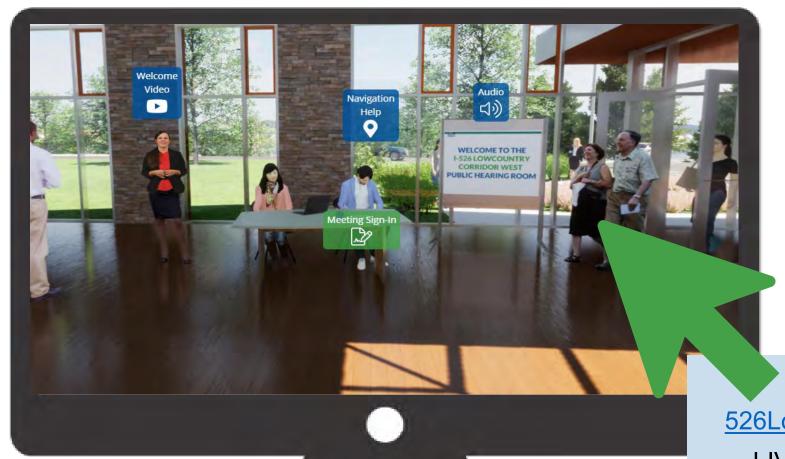


# **Public Hearing**

Materials You Will See



# View the 360-degree Public Hearing Room!



## **Project Website**

526LowcountryCorridor.com/WESTPH

LIVE THURSDAY, November 12<sup>th</sup>





**Alternatives Evaluation Process** 

I-526 Corridor Analysis Planning Study

2013

- Telecommuting
- Flex Hours
- Compressed Work Week
- Stagger Start/End Time at Major Employers



Signal Timing Improvements

Lowcountry GÖ Program &

at 6 Interchanges

Mobile App

Preliminary Range of Alternatives

Evaluation on Purpose & Need and Traffic Analysis 2016 - 2019





November 21, 2019

Proposed Reasonable Alternatives 2019

**New Alternatives Developed** for N. Rhett/ Virginia Ave. interchange: Alternative 2A, Alternative 5, & Alternative 6

**Alternatives** 

Eliminated

**Detailed Impact Evaluation** 2020



# Recommended Preferred

- Alternative 1 at Paul Cantrell Boulevard to International
- Alternative 2 from International Boulevard to Rivers Avenue
- Alternative 2A from Rivers Avenue to Virginia Avenue









# **Detailed Impact Evaluation**

#### Recommended Preferred Alternative: All Segments Combined

	NO BUILD	ALTERNATIVE*
What is the Weighted Volume/Capacity Ratio?	Greater than 1.0	Less than 1.0
What would be the Mainline Level of Service in 2050?	F	Paul Cantrell Blvd to Leeds Leeds Ave to Dorchester I Dorchester Rd to Montague Montague Ave to Internation International Blvd to I-2 I-26 to Rivers Ave: C Rivers Ave to North Rhett I North Rhett Ave to Virginia East of Virginia Ave: C
Number of Freshwater Wetland Impacts	0 acres	97.7 acres
Number of Stream Impacts	0 feet	18,631.7 feet
Number of Critical Area Impacts	0 acres	22 acres
Number of Relocations Proposed	0	113
Number of Environmental Justice Relocations	0	92
Are Cultural Resources present?	No	Yes
Are Section 4f/6f Impacts present?	No	Yes
Cost of Utility Impacts	\$0	\$53.5 Million
CORRIDOR Cost of Construction	\$0	\$1.428 Billion

RECOMMENDED PREFERRED

s Ave: D Rd: D ie Ave: C nal Blvd: C -26:C Blvd: C ia Ave: D

> \*Recommended Preferred Alternative



## The Recommended Preferred Alternative

Full Fly-Through Video



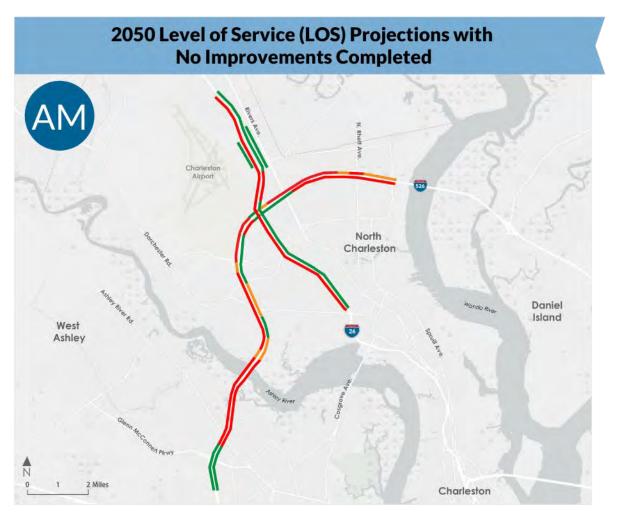
View the
Recommended
Preferred Alternative
in Action!

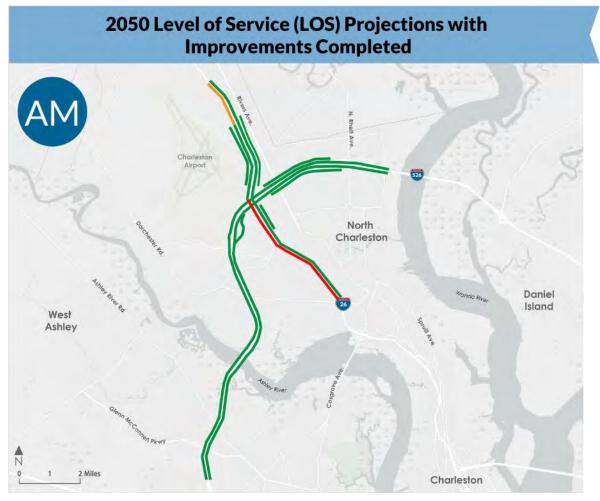
www.youtube.com/watch?v=Z3CUxl-odgY





## What Would AM Traffic Look Like in 2050?

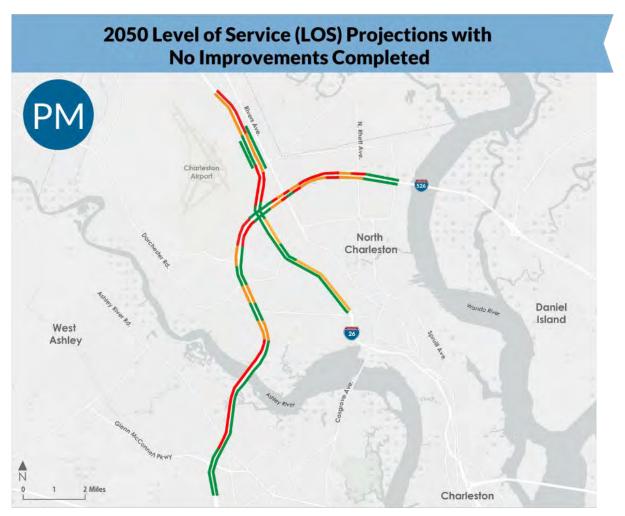


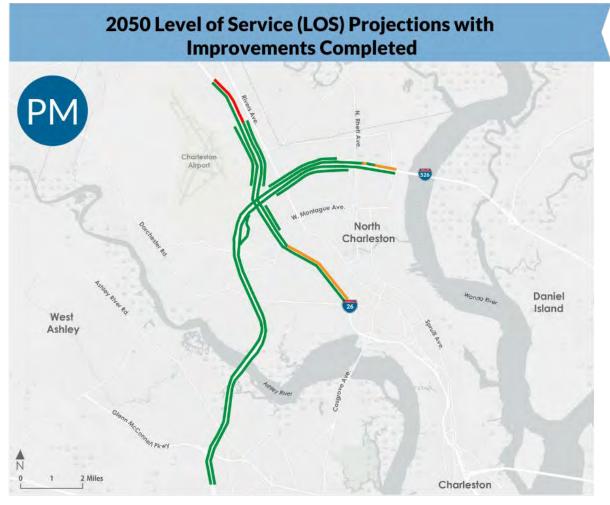






# What Would PM Traffic Look Like in 2050?









# Stop & Pause for Questions

Type in the chat box or "raise your hand"







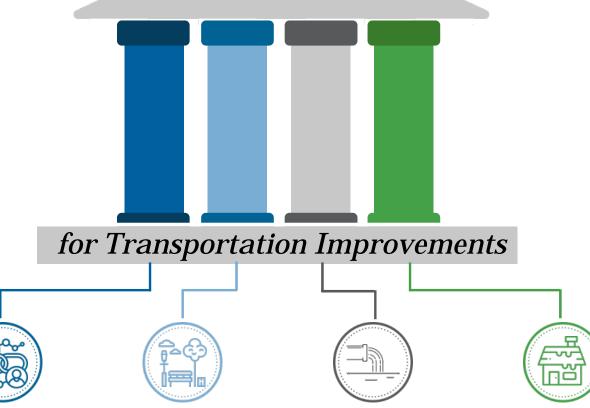


# **Community Mitigation**



# What is Mitigation?

## The 4 Pillars of Community Mitigation



#### Cohesion

To provide a common vision & sense of belonging for residents who may have been divided

#### **Enhancement**

To increase the value, quality & attractiveness of a community by providing aesthetic improvements & replacing lost recreational amenities

#### **Preservation**

To connect the neighborhood's past, present, & future to encourage residents of all ages to thrive despite relocation impacts

#### Revitalization

To restore employment opportunities, safety, & affordable housing that has been diminished





# What is a Community **Mitigation Plan?**

The overarching goal of the **I-526 Lowcountry Corridor WEST Community Mitigation Plan is to** effectively mitigate project impacts in partnership with residents of the Ferndale, Russelldale, Highland Terrace, **Liberty Park neighborhoods.** 

#### How is the I-526 LCC WEST Community Mitigation Plan Developed?

By identifying & considering the social needs & priorities of neighborhood residents.

#### **Community Office**

In November 2019, a Community Office was opened in close proximity to the potentially impacted communities. Located in Gas Light Square at 5627 Rivers Avenue (CARTA Route 10), the Community Office is where you can meet one-on-one with the project team and connect with resource specialists such as rightof-way relocation experts.











Represent

Communicate



#### **Community Advisory** Council (CAC)

A Community Advisory Council (CAC) was formed as a resident-led group to facilitate meaningful engagement between residents and SCDOT.

#### Social Needs Assessment

The CAC and residents of the potentially impacted neighborhoods completed a Social Needs Assessment survey to provide insight into the daily operations, needs, and desires of the community.









### Survey Highlights

Information presented represents the online data received as of 11/5/20





#### What Are the Priorities?

Each of the following items were ranked in the top 5 priorities the most frequently:

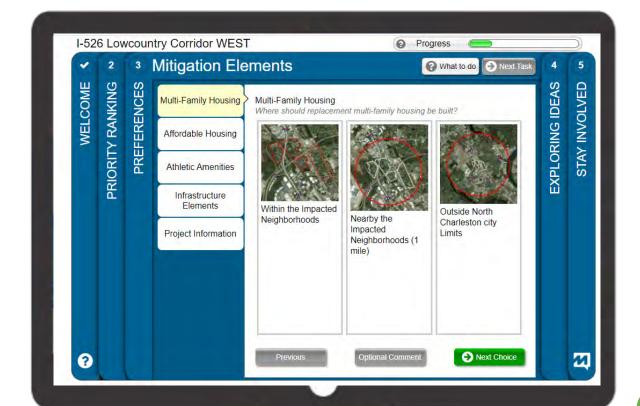
- Affordable Housing (48/48)
- Recreational Facilities (45/48)
- Recreational Programs (44/48)
- Educational Counseling (33/48)
- Pedestrian Safety Plan (32/48)





### Survey Highlights

Information presented represents the online data received as of 11/5/20





### **Preferences on Mitigation**

- 83% prefer affordable housing to be nearby or within the impacted neighborhoods
- 52% prefer a single-family type of affordable housing
- 55% prefer a baseball field for recreation
- 33% prefer improvements to sidewalk curb and gutter
- 65% prefer to receive project updates via email

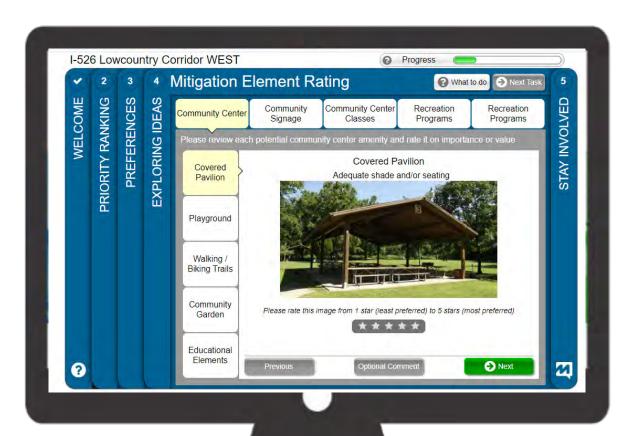




Survey Highlights

Information presented represents the online data received as of 11/5/20





# Mitigation Ideas with the Highest Rating in each Category

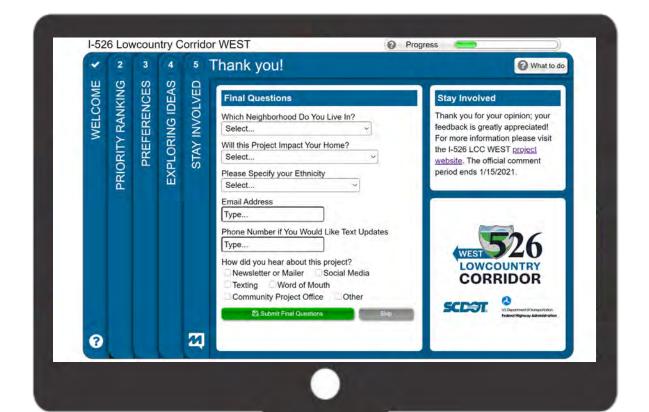
- Community Center Amenity: Walking/Biking Trails
- Community Center Class (tie):
   Financial Literacy Class
  - Health and Wellness Class
- Community Signage:
  - Path Finding Signs
- Community Center Program:
   Afterschool Program





### Survey Highlights

Information presented represents the online data received as of 11/5/20





### **Survey Demographics**

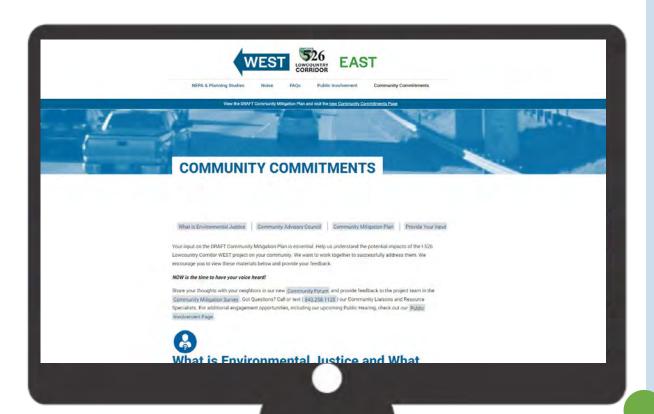
- 46% of respondents listed "Black or African American" as their ethnicity. 41% listed "White".
- 67% of respondents live within the impacted EJ communities.
- 51% of surveys were completed via the mail-in paper option and added to the online results by the project team.

Survey participation is anticipated to increase after the EJ Community Drop-In Meetings (Early November)





Community Commitments



526LowcountryCorridor.com/Community-Commitments

# Community Commitment Webpage & Community Forum

NOW LIVE! Learn more about:

- What is Environmental Justice
- Community Advisory Council (CAC)
  - DRAFT Environmental Justice Community Mitigation Plan



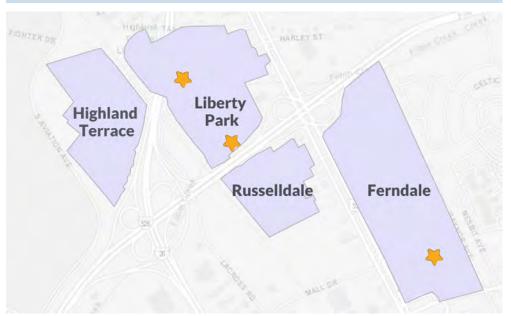


# **Community Drop-ins**

Meeting the community in the community

## 3 Days + Locations

Nov 6 | 3 - 6pm | Biblical House of God Nov 7 | 2 - 5pm | Ferndale Community Center Nov 14 | 2 - 5pm | Enoch Chapel UMC









# Stop & Pause for Questions

Type in the chat box or "raise your hand"







# **EAST Updates**

Planning & Environmental Linkages Study









# I-526 Lowcountry Corridor East

Project Termini

Virginia Avenue North Charleston



US 17 Mount Pleasant





Planning & Environmental Linkages Study Identify **Transportation** Needs Tool for creating efficiency in Considers environment, Fall 2019 transportation development community & economy Draft Purpose & Need Collaborative & integrated approach to decision-making Winter 2020 Develop **Performance** What are the Benefits of including a PEL Study in the project Measures development process? Spring 2020 **Public Information** Meeting Summer 2020 Live Jul. 15 - Aug. 15 Develop & Screen **Alternatives** Identify Summer 2020 Reasonable **Encourages** Reduces delays in **Combines** early, implementation **Alternatives** planning, meaningful engineering & public **National Minimizes Promotes** Spring 2021 duplication: engagement Environmental environmental uses decisions Policy Act stewardship & analysis to (NEPA) inform NEPA Who Participates? Local. YOU! **Public** State & **Information Federal** CORRIDOR **Agencies Meeting Final** Spring 2021 **PEL Study** Resource Summer 2021 Agencies

## Planning & Environmental Linkages Study



## Survey

Captured corridor usage, concerns & priorities for the corridor

> May 14 – **August 15, 2020**

**Survey Live:** May 14 - August 15, 2020

3,103 Responses

## **Top Comments & Concerns:**

Most people are using the corridor daily for:

work, shopping, entertainment, & recreation

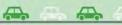


Travelers are experiencing congestion during morning & afternoon/evening commutes





Most people travel the corridor using their personal vehicle



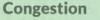








Travelers are experiencing these top safety-related issues:



**Truck Merging** 

Aggressive/ Distracted Drivers

Speeding

Most people want to see these improvements along the corridor:



**High Occupancy** Vehicle (HOV) Lanes or Carpool Lanes







## Planning & Environmental Linkages Study



## **Virtual Meeting**

All materials available online

**July 15 – August 15, 2020** 

www.526lowcountrycorridor.com/vpim-east

**Meeting Live:** July 15 -August 15, 2020 526LowcountryCorridor.com 84 Comments

83 Online Comments 1 Emailed Comment

## **Top 5 Comments & Concerns:**

21%

Concerned with Noise Impacts



13%

Concerned with Neighborhood Impacts

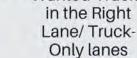


10%

Wanted Alternative Truck/ Freight Routes



Wanted Trucks



5%

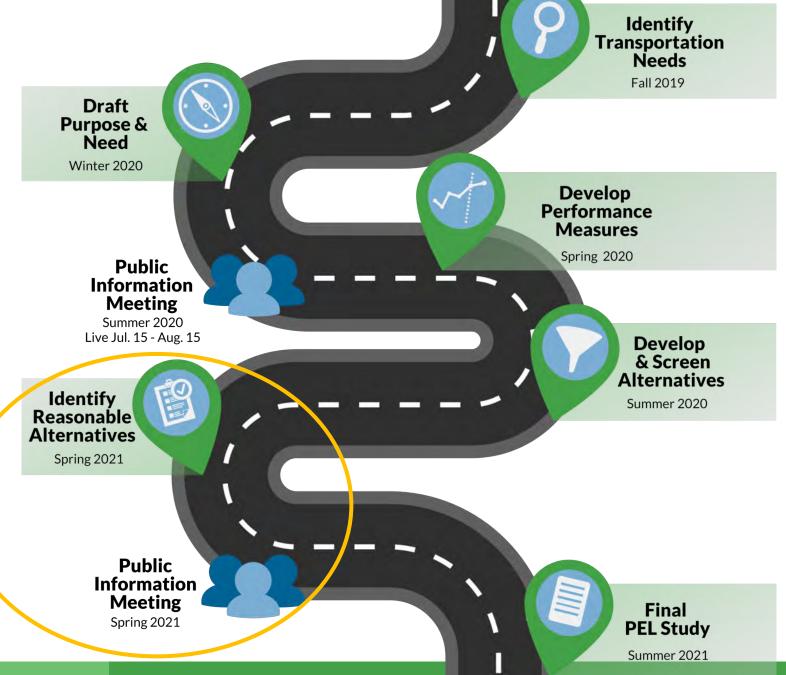
Support Widening







# **Next Steps**







# **Stop & Pause for Questions**

Type in the chat box or "raise your hand"





## **Contact Information**



www.526LowcountryCorridor.com



www.facebook.com/526Corridor



@526Corridor



info@526LowcountryCorridor.com



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



866.632.5262 (toll free) 843.258.1135



Joy Riley, PE, PMP, DBIA SCDOT Project Manager









### Meeting Summary

### STAKEHOLDER MEETING

**Date:** July 29, 2021

**Time:** 10:00 am – 11:30 am

**Location:** Virtual Teams Meeting

Attendees:

Name	Affiliation	
Joyce Kirkland	Ashley Harbor Homeowners	
	Association	
Ernest Muhammed	LAMC	
Elizabeth W. Heatley	Code Lynx	
Mark Lester	CDM Smith	
Amy Livingston	CDM Smith	
Miranda Smeck	CDM Smith	
Joy Riley	SCDOT	
Rick Day	Stantec	
Danny Thrower	Berkeley County	
Jim Morrill	Unidentified	
Steve Thigpen	Charleston County	
Emily Lawton	FHWA	
Brent Jonas	CRDA	
Sarah Cox	BCDCOG	
Bailey Vincett	Charleston Metro Chamber of	
balley vilicett	Commerce	
George Ramsey	Charleston Metro Chamber of	
George Karrisey	Commerce	
Keith Stanley	Boeing	
Mark Smith	SC State Representative	
Hampton Lee	SCPA	
Christie Rainwater	Mayor of Hanahan	
Kyle James	BCDCOG	
Pamela Foster	FHWA	
Jenny Brennan	SELC	
Jane Baker	City of Charleston	
	Neighborhood Services	
Mary Eaddy	Unidentified	
Shane Belcher	FHWA	
Juergen Goehner	Zeltwanger	
Jason Crowley	Coastal Conservation League	
Yolonda Jordan	FHWA	
Katie Zimmerman	Charleston Moves	
Gwendolyn Moultrie	City of North Charleston	
	Planning and Zoning	
	Department	

8033516561	Unidentified
Kathryn Basha	BCDCOG
Franny (Last name unknown)	Not stakeholder

#### **Meeting Objectives:**

- WEST Project Updates
  - Review of public engagement and how public and stakeholder input was used to influence the project
  - o Updates to EJ Community Mitigation Plan and associated outreach
  - o Introduction and next steps with Community History Preservation Program (CHPP)
- EAST Study Updates
  - Overview of the alternatives analysis process
  - Identification of next steps, including public engagement and how this would translate into the NEPA process

#### Agenda:

- 1. Welcome
- 2. Presentation
  - a. Update on I-526 LCC WEST
    - i. Project Background
    - ii. A Review of the results of the Public Hearing engagement opportunities, the comments received and how Public and Stakeholder input was incorporated into the project
    - iii. A review of Environmental Justice Specific Outreach since the beginning of the Public Hearing comment period, including pop-up events, neighborhoodlevel meetings, canvassing and Community Office activities. An update was provided on the Community Advisory Council.
    - iv. Public Engagement Touch-Points/Data Driven Strategies A review of the geographical analysis of all outreach conducted to date and how any gaps were being addressed
    - v. Updated EJ Community Mitigation Components
    - vi. Community History Preservation Program Introduction and Path Forward
  - b. Update on I-526 LCC EAST
    - i. Project Overview
    - ii. Summary of Summer 2020 Public Engagement and overall analysis of comments received
    - iii. Concepts Development & Alternatives Analysis Discussion of how concepts were created and analyzed
    - iv. PEL Study Next Steps and Milestones including the next set of public and stakeholder meetings in October 2021
  - c. Questions/Contact
  - d. Final Note(s)

- i. SCDOT should have a much better idea of the schedule going forward by next summer
- 3. Closing

#### Questions:

- 1. What is the structure of the proposed noise walls- how are they built, what are they comprised of, what else can you tell us about them? (Mary Eaddy)
  - a. Noise wall technology is evolving. DOT has done very few noise walls in the past-there are some going in on I-20 now. They are typically made of concrete for maintenance and safety. They are sturdy enough to not be re-constructing constantly.
  - b. It will probably be at least 5 years before construction begins in these phases [with noise walls], so SCDOT will look at technology again at that time. Of upmost importance is meeting the noise reduction criteria.
- 2. What work is being done to prepare the CAC to transition to an oversight committee? (Ernest "Omar" Muhammad)
  - a. The CAC work is ongoing right now, and the SCDOT team is trying to coordinate the transition to the oversight committee. The role of the CAC vs. the oversight committee role was explained, noting that the CAC is driving the oversight process and "we are learning as we go." Joy hopes that 1 or 2 members of the CAC will carry forward into the oversight committee. SCDOT will try to recruit and include more folks from outside of the CAC who want to get involved, including more agency involvement.
  - b. Joy noted most of the mitigation items will happen prior to the construction of the actual roadway pieces.
- 3. What are the current constraints to bus access on 526? There was an article in the paper that referenced it. (Katie Zimmerman)
  - a. Joy had seen the article Katie was referring to, and she noted that this is an area where SCDOT is focusing their intention. Leadership is aware of the constraints and those will be driving the design. There are currently 12' shoulders proposed as part of the project, but SCDOT knows this might change in the design/build phase with shoulder-use proposed in the future for HOV/bus lanes/etc.
  - b. SCDOT is very aware of the issue, but they do not yet have an answer to it beyond being intentional in design to leave options in the future.