



526 **EXIT 28**
LONG POINT ROAD
INTERCHANGE
LOWCOUNTRY CORRIDOR

Stakeholder Meeting

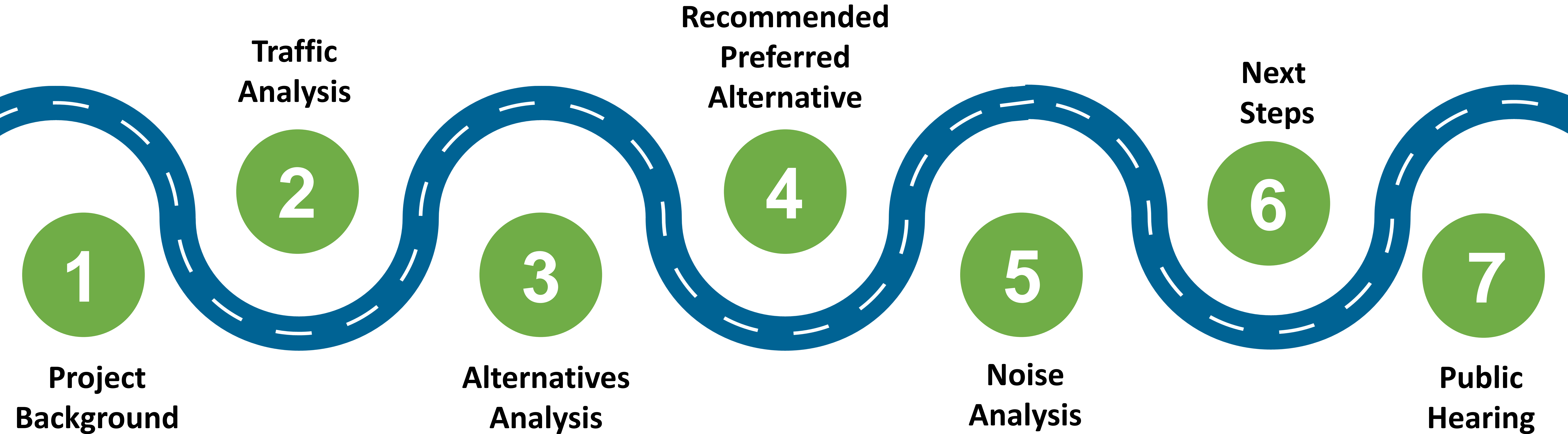
April 13, 2023



U.S. Department of Transportation
Federal Highway Administration



Agenda – *Public Hearing Preview*





Project Background

I-526 @ Long Point Road Interchange Improvements



Project Purpose

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

Project Need



Interchange deficiencies



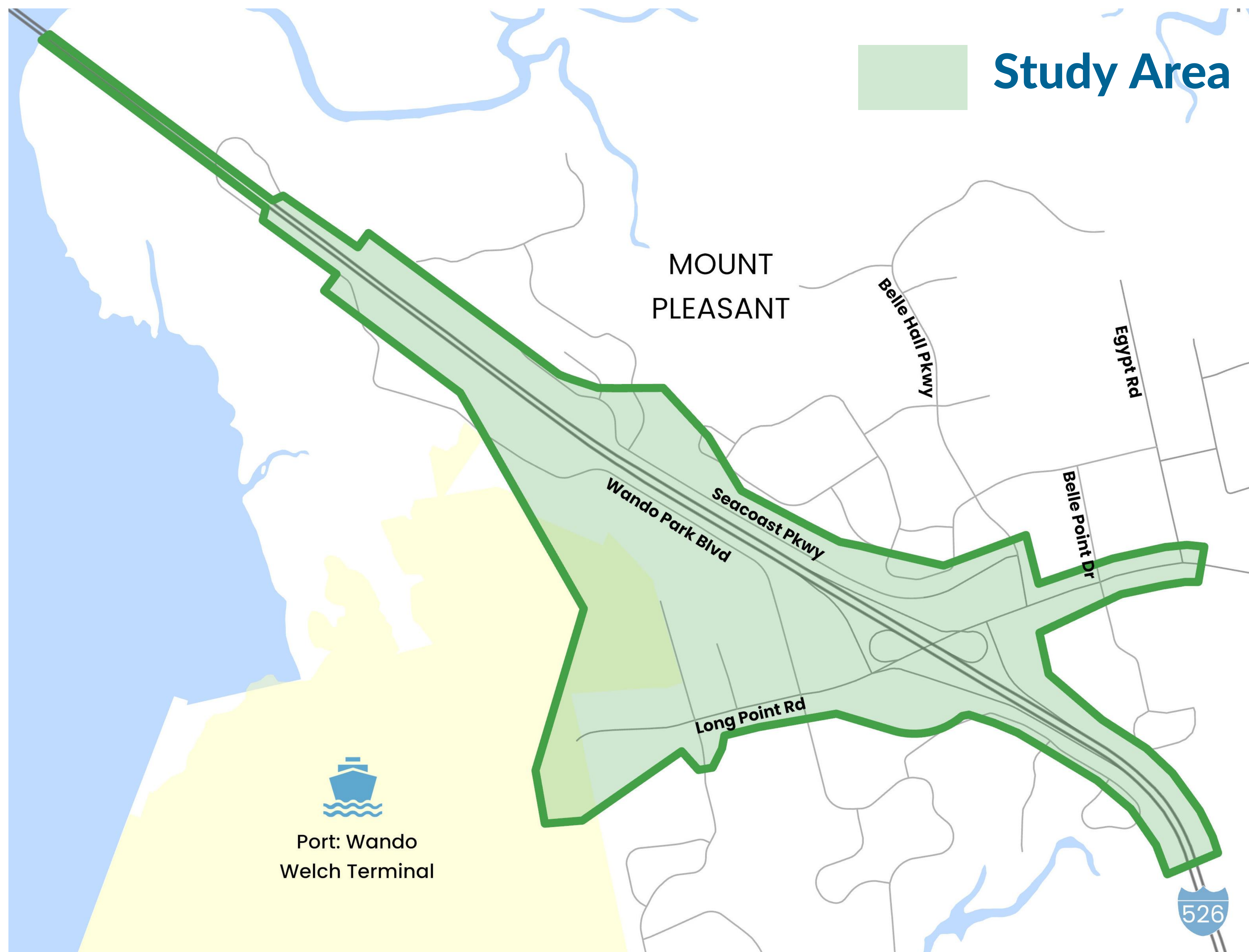
Traffic-related congestion on I-526 and within the interchange



Population & economic growth



Public comment & concerns





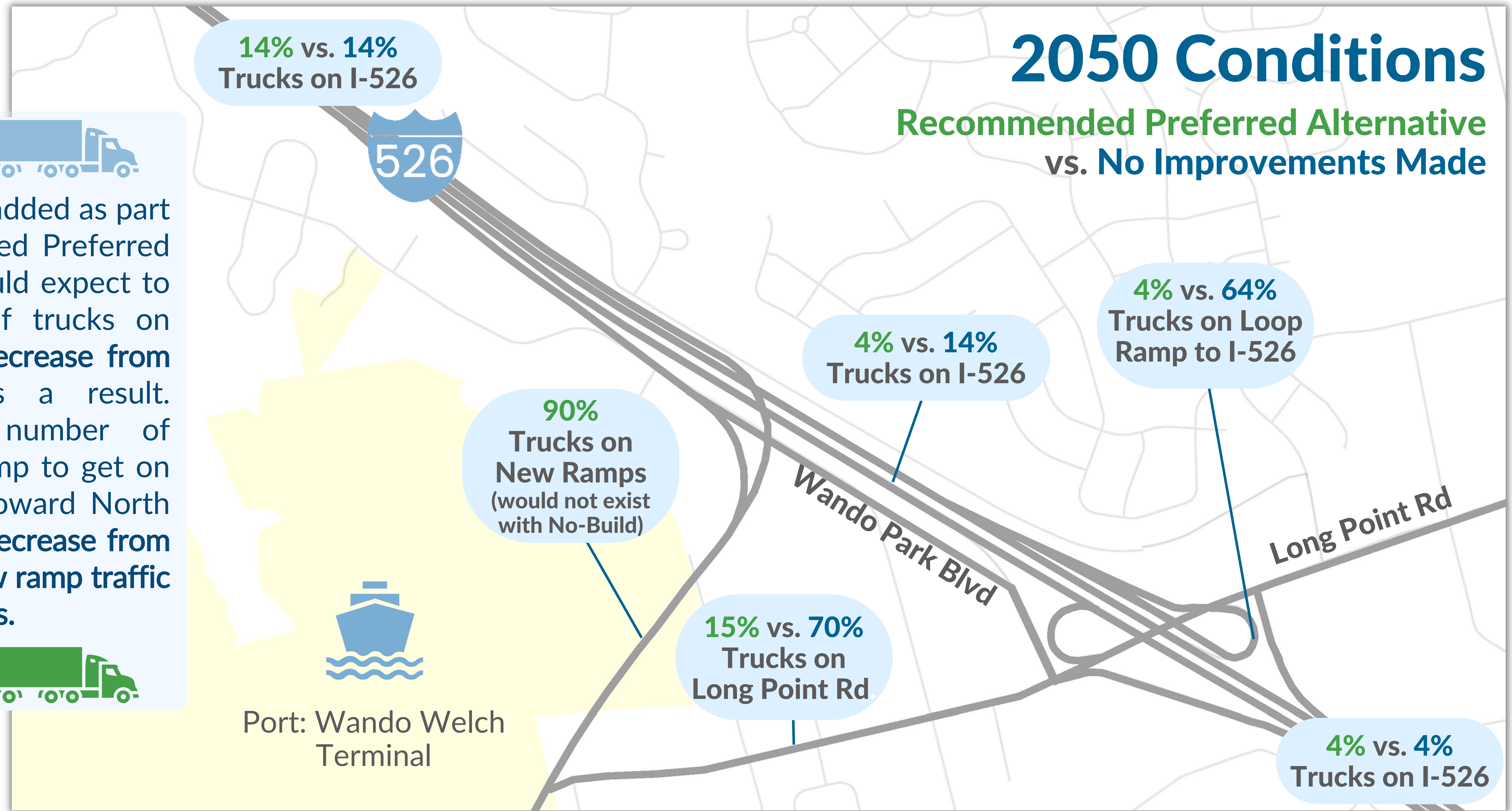
Traffic Analysis

I-526 @ Long Point Road Interchange Improvements



Anticipated Truck Patterns

How would truck traffic shift in 2050 with the Recommended Preferred Alternative vs. No-Build?

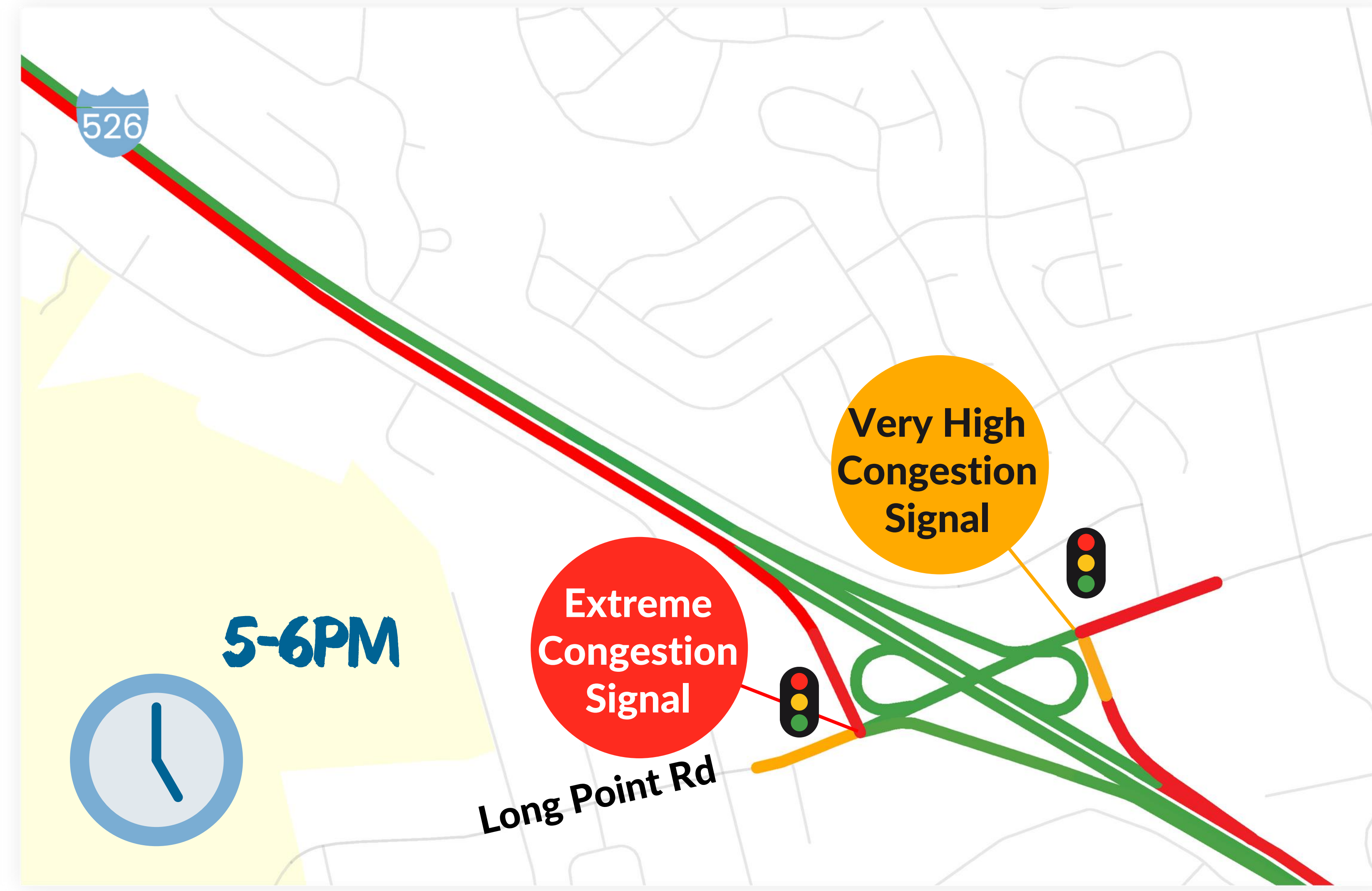
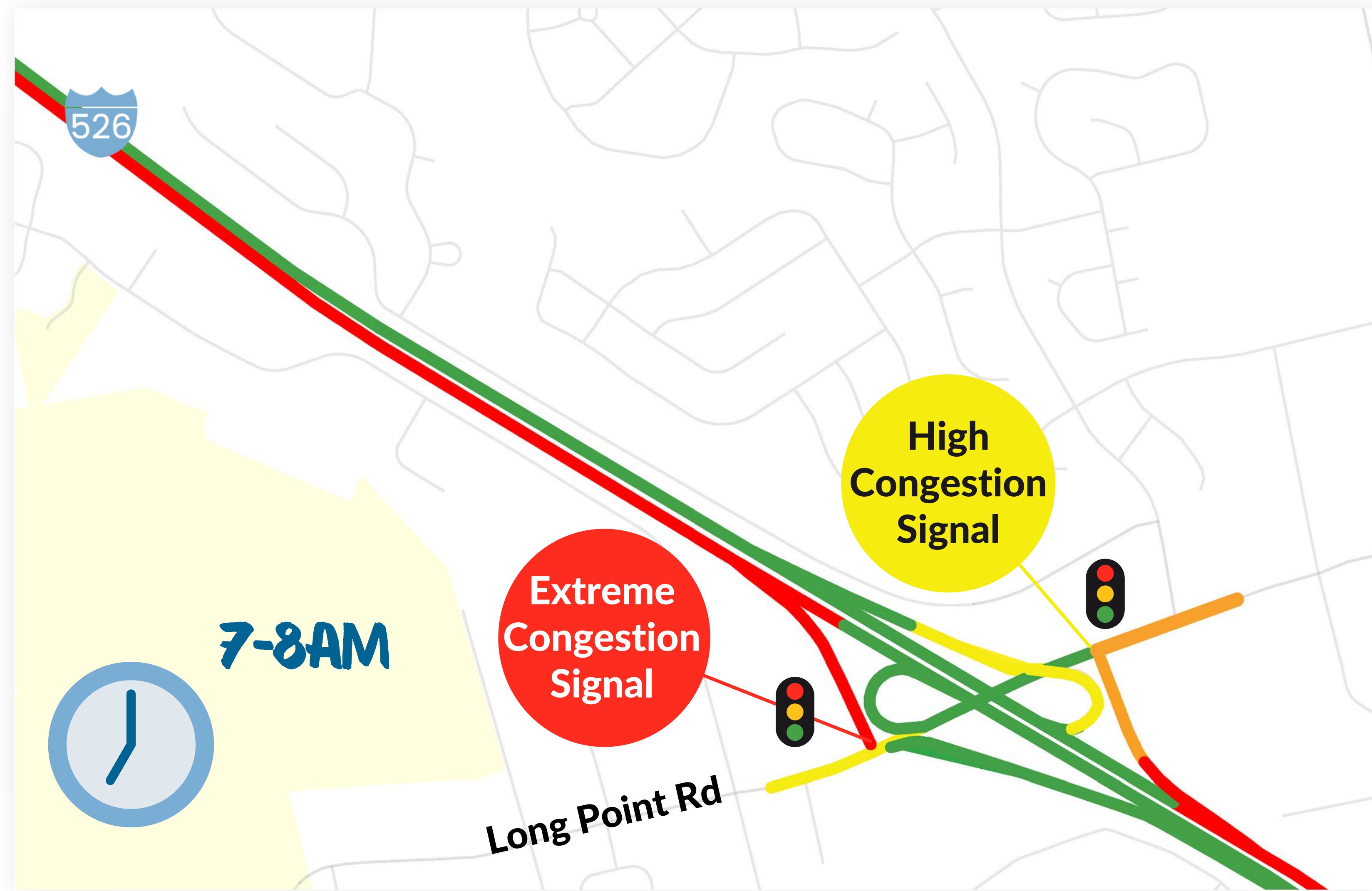


If new ramps were added as part of the Recommended Preferred Alternative, we would expect to see the number of trucks on Long Point Road decrease from 70% to 15% as a result. Additionally, the number of trucks using the ramp to get on I-526 westbound toward North Charleston would decrease from 64% to 4%. The new ramp traffic would be 90% trucks.

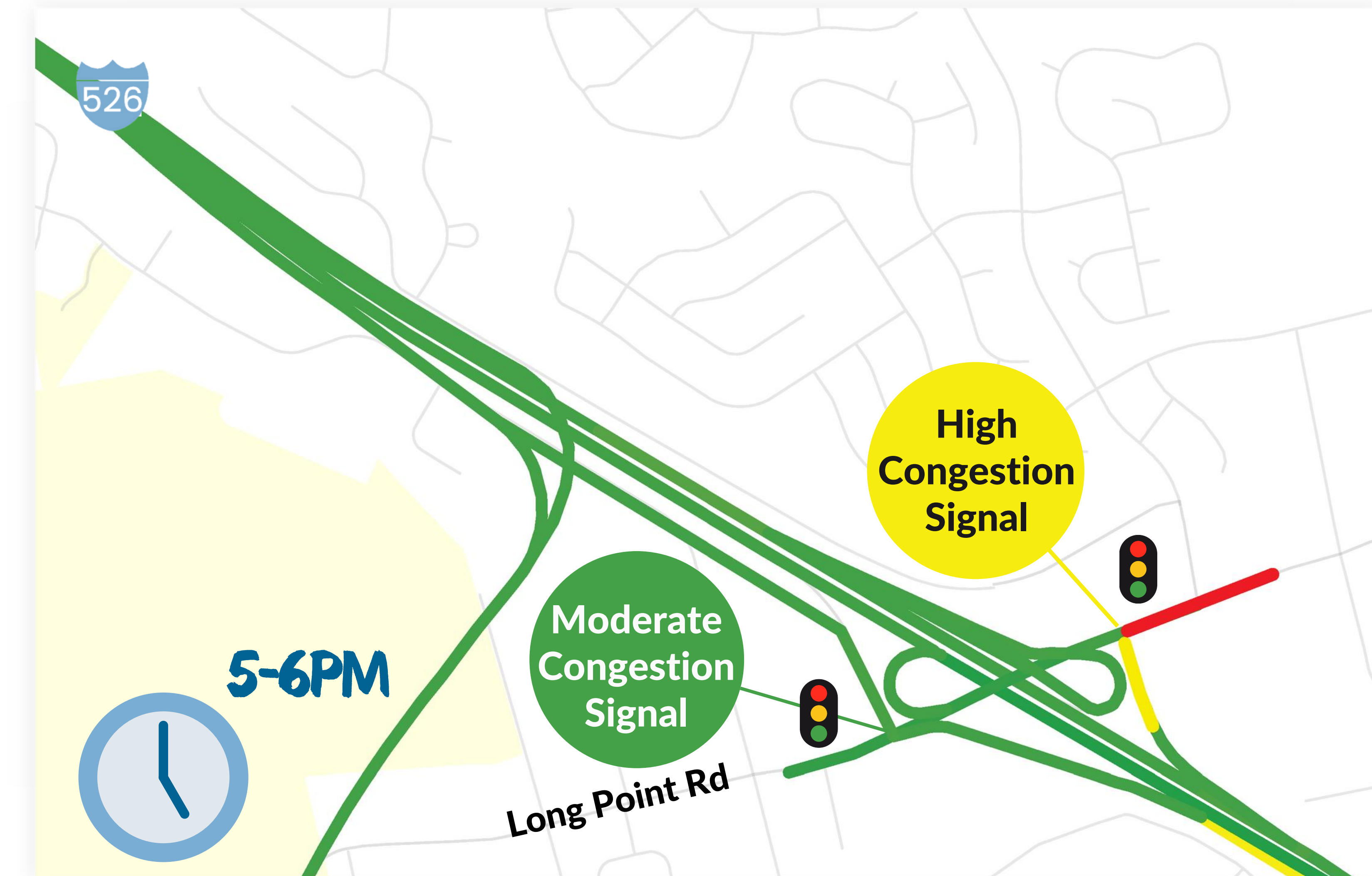
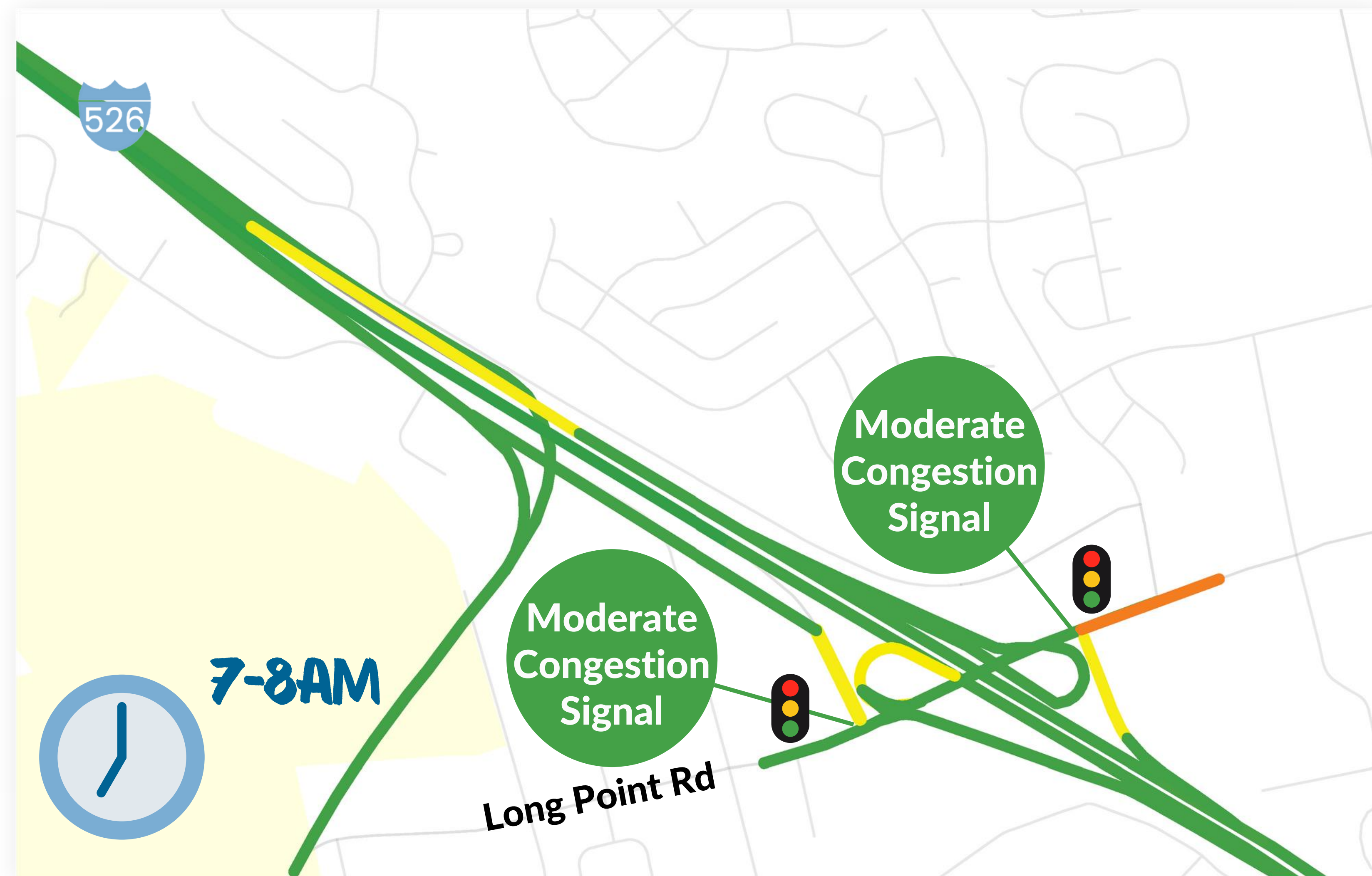


Anticipated Traffic Operations

2050 No-Build Conditions

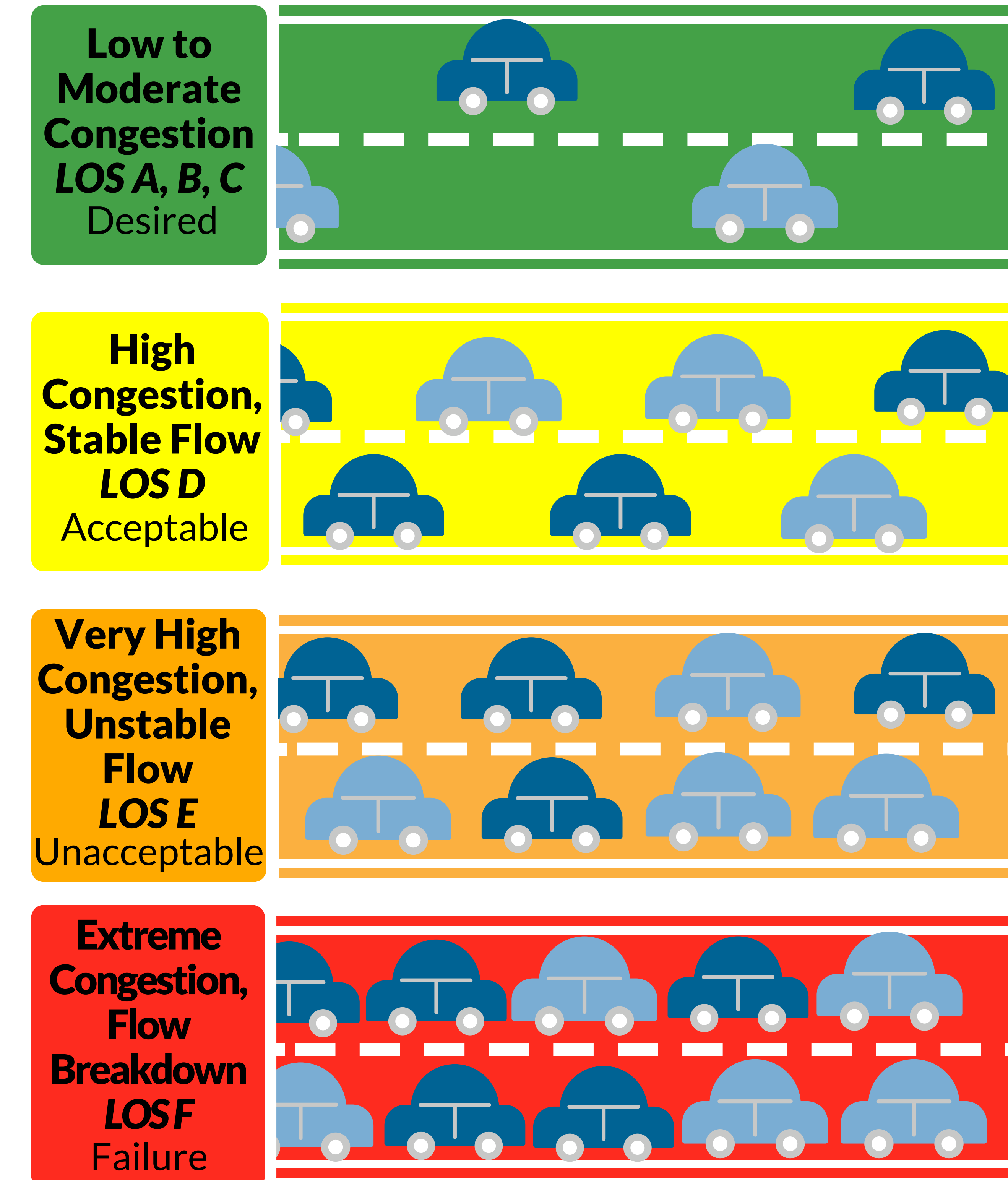


2050 Conditions with the Recommended Preferred Alternative



Traffic operations reflect future I-526 mainline widening.

Level of Service (LOS) is used to measure traffic operations and congestion. It is estimated differently for freeways, intersections, local roads, and ramps. LOS is measured on a scale of A (low congestion) to F (extreme congestion) as illustrated below.





Stop & Pause for Questions

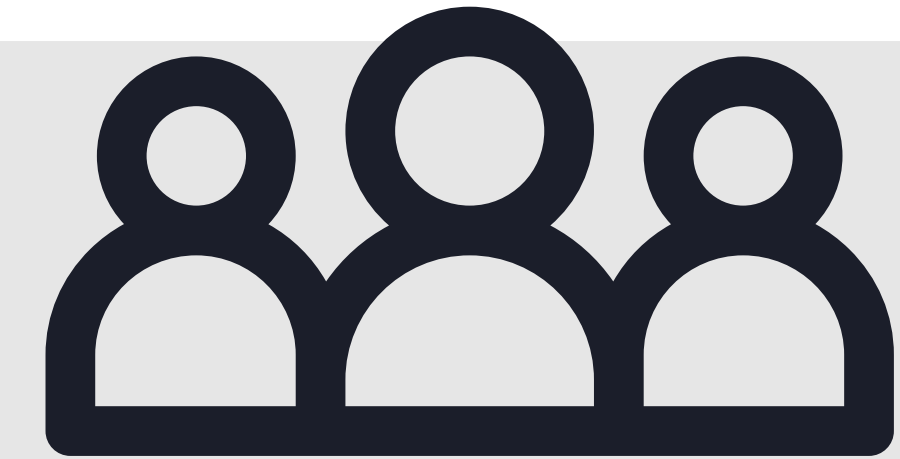


Alternative Analysis

I-526 @ Long Point Road Interchange Improvements



Alternatives Analysis



Stakeholder and Public Input

1

Step 1 Evaluation

Purpose and Need (Traffic Analysis and Engineering)

2

Step 2 Evaluation

Purpose and Need (Detailed Traffic Modeling), Engineering, and Project Goals

3

Step 3 Evaluation

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

Preliminary Alternatives



Range of Alternatives



Reasonable Alternatives

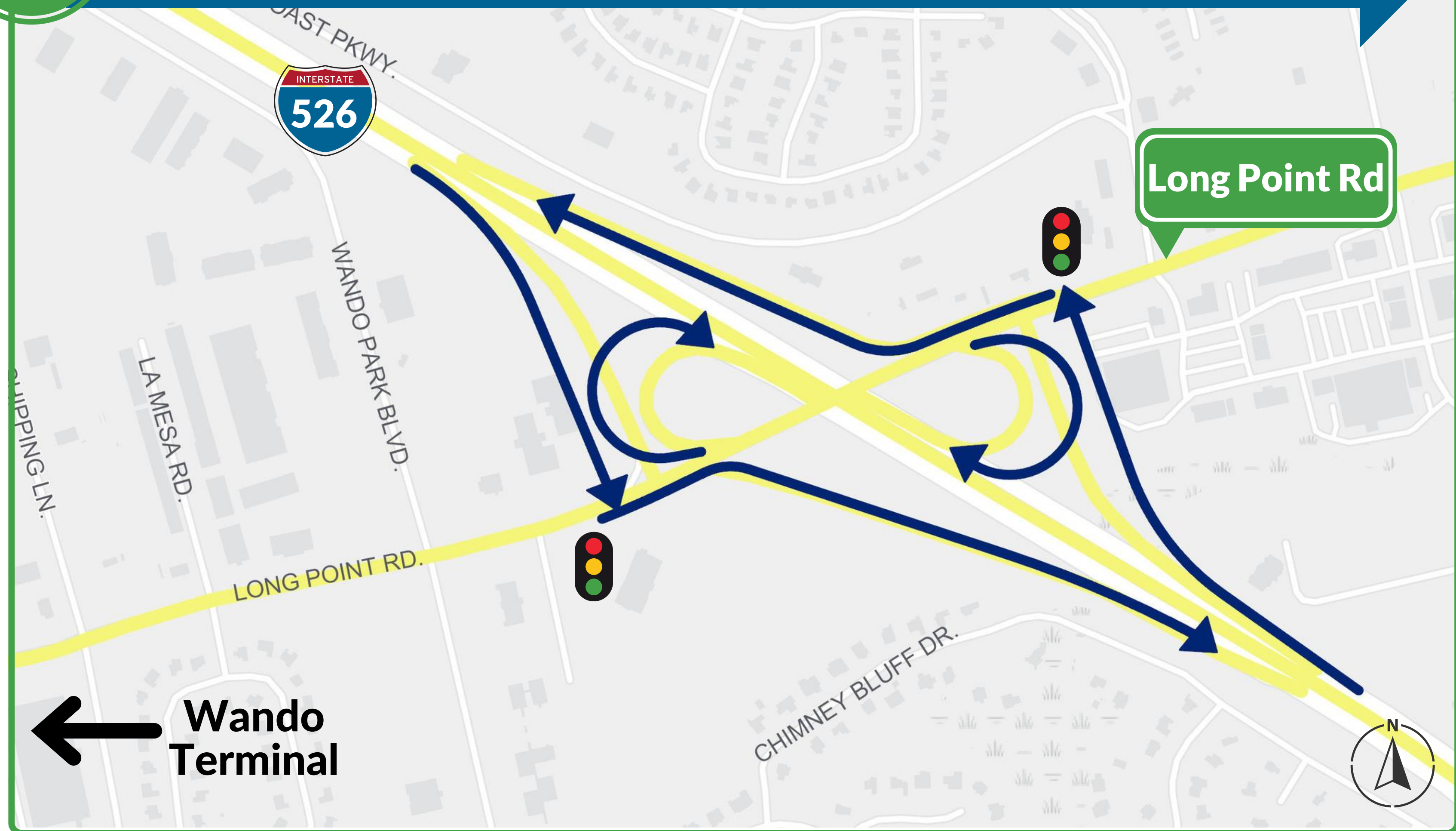


Recommended Preferred Alternative

The team evaluated the alternatives through a **three-step process** to identify the **Recommended Preferred Alternative**. Greater detail in analysis comes with each level of evaluation.

Range of Alternatives

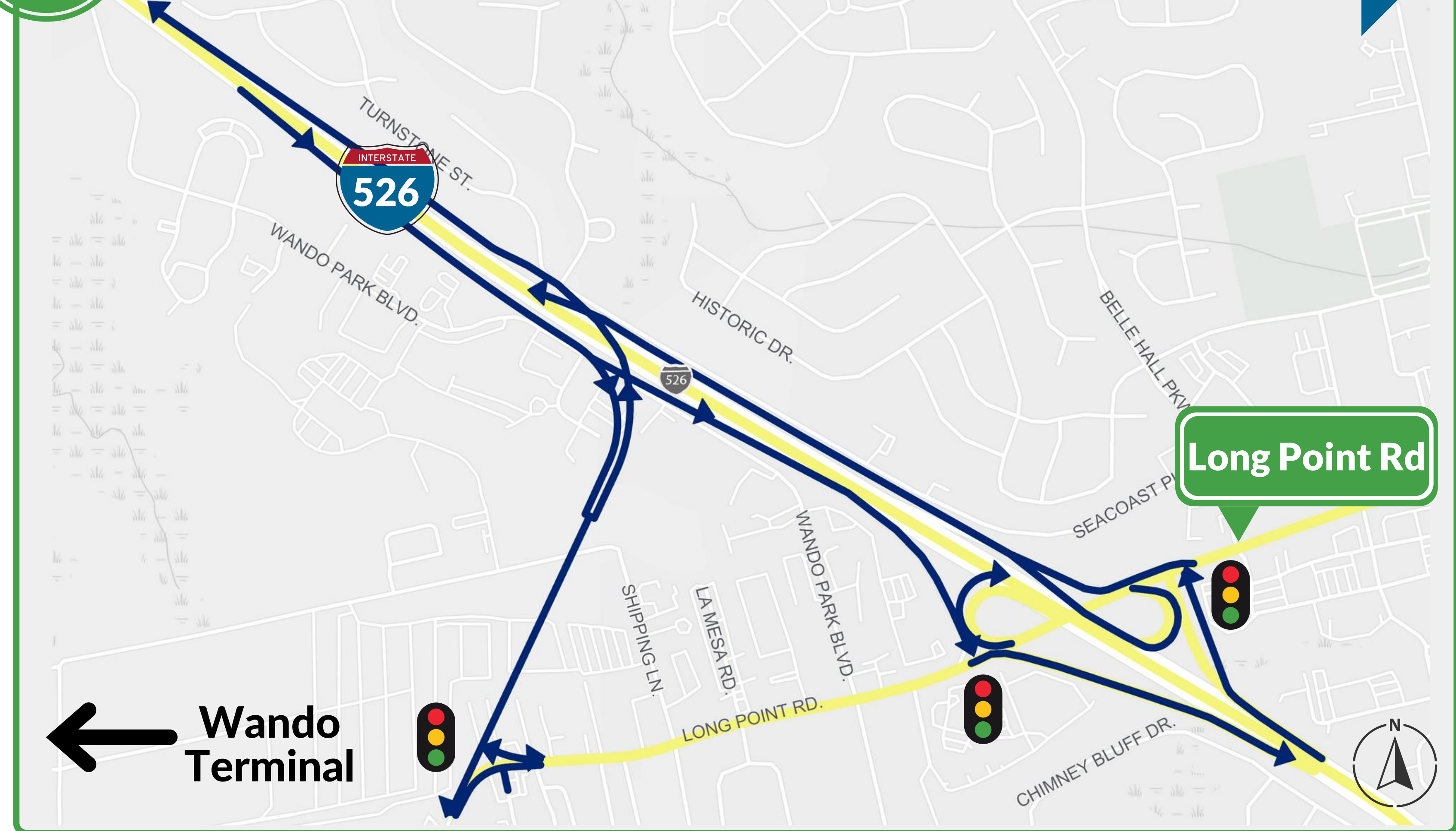
1 Alternative 1: Improved Existing Ramps



X

Based on the Step 2 Evaluation of the Range of Alternatives, **Alternative 1 does not meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.**

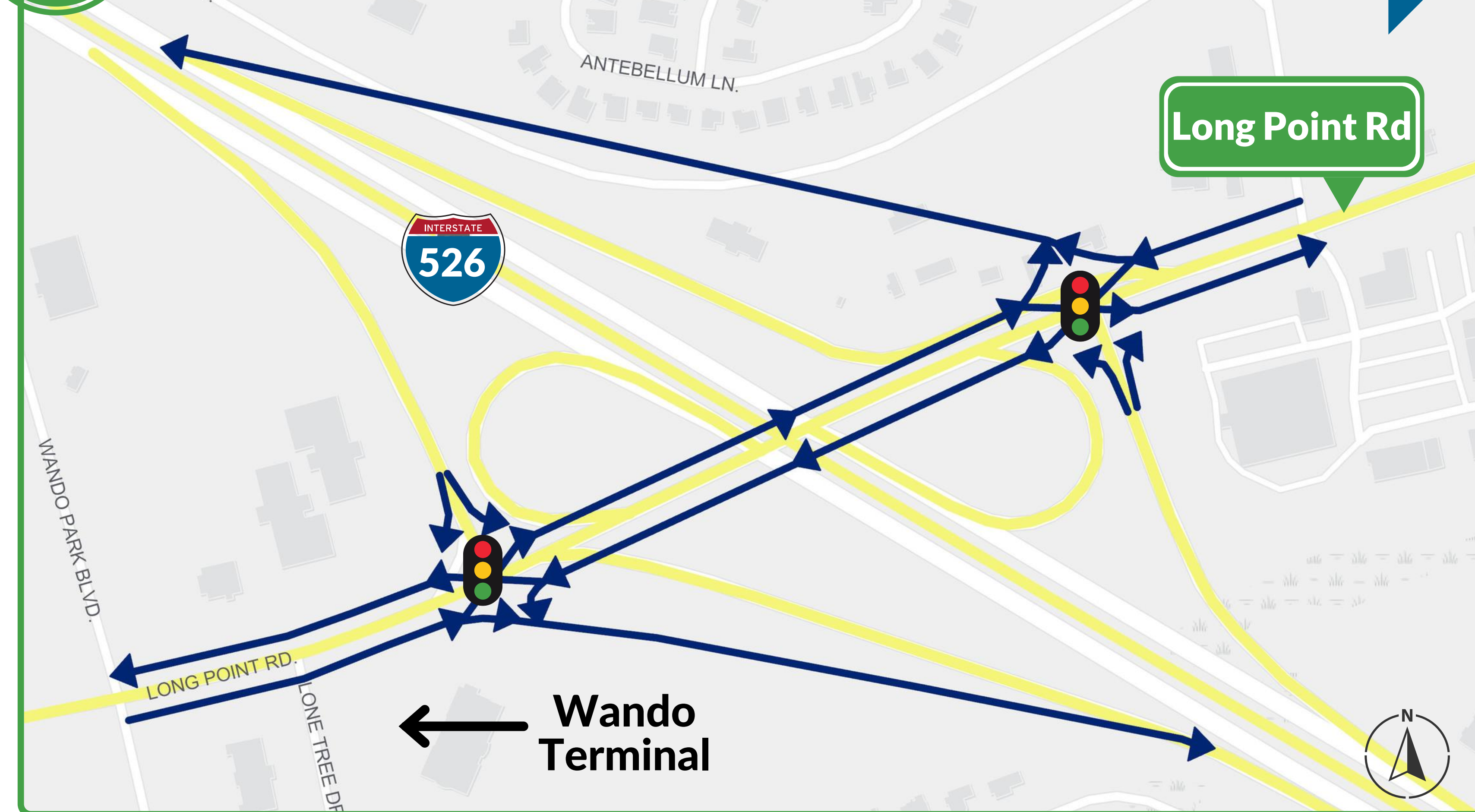
2 Alternative 2: New Port Access Ramps with Improved Existing Ramps



✓

Based on the Step 1 and 2 evaluations of the Range of Alternatives, **Alternative 2 meets the purpose and need of improving operations and reducing conflicts between port-related and local traffic and will move forward.**

3 Alternative 3: Diverging Diamond Interchange (DDI)



X

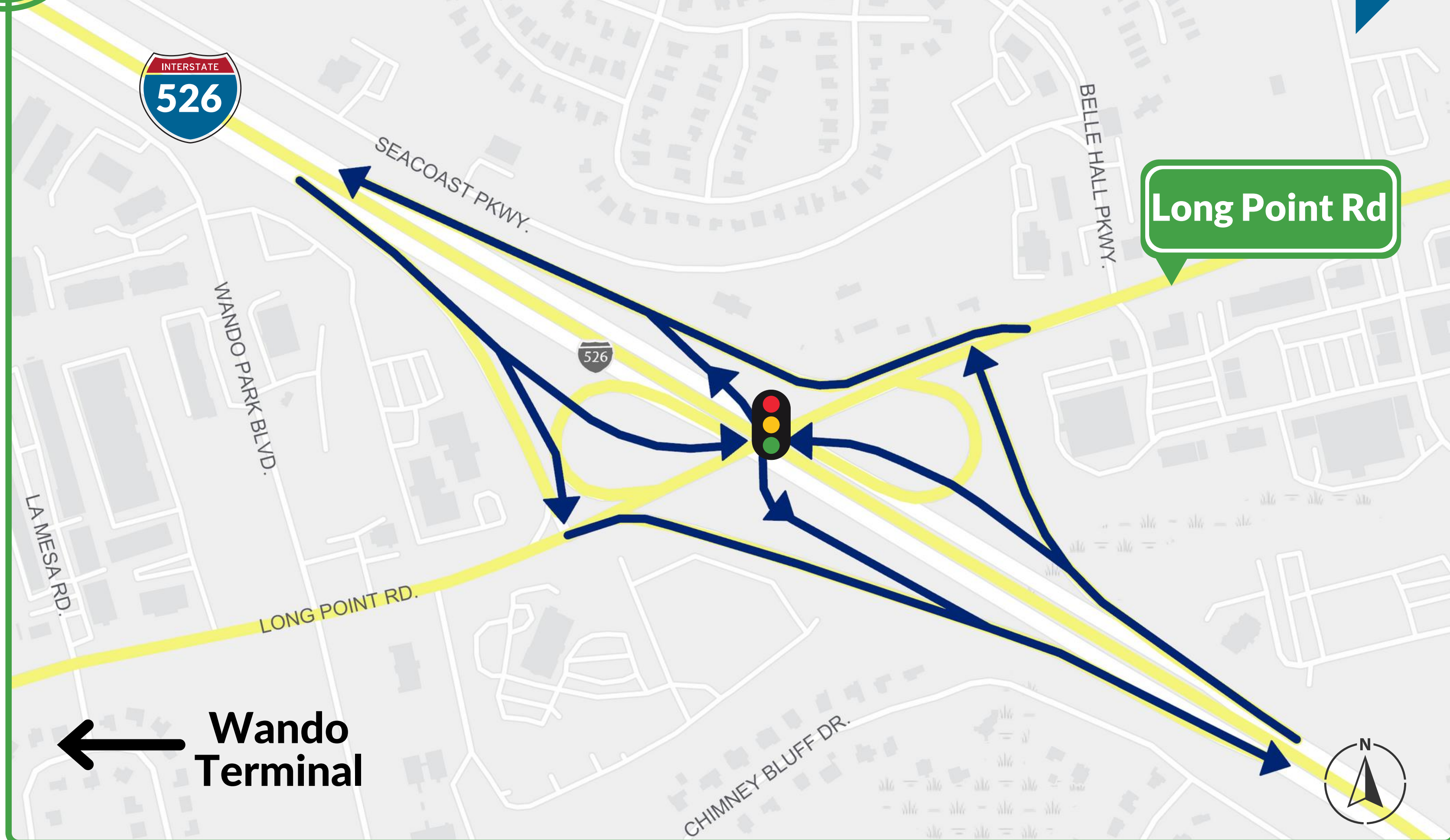
Based on the Step 2 Evaluation of the Range of Alternatives, **Alternative 3 does not meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.**

Legend:

- Existing
- Option

Range of Alternatives

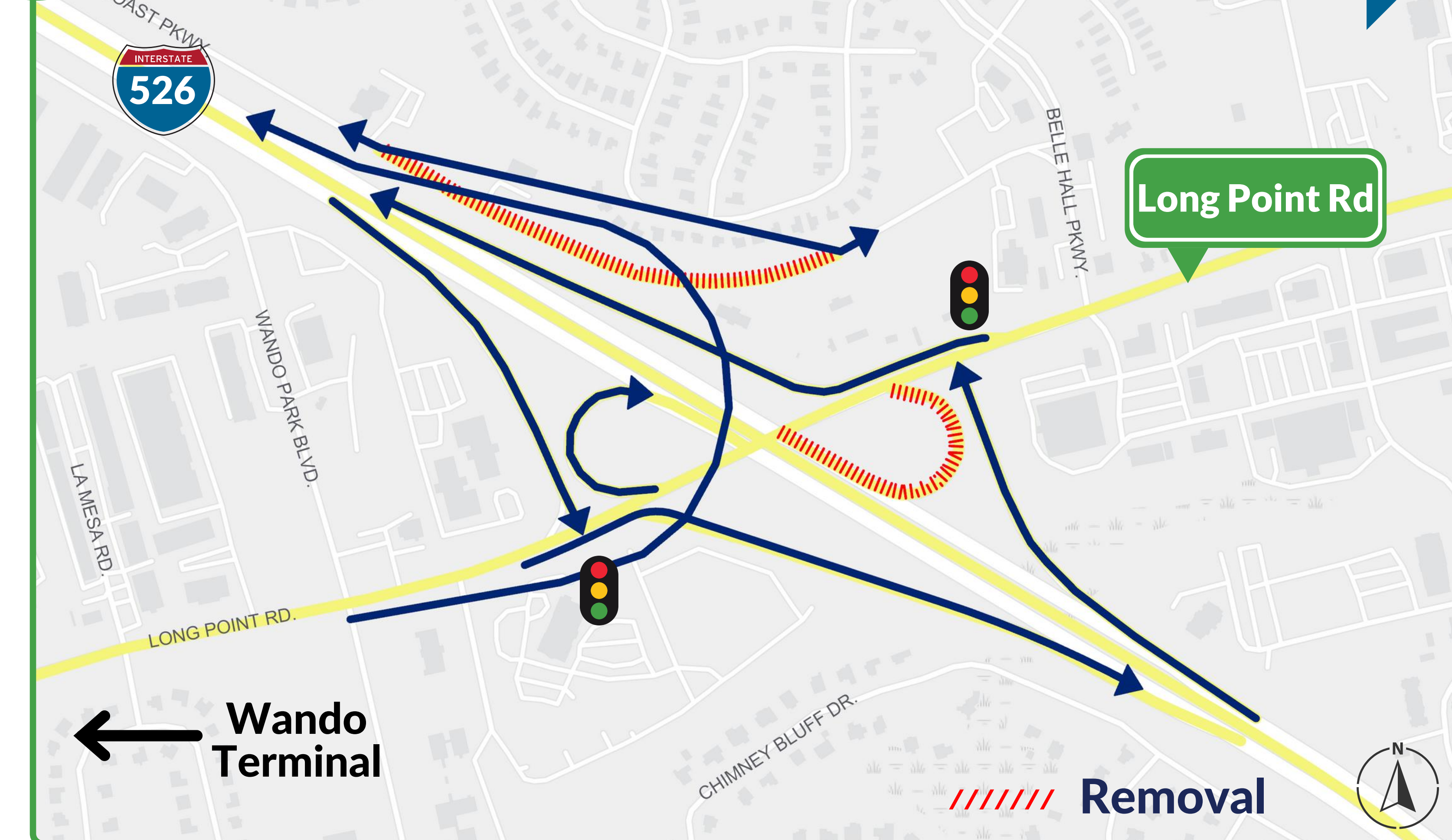
4 Alternative 4: Single Point Urban Interchange (SPUI)



X

Based on the Step 1 Evaluation, **Alternative 4** does not meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.

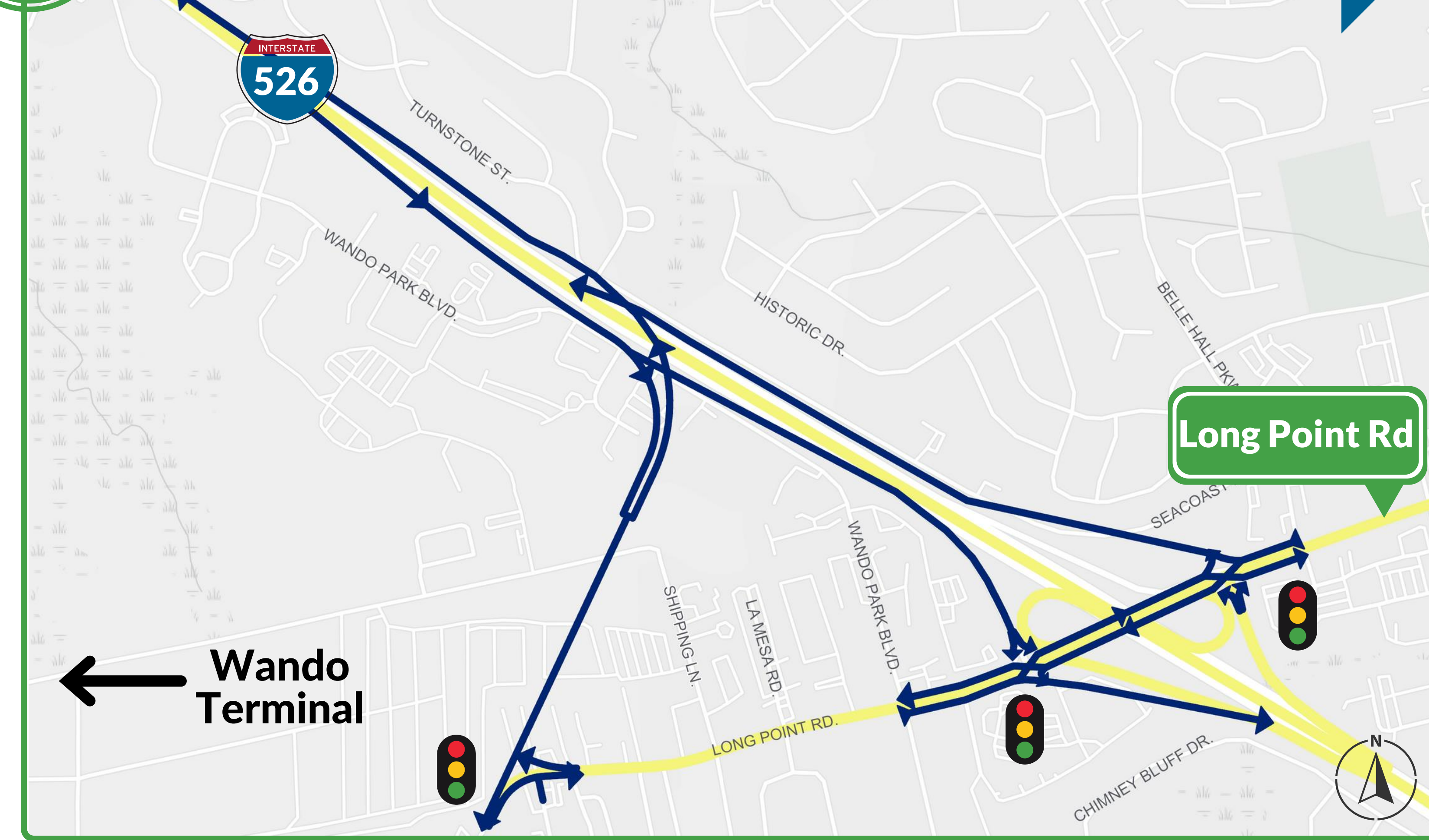
5 Alternative 5: Flyover



X

Based on the Step 1 Evaluation, **Alternative 5** does not meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.

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



X

Based on the Step 2 Evaluation of the Range of Alternatives, **Alternative 6** does not meet the purpose and need of improving operations.

Legend:

- Existing
- Option
- Removal

Alternatives are subject to change

As of April 2023

Potential Impacts Comparison

Evaluation Criteria		No-Build Alternative	Recommended Preferred Alternative
 Meets Purpose & Need	Improves Traffic Operations	No	Yes
	Reduces Truck Conflicts	No	Yes
 Meets Project Goals		No	Yes
 Right-of-Way Impacts	Total Potential Relocations	0	54 <i>(includes 2 outbuildings)</i>
	Residential	0	0
	Businesses (Unoccupied & Occupied)	0	51
	Churches	0	1
 Cultural Resources		0	1
 Hazardous Waste Sites		0	13
 Total Wetland Impacts		0 acres	14.1 acres
 Essential Fish Habitat		0 acres	2.79 acres
 Threatened and Endangered Species		No	May affect
 Preliminary Cost Estimate		\$0	\$280-360 million



Stop & Pause for Questions



Recommended Preferred Alternative

I-526 @ Long Point Road Interchange Improvements

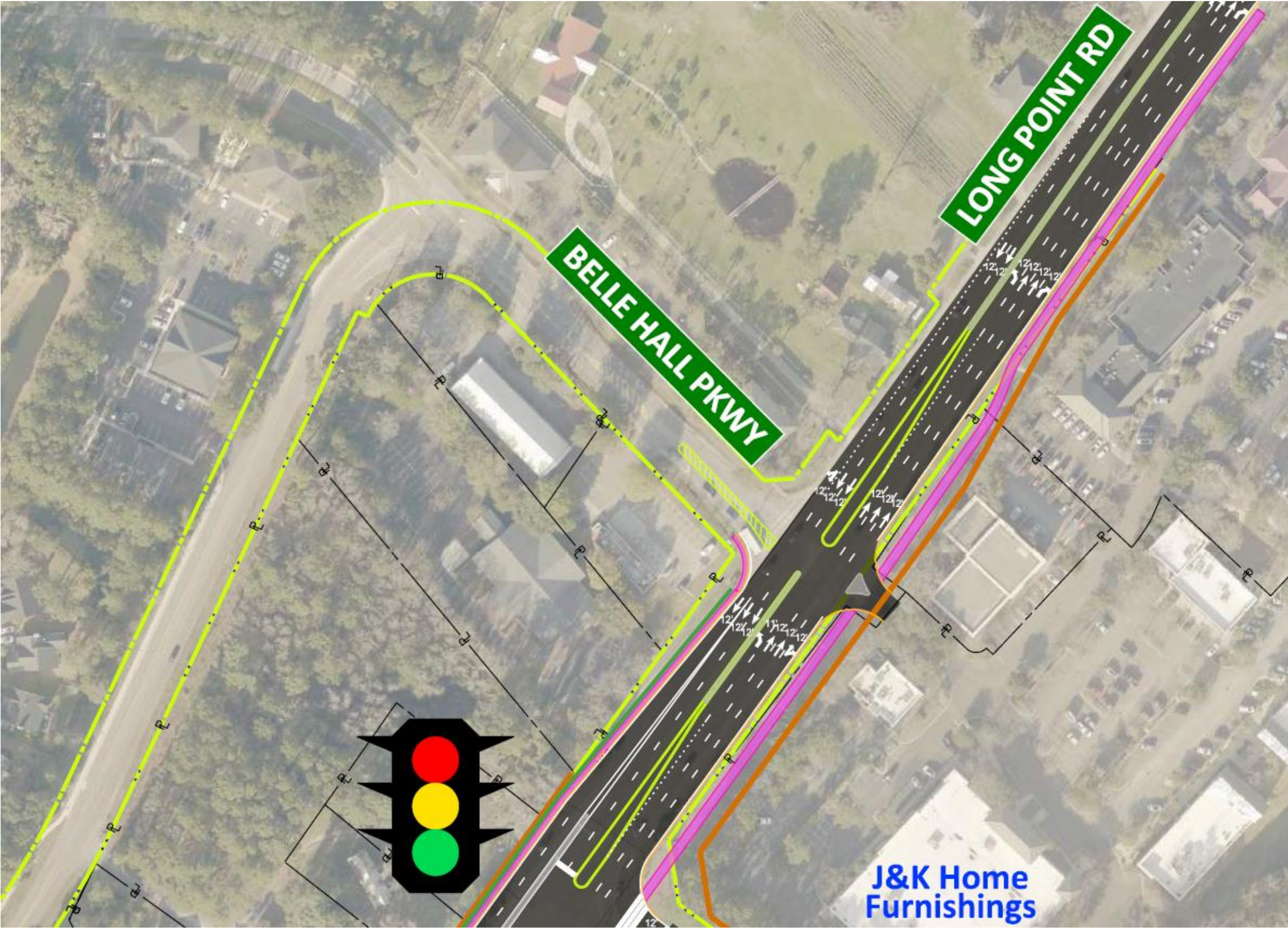


Recommended Preferred Alternative



We heard your concerns about Belle Hall Parkway

Operations at Belle Hall Parkway will remain the same as they are today!



The content of this display is conceptual only and not to be used for any type of construction, maintenance, or acquisition of right-of-way. As of April 2023.





Noise Analysis

I-526 @ Long Point Road Interchange Improvements

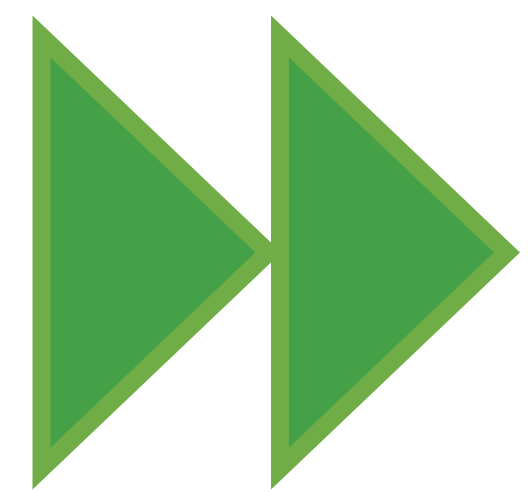


Noise Evaluation



What is a noise impact?

- Noise is defined as unwanted or excessive sound
- FHWA and SCDOT have established thresholds, or Noise Abatement Criteria, to determine when noise impacts occur
- These thresholds establish what further analysis is required to determine if noise levels can be reduced as part of a project



What are the next steps for the noise analysis?

- Any design changes made after public comments will require a review of the noise analysis
- Noise ballots will be sent out to those who would benefit from the noise wall for their input

Recommended Noise Walls

View A



View B



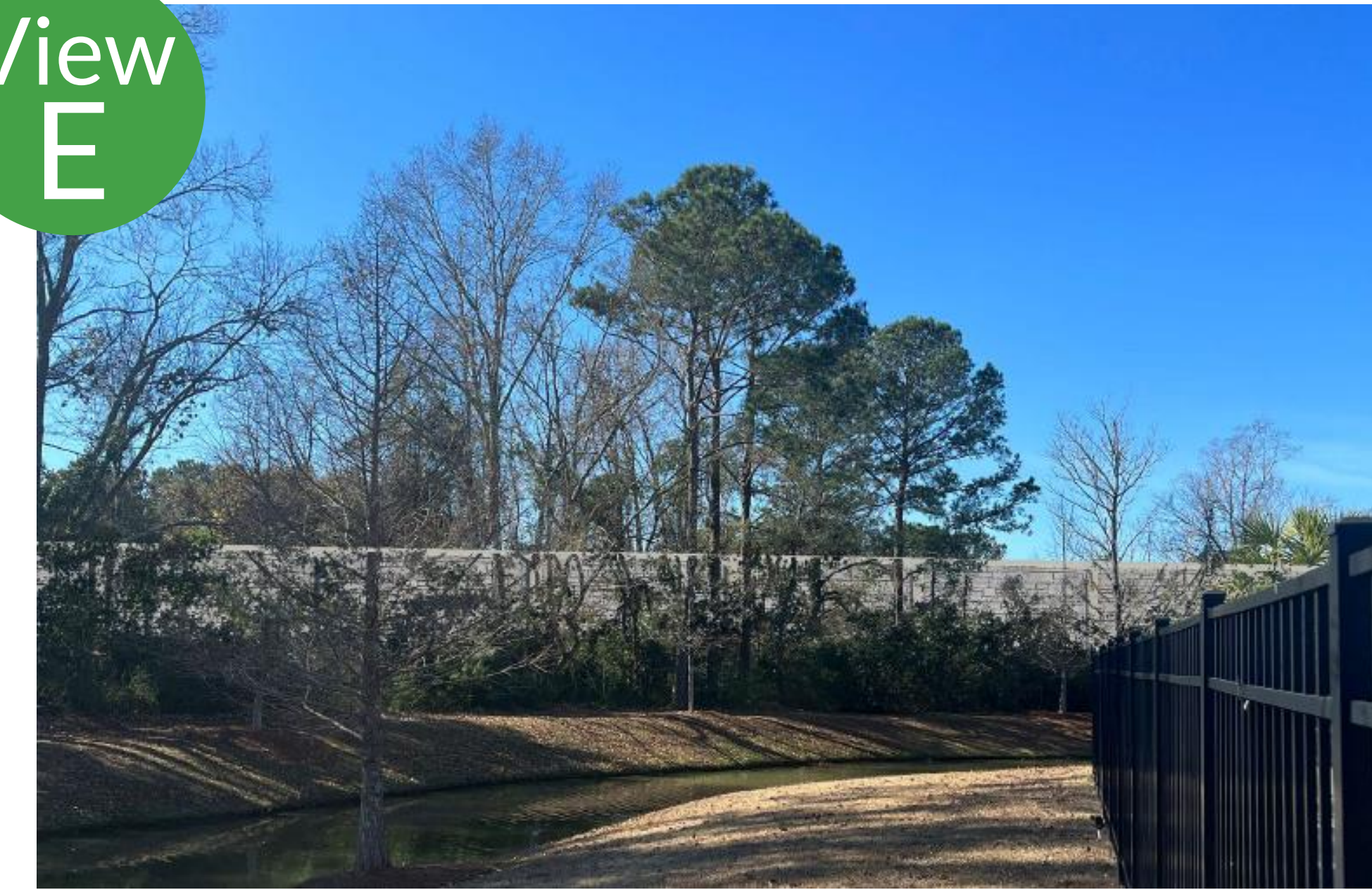
View C



View D



View E



View F

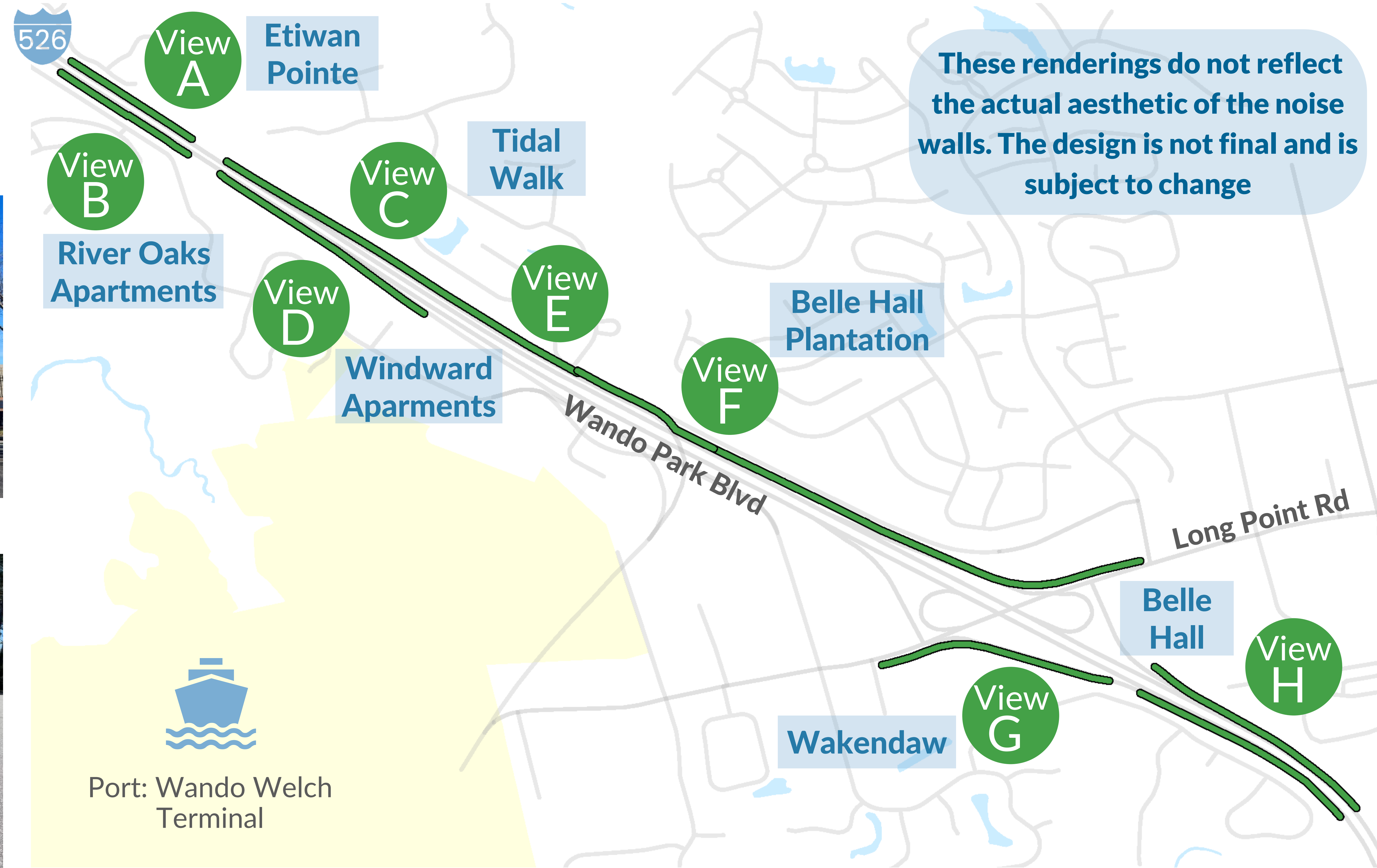
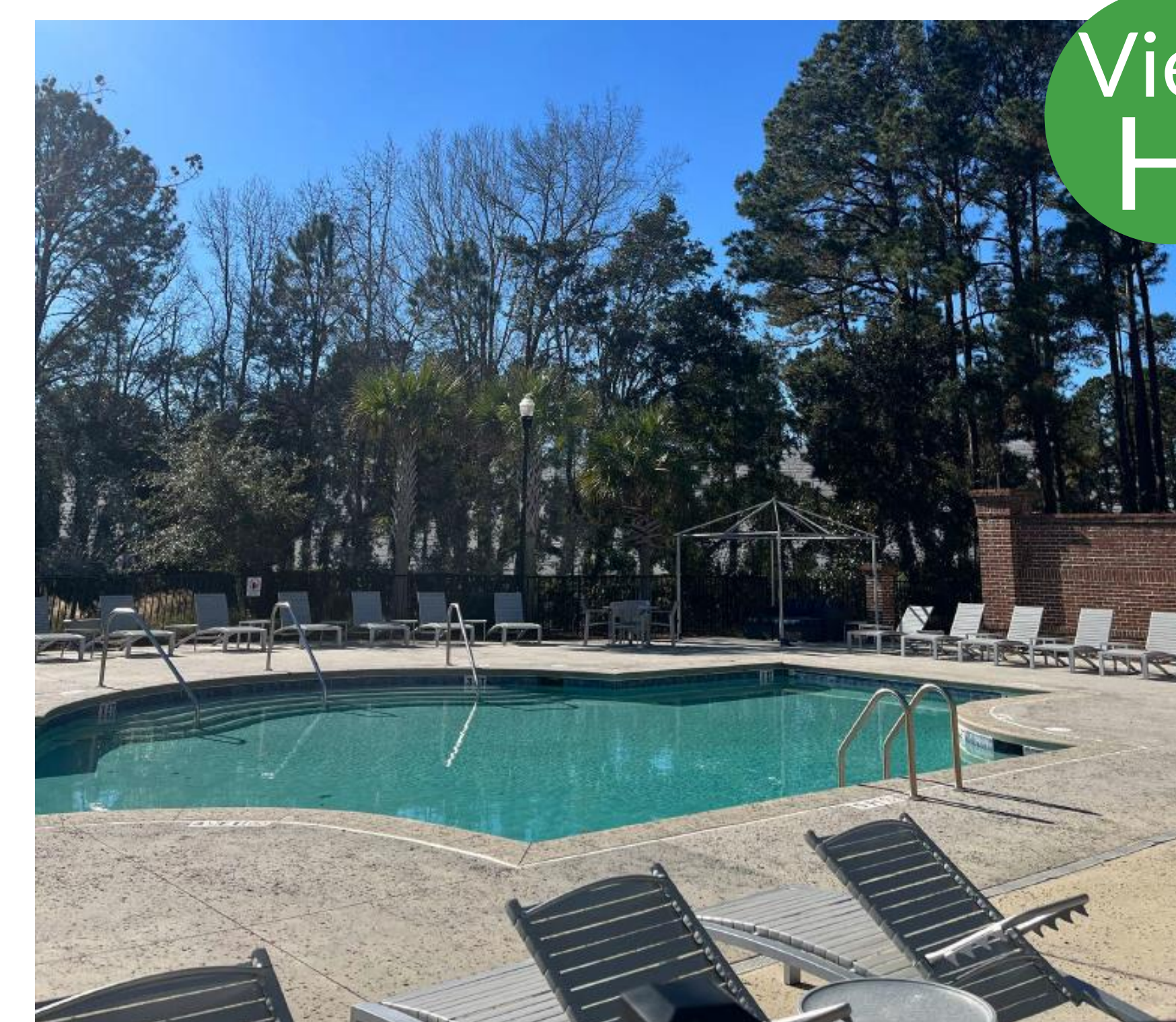


Noise wall is not visible from View F

View G



View H





Stop & Pause for Questions



Next Steps

I-526 @ Long Point Road Interchange Improvements



Proposed Project Schedule





Stop & Pause for Questions



Public Hearing Participation Overview

I-526 @ Long Point Road Interchange Improvements

Public Hearing



In-person

May 2, 2023, 4-7pm

*Mount Pleasant Town Hall
100 Ann Edwards Lane*

- Open house 4:00-7:00pm
- Formal verbal comment session @ 6:00pm
 - 2 minutes per person
 - *Advanced registration required (online or in-person by 5:55)*



Virtually

www.526LCCLongPoint.com

- ALL materials available online April 17
- Virtual formal verbal comment session via Zoom
 - 2 minutes per person
 - *Advanced registration required (online or in-person by 5:55)*
- Watch live formal verbal comment session broadcasted on our website
 - *No registration required*

Written Public Hearing Comments

Other ways to make your voice heard

Make your comment by May 17, 2023



Project Website

www.526LCCLongPoint.com

Submit a written comment



Project Email

info@526LowcountryCorridor.com



In-Person

At the Public Hearing

Paper comment forms will be available



Mail

SC Department of

Transportation

Post Office Box 191

955 Park Street

Columbia, SC 29202-0191



Stop & Pause for Questions

Stay Engaged



info@526LowcountryCorridor.com



www.526LCCLongPoint.com

View ALL materials online!



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Community Office:
5627 Rivers Avenue
North Charleston, SC 29406