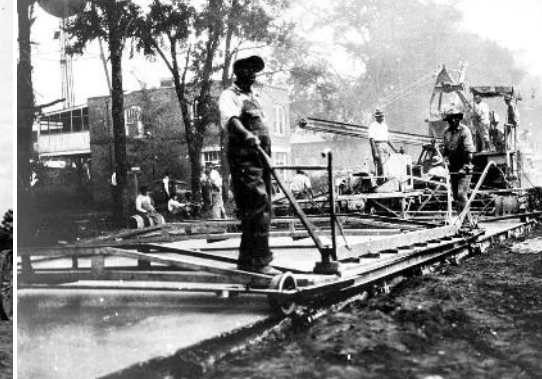
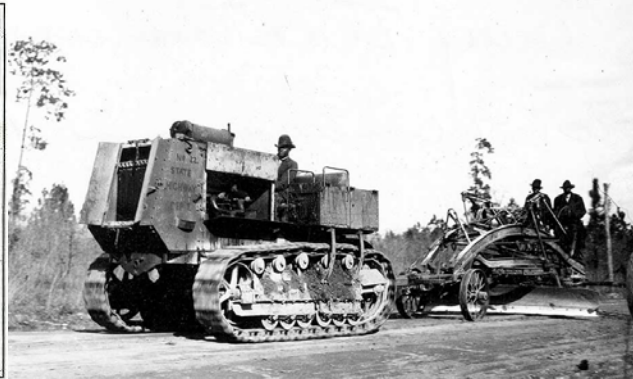
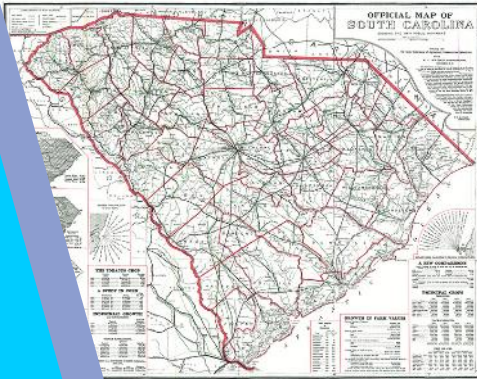
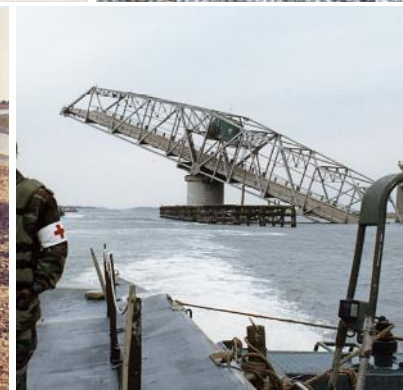


SCDOT Turns 100!



SCDOT Turns 100!



Today's Agenda

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



Project Limits

I-526 Lowcountry Corridor



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



LOWCOUNTRY CORRIDOR



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*



LOWCOUNTRY CORRIDOR



Project History

I-526 Lowcountry Corridor

YEAR	PHASE I	PHASE II
2013	Corridor Analysis Completed	
2014	Project Funded in STIP	
2015	Consultant Team Selected	
2016	NEPA & Public Involvement Initiated	
2017	<ul style="list-style-type: none">• Continue NEPA & Public Involvement• Begin Alternative Analysis	<ul style="list-style-type: none">• Project Funded• Consultant Team Selected• Initiate NEPA Tasks



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

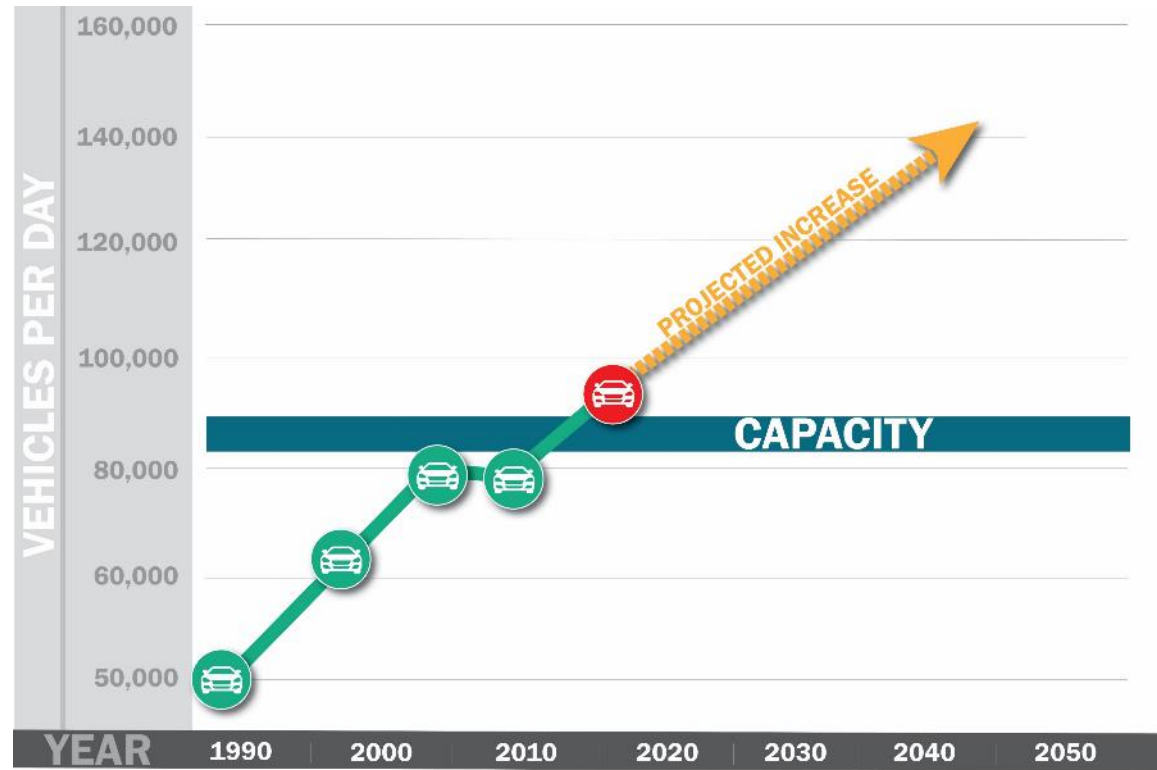


LOWCOUNTRY CORRIDOR



Capacity

I-526 Lowcountry Corridor Phase I

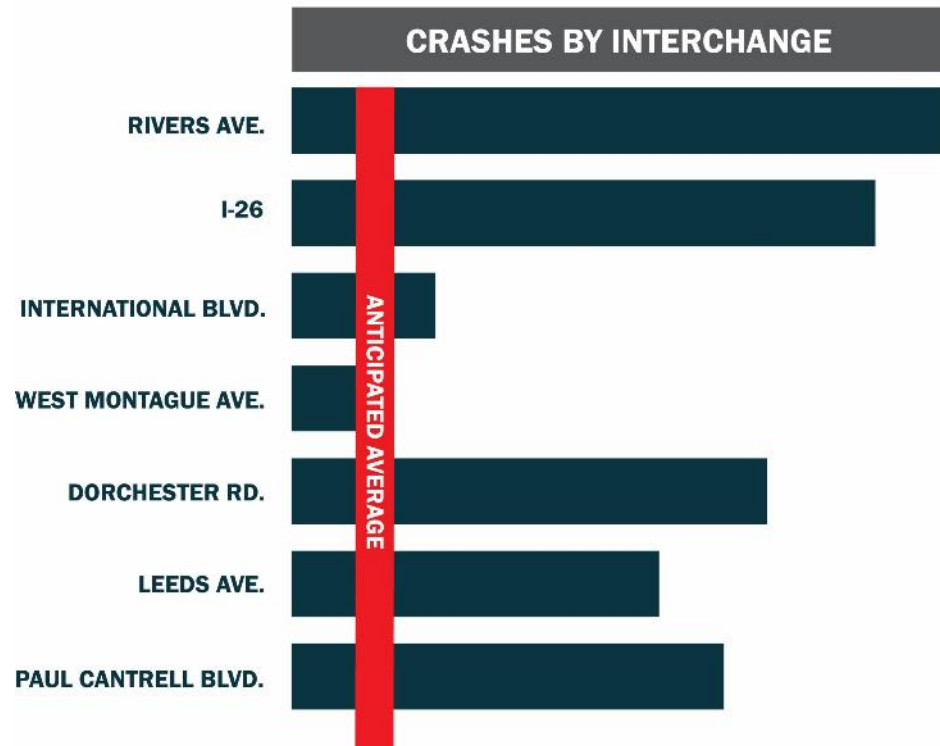


LOWCOUNTRY CORRIDOR



Crashes By Interchange

I-526 Lowcountry Corridor Phase I



LOWCOUNTRY CORRIDOR



Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

**Understanding the traffic problem
and potential solutions:**

What are the appropriate strategies?



LOWCOUNTRY CORRIDOR

SCDOT

Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

Previous Efforts Studied Effectiveness of:

- ➔ Travel Demand Management
- ➔ Modal Strategies
- ➔ Managed Lane Strategies



LOWCOUNTRY CORRIDOR



Travel Demand Management Strategies

I-526 Lowcountry Corridor Phase I

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



Carpool



Flextime



Telecommuting



Vanpool



LOWCOUNTRY CORRIDOR



Traffic Mitigation 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



Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I



➞ Ridesharing

➞ Transit

➞ Vanpooling



LOWCOUNTRY CORRIDOR



Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

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



Bus



Rail Transit



Rail



Bus Rapid
Transit



LOWCOUNTRY CORRIDOR



Traffic Mitigation Strategies

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)

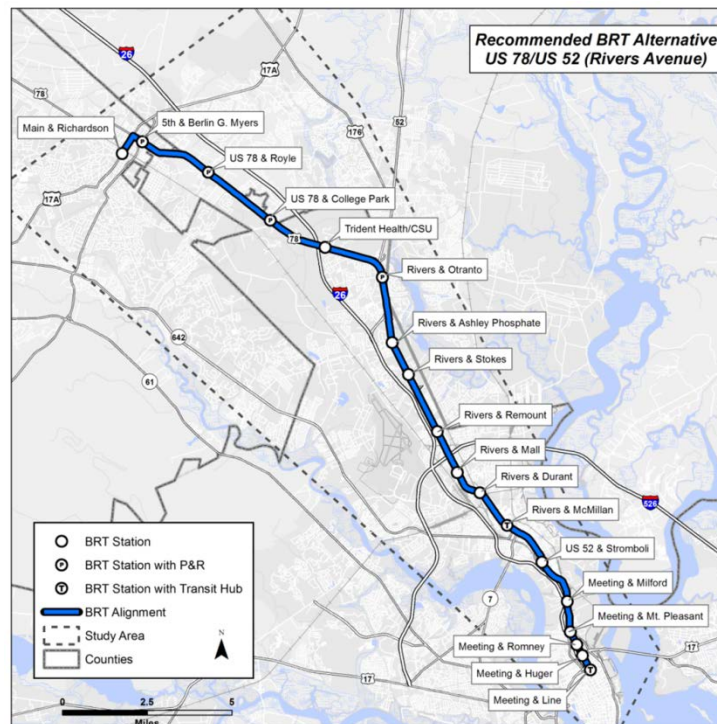


LOWCOUNTRY CORRIDOR



Traffic Mitigation Strategies

BCDCOG Bus Rapid Transit (BRT)



<https://bcdcog.com/brt>



Traffic Mitigation Strategies

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.



HOV Lanes



HOT Lanes

Managed Lane Strategies



LOWCOUNTRY CORRIDOR



Traffic Mitigation Strategies

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




LOWCOUNTRY CORRIDOR



Traffic Mitigation Strategies

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

EXPRESS TOLL LANES 

NE 128th St	\$1.25
NE 85th St	\$1.50
NE 6th St	\$1.75

HOV 3+ FREE W/FLEX PASS



LOWCOUNTRY CORRIDOR



Traffic Mitigation Strategies

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.

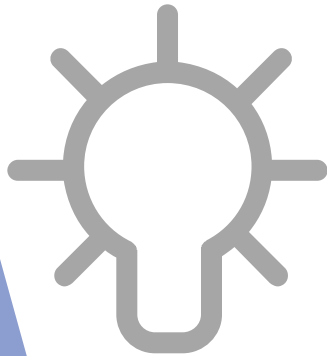


LOWCOUNTRY CORRIDOR



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?

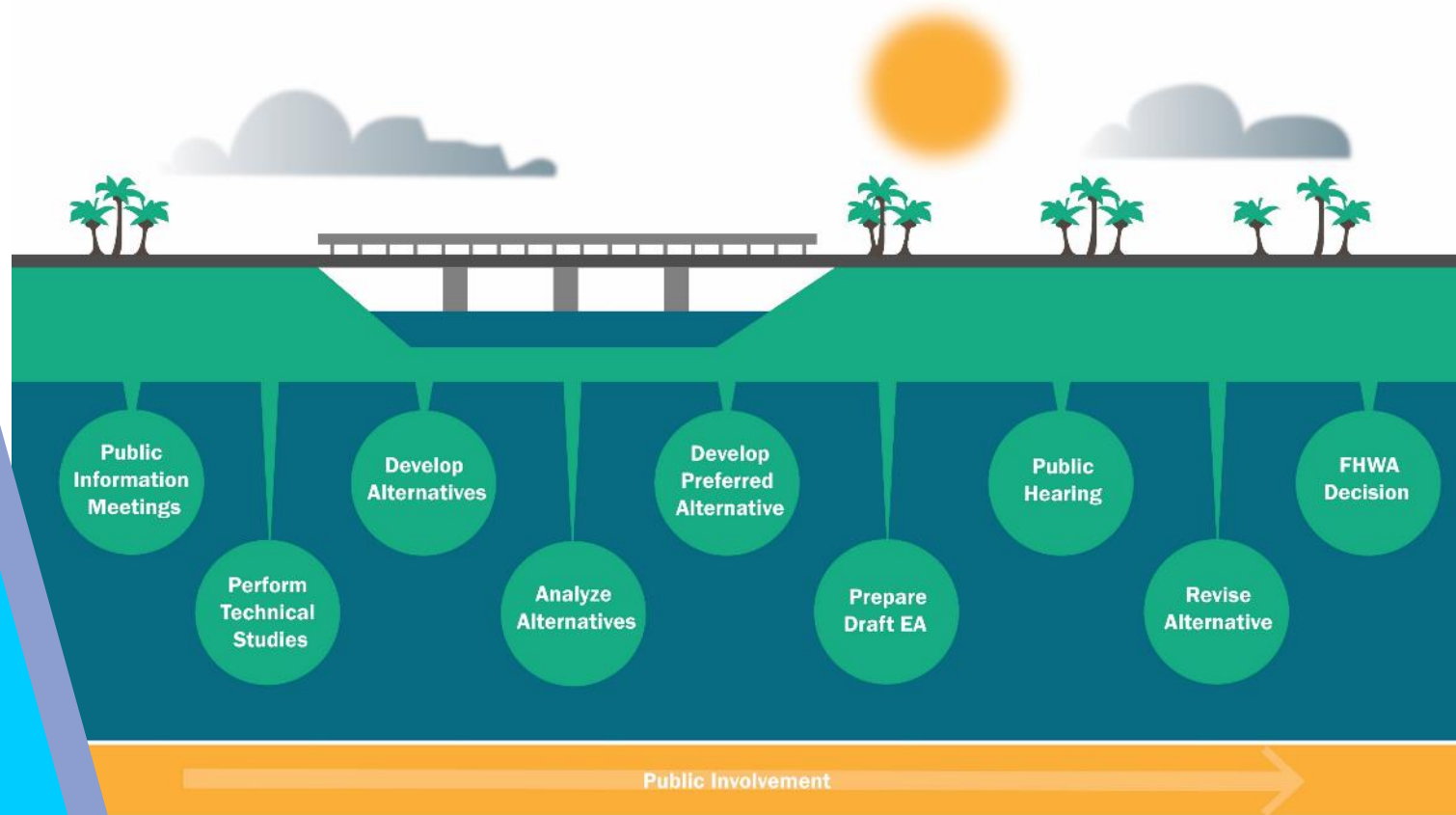


LOWCOUNTRY CORRIDOR



NEPA Process

I-526 Lowcountry Corridor Phase I

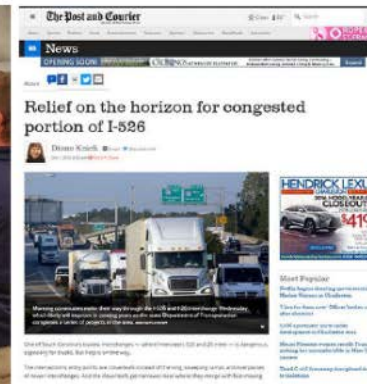
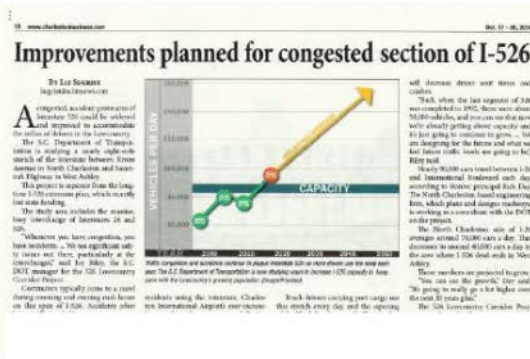


LOWCOUNTRY CORRIDOR



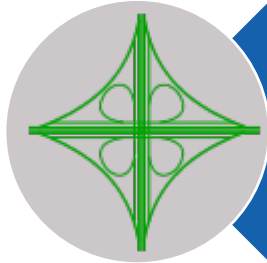
Public Engagement

I-526 Lowcountry Corridor Phase I

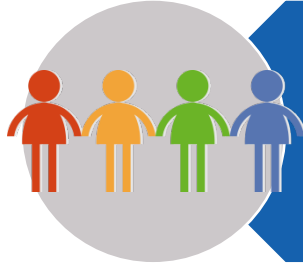


Ongoing Technical Studies & Design

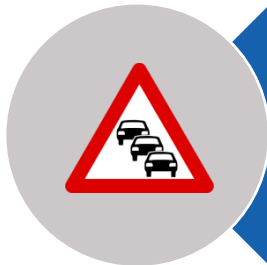
I-526 Lowcountry Corridor Phase I



Development of Alternatives



Continuous Public Input

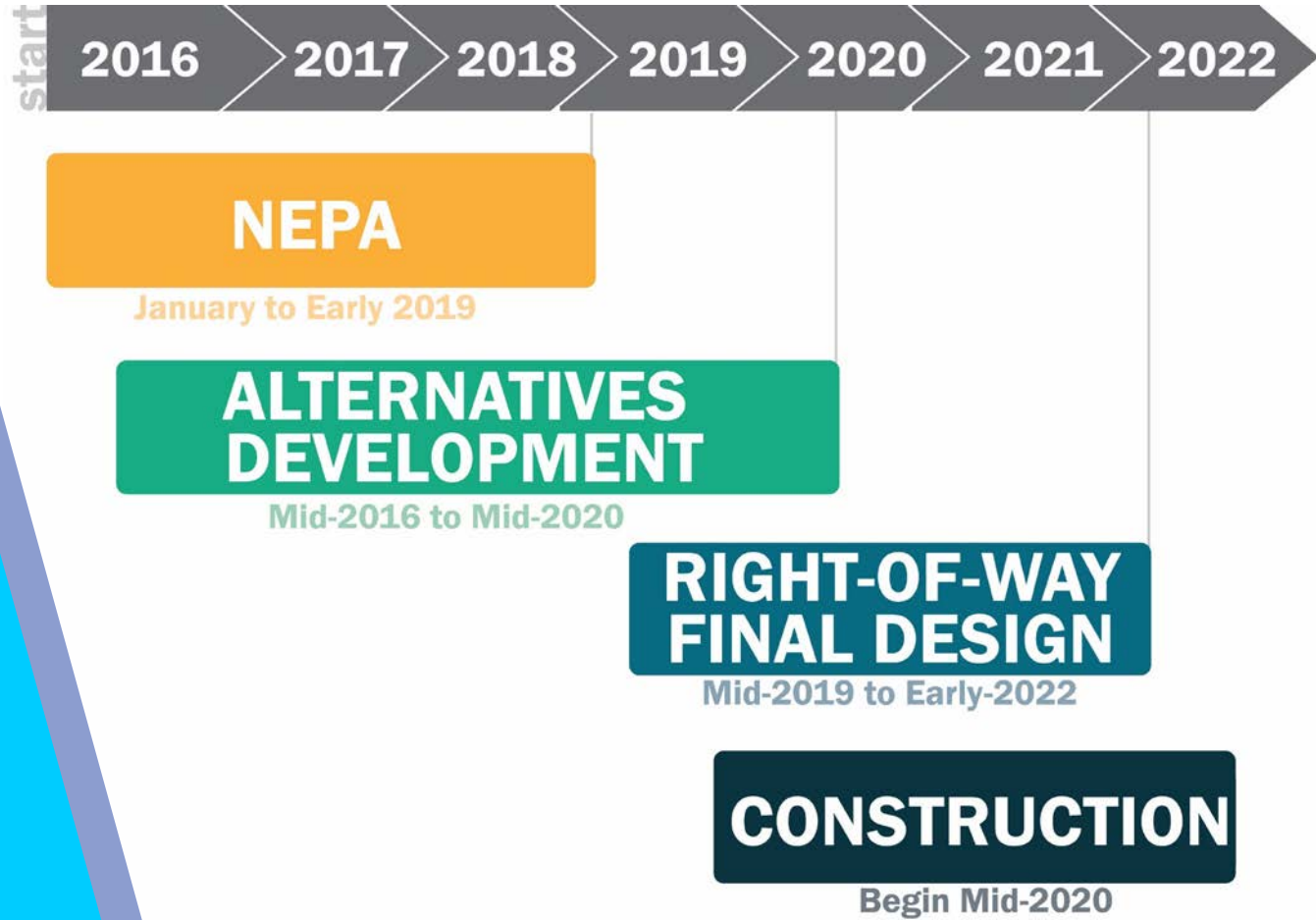


Analyze the Alternatives for Traffic Benefits & Environmental Impacts



Project Schedule

I-526 Lowcountry Corridor Phase I



LOWCOUNTRY CORRIDOR



Contact Information

I-526 Lowcountry Corridor Phase I

website



www.526LowcountryCorridor.com

facebook



www.Facebook.com/526Corridor

twitter



@526Corridor

email



526distribution@scdot.org

mail



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

phone



(803) 737-1346



LOWCOUNTRY CORRIDOR



Thank You!



**Less congestion.
Safer roads.**

www.526LowcountryCorridor.com