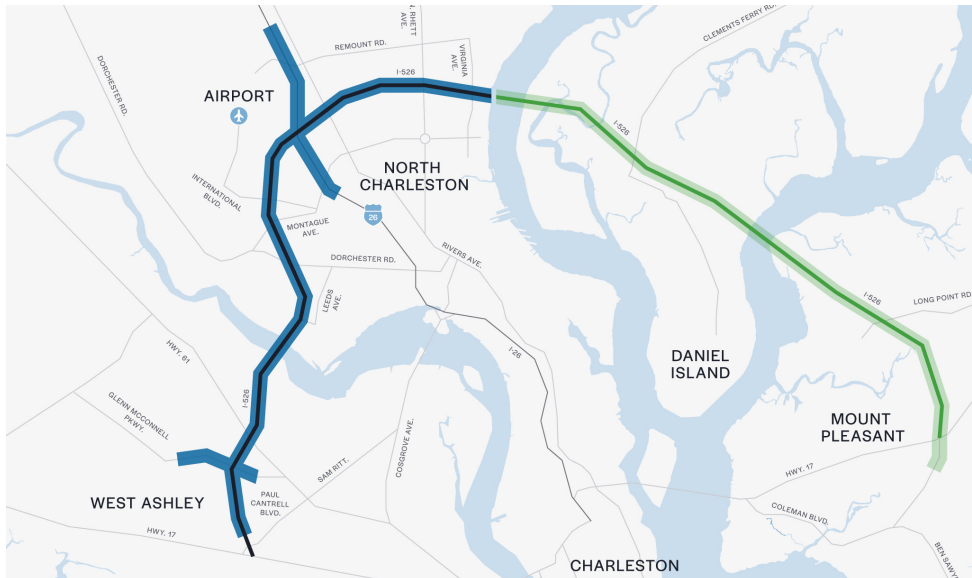


## SPRINGTIME FOR I-526 LCC

*New Project Limits, Branding, and Website*



**I-526 LCC West Project**

**I-526 LCC East Project**

As spring arrives with splashes of new color from the flowers and trees, the I-526 Lowcountry Corridor (LCC) emerges out of a long winter of planning and project development. Some significant project changes have developed over the last several months for these two projects that span the 23-mile corridor of existing I-526. For instance, the project limits have been updated. The I-526 LCC West begins at Paul Cantrell Boulevard in West Ashley and now extends to the new terminus of Virginia Avenue in North Charleston. The I-526 LCC East project, now begins at Virginia Avenue and follows the existing I-526 roadway to U.S. 17 in the Town of Mount Pleasant.

One key update is that an Environmental Impact Statement (EIS) is being prepared for the I-526 LCC West instead of an

Environmental Assessment (EA). The I-526 LCC East project is in the planning phase and project feasibility studies are in progress.

Additionally, the I-526 LCC West and East projects also have a new look. The I-526 LCC team has rebranded the two projects so they are easily recognizable and distinguishable. Along with a new look, the project website has been updated and restructured to accommodate information about both projects. The site is still at the same location [526lowcountrycorridor.org](http://526lowcountrycorridor.org), just with a new look and feel.



### MILE MARKERS

*A look at where we've been and where we're going on the I-526 Lowcountry Corridor projects.*

#### W I-526 LCC WEST

##### Where We've Been in 2018:

- ▶ [Project priorities established](#)
- ▶ Initial environmental studies completed
- ▶ Interchange concepts developed
- ▶ NEPA coordination for elevation to EIS

##### Where We're Going in 2019:

- ▶ Alternatives development and analysis
- ▶ Community and stakeholder meetings
- ▶ Public input on alternatives
- ▶ Begin developing preferred alternative

#### E I-526 LCC EAST

##### Where We've Been in 2018 & Where We're Going in 2019:

- ▶ Traffic analysis underway
- ▶ Survey data collection in process
- ▶ Environmental studies underway
- ▶ Public involvement plan being developed
- ▶ Bridge and roadway feasibility analysis underway

##### New Website Features Include:

- Educational videos
- Resource maps
- A mobile-friendly interface

# I-26 Corridor Management Study

## Examining ‘Managed’ Lanes

Managed lanes are separated from general purpose lanes by a physical barrier or pavement markings. These special purpose lanes are controlled to maintain free-flowing traffic conditions.

### Options Include:



#### Vehicle Eligibility

Buses or carpools



#### Access Control

Limited on and off ramps



#### Tolls

Traditional or congestion pricing



### A GLOSS for WORDS

*Don't be at "A Gloss for Words" when it comes to major infrastructure projects!*

**We explore and explain common transportation terminology below!**

- ▶ **Corridor:** Transportation corridors are typically a linear area with one or more modes of transportation—such as highways, railroads, or public transit—linking major gateways and hubs, where both passenger and freight traffic mix.
- ▶ **Environmental Impact Statement (EIS):** An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders.
- ▶ **Environmental Assessment (EA):** An EA is prepared when the significance of a proposed project's effects are not clearly known. An EA essentially determines whether an EIS should be prepared. If significant impacts are identified, an EIS must be completed.

Could tolled, high-occupancy vehicle (HOV) or some other sort of “managed” lanes help improve traffic conditions in the Charleston region?

An ongoing SCDOT study aims to answer that question.

Managed lanes are freeway lanes separated from general-purpose lanes by a physical barrier or pavement markings. They are controlled to maintain free-flow traffic conditions—approximately 45 miles per hour—through vehicle eligibility (buses or carpool), access control (limited on and off ramps), and/or tolls (traditional or congestion pricing).

As part of the I-26 Corridor Management Plan project, the concept of a regional managed lanes network is being analyzed for all of existing I-526, as well as I-26 between Ridgeville and downtown Charleston.

SCDOT officials say the resulting analysis could provide options to improve future freeway operations.

“Because a network of managed lanes is truly evaluated as ‘system,’ the potential for such improvements are regional in nature,” said I-526 Lowcountry Corridor project manager Joy Riley.

The initial stages of the analysis will determine if managed lanes would benefit travelers. If viable, the concept will be refined to identify proposed start and end points and the type of lane to be implemented, whether carpool, express or some other option.

The study includes a review of further improvements to the I-26 corridor including congestion management and truck mobility improvements, transit service improvements, and interchange-level improvements throughout the I-26 corridor.

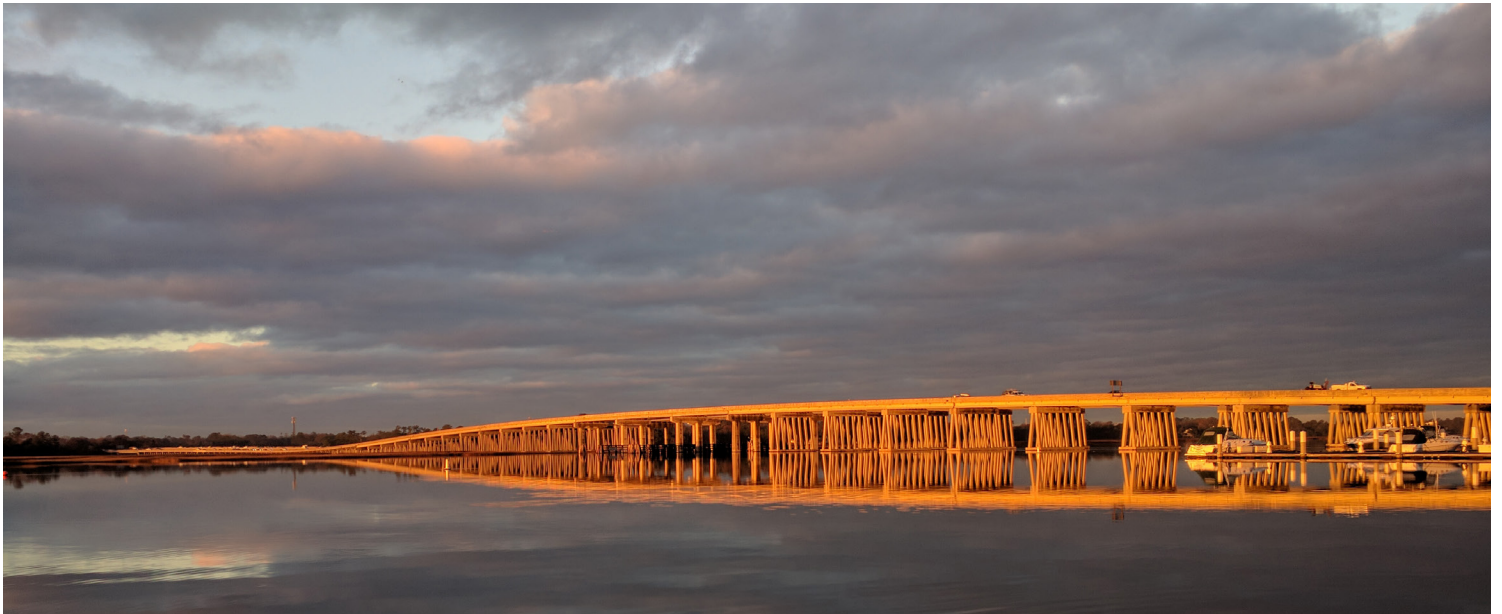
The preliminary findings of the I-26 Corridor Management Plan, including a regional managed lanes concept, will be presented for public input at a summer 2019 public meeting. Additional information regarding the public meeting will be available on the I-26 Corridor Management [project website](#).



*Above: The I-26/I-526 interchange.  
Below: Free-flowing traffic on I-526 LCC West.*

# Streamlined Environmental Review Process: One Federal Decision

WEST



*The Westmoreland Bridge is a key piece of infrastructure on I-526 LCC West.*

After initial analysis, it was determined that the environmental review for the I-526 LCC West project should be elevated from an Environmental Assessment (EA) to an Environmental Impact Statement (EIS).

The I-526 LCC West project will follow a streamlined environmental review process mandated by Executive Order 13807: Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects.

This process applies specifically to projects undergoing an EIS.

Through a memorandum of understanding (MOU) called Implementing One Federal Decision (OFD) Under Executive Order 13807, federal agencies agree to actively participate in environmental reviews and communicate with one another in a structured process that starts early in the project development process so

that agencies can “identify concerns, raise potential issues early in the review process, and identify solutions.” The MOU also calls for cooperation to accomplish several relevant goals.

#### *The goals of the streamlined process are:*

- **Completion of all environmental reviews and permitting within two years of the publication of the notice of intent**
- **Active communication between agencies**
- **Concurrent agency reviews**
- **Development of a permitting timetable**
- **A commitment to the process and improvements of the process**

In addition to the MOU, a working agreement between the United States Coast Guard (USCG), United States Army

Corps of Engineers (USACE), United States Environmental Protection Agency (USEPA), United States Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration (NOAA), and Federal Highway Administration (FHWA) was reached for major infrastructure projects that require the preparation of an EIS. These agencies, along with state natural resource and regulatory agencies, have been actively engaged working together to develop a schedule to streamline the NEPA and permitting processes for the project. This should result in quicker delivery of this major project in the Lowcountry Region.

*“The I-526 LCC WEST project is one of the first few Environmental Impact Statements in the nation being developed by SCDOT and FHWA under the One Federal Decision process.”*

*- Joy Riley, SCDOT Project Manager*





Joy Riley speaks to Park Circle residents in March 2019.

# Speaking of the I-526 LCC...

## *Project team engages community via speakers bureau*

The I-526 Lowcountry Corridor project team met with community residents in North Charleston March 18, 2019, to answer questions and discuss project progress. The meeting, held at Felix C. Davis Community Center in Park Circle, was organized by North Charleston councilman Bob King and attended by more than 60 residents. If you're interested in having the project team speak to your neighborhood or group about the I-526 LCC projects, please [contact](#) SCDOT project manager Joy Riley.

## Contact Us:

### *We Want to Hear from You!*

Your comments and suggestions are important to the development of a quality transportation project. We have multiple ways for you to stay informed about upcoming project-related events and information updates.



**I-526 Lowcountry Corridor Project Manager**

**Joy Riley, PE, PMP, CPM, SCDOT**

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**P:** 803.737.1346



#### Email

[Visit](#) our website to join our mailing lists, stay up to date, and get notified of public involvement opportunities.



#### Social Media

Follow us on our social media channels for regular updates at @526Corridor on [Twitter](#) and [Facebook](#).



#### Mail

I-526 Lowcountry Corridor Project  
SC Department of Transportation  
Post Office Box 191  
955 Park Street, Room 401  
Columbia, SC 29202-0191



#### Text / SMS

Text 1526 to 555.888 for project updates via text message.

### BRIDGES OF THE LCC

*In a region abundant with rivers, bridges play an important role in mobility.*



#### The Westmoreland Bridge

The Westmoreland Bridge (Ashley Crossing) is a Stringer, or Multi-Beam, Bridge that was opened 1982 with an overall length of 3,900 feet.



#### The Don N. Holt Bridge

The Holt Bridge (Cooper Crossing) is a Truss Bridge that was opened to traffic in 1992 with an overall length of 27,065 feet.



#### The James B. Edwards Bridge

The Edwards Bridge (Wando Crossing) is a Segmental Box Girder Bridge that was opened to traffic around 1989 with an overall length of 7,900 feet.



U.S. Department of Transportation  
**Federal Highway Administration**



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