

PUBLIC HEARING VIDEO SCRIPT – COMPILED ANIMATIONS

If you are coming from Downtown Charleston on I-26, on the right hand side of the screen, and headed to Aviation Avenue or Remount road (on the left side of the screen), you would exit I-26 onto a new parallel road near West Montague Avenue. Following along that road, you would travel underneath the I-526/I-26 interchange to a parallel road on the other side that would provide you with direct exits to Aviation Avenue and Remount Road.

If you're coming from Aviation Avenue or Remount Road (on the left side of the screen) and headed downtown on I-26 (on the right side of the screen), you would take the same road you do today--the parallel road next to I-26. You would then stay left onto a new ramp to I-26, pass under I-526, and head towards downtown just like you do today.

If you're coming from West Ashley on I-526 (bottom of the screen) and going to Aviation Avenue or Remount road, you would use the same ramp you do today. The only difference is that in the proposed design, this ramp would also let you connect right over to the parallel road which has exits to Aviation Avenue and Remount Road. This means you wouldn't have to worry about immediately crossing over several lanes of traffic to be able to access those roads like you do today.

If you're on I-526 coming from Mount Pleasant (on the top of the screen) and headed to Aviation Avenue and Remount Road (on the left side), you would exit onto the new parallel road along I-526. If you continue along that road and stay left onto the new exit ramp for I-26, those 2 left lanes would become part of the road parallel to I-26. Just as it does today, that parallel road has direct exits onto Aviation Avenue and Remount Road. This means you would never have to merge onto I-26 itself.

If you were going to Mount Pleasant (bottom of the screen) from Aviation Avenue or Remount road (left of the screen), you would get onto the same parallel road to I-26 that you take today. That road would take you all the way to I-526 where you would take the same loop ramp that exists today to get onto I-526.

If you were going to West Ashley (bottom of the screen) from Summerville on I-26 (left of the screen), you would exit earlier than you do today. You would exit near Aviation Avenue instead, onto the existing parallel road. This parallel road would now take you all the way to I-526. You would then exit right onto a new two-lane ramp onto I-526.

If you were going to Mount Pleasant (top of the screen) from Summerville (left of the screen), you would stay on I-26 until you got close to I-526. Then, you'd exit right onto a new flyover ramp. This ramp would connect to the new road parallel to I-526. This parallel road would take you over Rivers Avenue and connect back onto I-526 near North Rhett Avenue. This means you wouldn't have to worry about traffic immediately merging into you from Rivers Avenue like you do today. You would drive past it.

If you were coming from Downtown on I-26 (right of the screen) and going to Mount Pleasant (left of the screen), you would exit onto the new road parallel to I-26 near West Montague Avenue. You would stay right when you come to I-526. This would take you along the new road parallel to I-526 - taking you over Rivers Avenue and connecting you back to I-526 near North Rhett Avenue. This would allow you to avoid all the merging that happens today.

If you are going to the Airport (bottom of the screen) from Downtown Charleston (right of the screen), you would use the same ramp you do today. However, you would get to that ramp by taking the new parallel road to I-26 which would start near West Montague Avenue.

Heading to downtown Charleston (right of the screen) from the airport (bottom of the screen), you would use the same ramp you use today.

If you were headed to Summerville (left of the screen) from West Ashley on I-526 (bottom of the screen), you would use the same ramp you do today. However, this ramp would form two new lanes on I-26. That means you would not have to merge immediately, eliminating a lot of the congestion we see now.

If you're headed to Summerville (left of the screen) from Mount Pleasant on I-526 (top of the screen), you would take the new road parallel to I-526. You could bypass the I-26/I-526 interchange by staying left onto the new road parallel to I-26. You would stay on this road until after Aviation Avenue and then connect back to I-26.

If you were going to Downtown Charleston (right of the screen) from Mount Pleasant on I-526 (top of the screen), you would take the new road parallel to I-526. You would stay to the right and use a new flyover ramp to merge onto I-26 towards Downtown.

If you were coming from Mount Pleasant on I-526 (bottom left of the screen) to North Rhett Avenue (top right of the screen), you would use the new North Rhett Avenue exit ramp on I-526. This ramp would come over the Virginia Avenue exit ramp and end at North Rhett Avenue. If you were going to I-26 (top right of screen) from North Rhett Avenue, you would take the ramp like you do today. However, when the ramp splits, you would stay to the left to merge onto the new road parallel to I-526. To go to West Ashley from North Rhett Avenue, you would stay to the right when the ramp splits, and merge onto I-526.

If you were coming from I-26 (top right of the screen) to North Rhett Avenue, you would take the new road parallel to I-526. On that road, there would be a new exit to take you to the North Rhett Avenue intersection. If you were on I-526 coming from West Ashley towards Mount Pleasant and wanted to exit at North Rhett Avenue, you would take the same ramp you do today. If you were on North Rhett Avenue and wanted to go to Mount Pleasant, you would take a new, direct ramp onto I-526.

If you wanted to go to Mount Pleasant from Virginia Avenue, you would use the existing Virginia Avenue exit ramp which connects to the new ramp. You would keep left to pass under I-526 and connect to the new North Rhett Avenue on-ramp to I-526.

If you were going to I-526 from Virginia Avenue, you would use the same on-ramp to merge onto I-526 as you do today. If you were going to I-26 instead, you would still take that same on ramp. However, after you merge onto I-526 and pass North Rhett Avenue, you would exit right onto the new road

parallel to I-526. This parallel road would be almost like a direct line to I-26, allowing you to avoid the current merging on I-526 that causes congestion today.

If you were coming from Mount Pleasant to Virginia Avenue you would exit I-526 at the new North Rhett Avenue exit ramp. Then, you would stay to the left and follow that ramp underneath I-526 to connect to the new North Rhett Avenue ramp on the other side of the interstate. You would not actually be driving on North Rhett Avenue, but on a separate ramp underneath I-526. From there, you would stay to the right to get onto the existing Virginia Avenue exit ramp.

If you were going to Virginia Avenue from I-26 or I-526 eastbound (towards Mount Pleasant), you would exit from either the new road parallel to I-526 or from I-526. Either way you would continue forward through the intersection with North Rhett Avenue. You would then stay right and use the existing Virginia Avenue exit ramp.

If you were traveling to the Bees Ferry Road area of West Ashley (Top of the screen) from North Charleston, you would exit off I-526 using the same exit ramp you do today. However, it would now have a split. To get to Bees Ferry Road, you would stay to the right. This would allow you to cross over a new bridge over Magwood Drive and not have to stop at this intersection, where there are a lot of traffic backups today.

If you were going to Magwood Drive from North Charleston (right of the screen), you would take the same exit you do today. However, you'd stay to the left at the split. You would pass over Paul Cantrell Boulevard, and then connect back to Paul Cantrell Boulevard just before Magwood Drive. You would turn right underneath the new overpass.

To get to North Charleston from Magwood Drive, you'd do the same thing you do today. However, the on-ramp onto I-526 would form 2 new lanes on I-526. This would mean you wouldn't have to merge like you do today, which causes a lot of traffic congestion.

Going from Bees Ferry Road (top of screen) to US 17 (left of screen) would be the same as it is today.

Going to Ashley River Road from North Charleston would be the same as it is today.