



526 LOWCOUNTRY CORRIDOR

July 17, 2024

Charleston Society of American Military Engineers



Information presented is subject to change



U.S. Department of Transportation
Federal Highway Administration



526 LOWCOUNTRY CORRIDOR

WEST
Paul Cantrell to Virginia
🚧 2029-2039

Mark Clark Extension
West Ashley to James Island
🚧 2028-2035

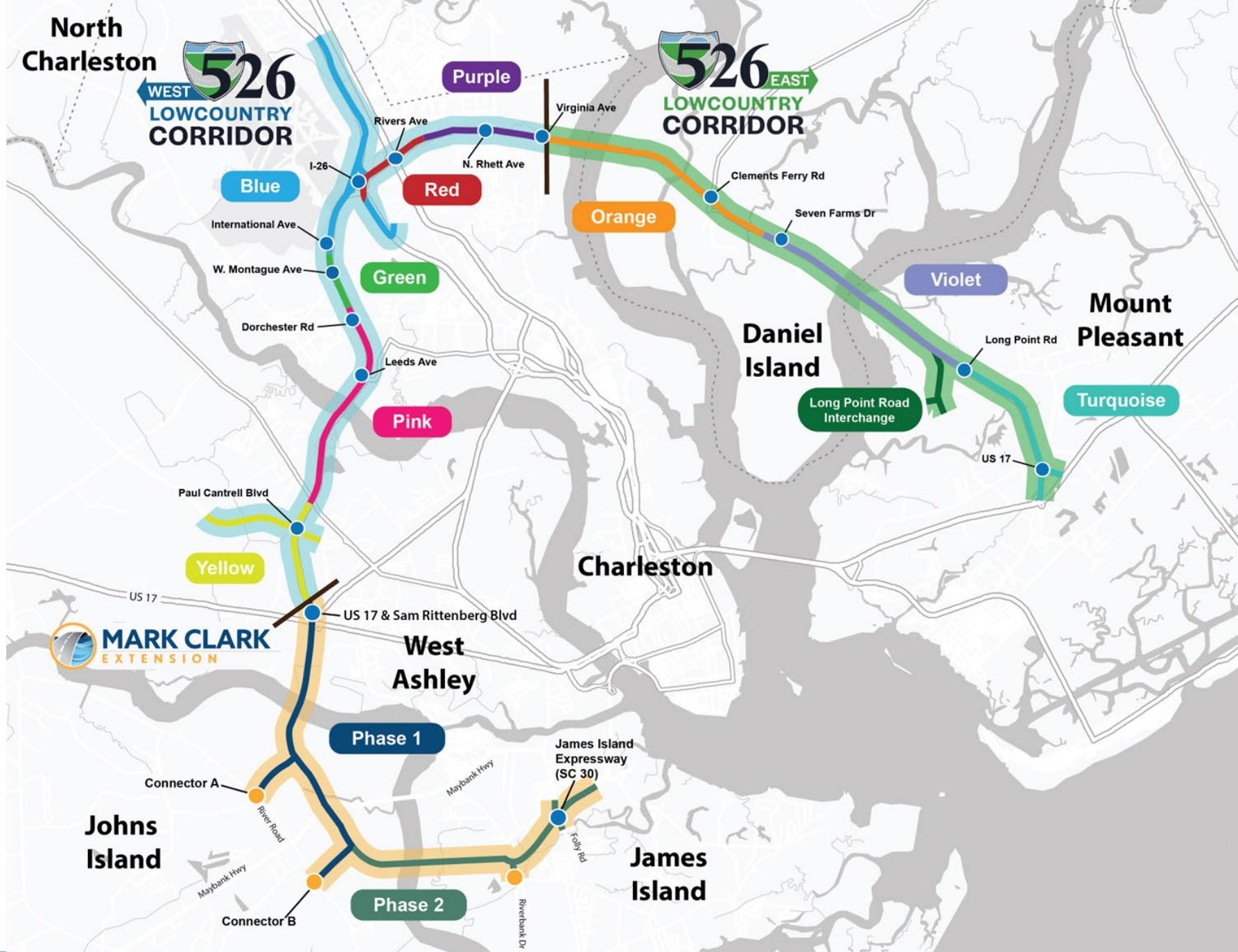


MARK CLARK
EXTENSION

EAST
Virginia to US 17 in MtP
🚧 2034-2044

I-526 @ Long Point Road
I-526 Interchange @ Long Point Road (Exit 28)
🚧 2026-2029





Estimated Construction Duration and Cost

Phase	Cost	Fiscal Year																					
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Green	\$68 M																						
Long Point Road	\$204 M																						
Blue	\$362 M																						
Purple	\$770 M																						
Red	\$464 M																						
Orange	\$3.0 B																						
Yellow	\$114 M																						
Violet	\$840 M																						
Pink	\$370 M																						
Turquoise	\$130 M																						
MCX Phase 1	\$1.55 B																						
MCX Phase 2	\$800 M																						



WEST Project Update



I-526 LCC WEST Community Commitments Program

 **\$146 Million**
Current estimated cost of EJ
Community Mitigation

 **\$50,000**
Extra from FHWA for CDL training
(2021)

 **4**

residents trained



Education



Quality of Life



Employment



Recreation



**Community
Outreach**



Housing



I-526 Lowcountry Corridor EAST and I-526 @ Long Point Road Interchange Improvements



I-526 Lowcountry Corridor EAST Planning and Environmental Linkages

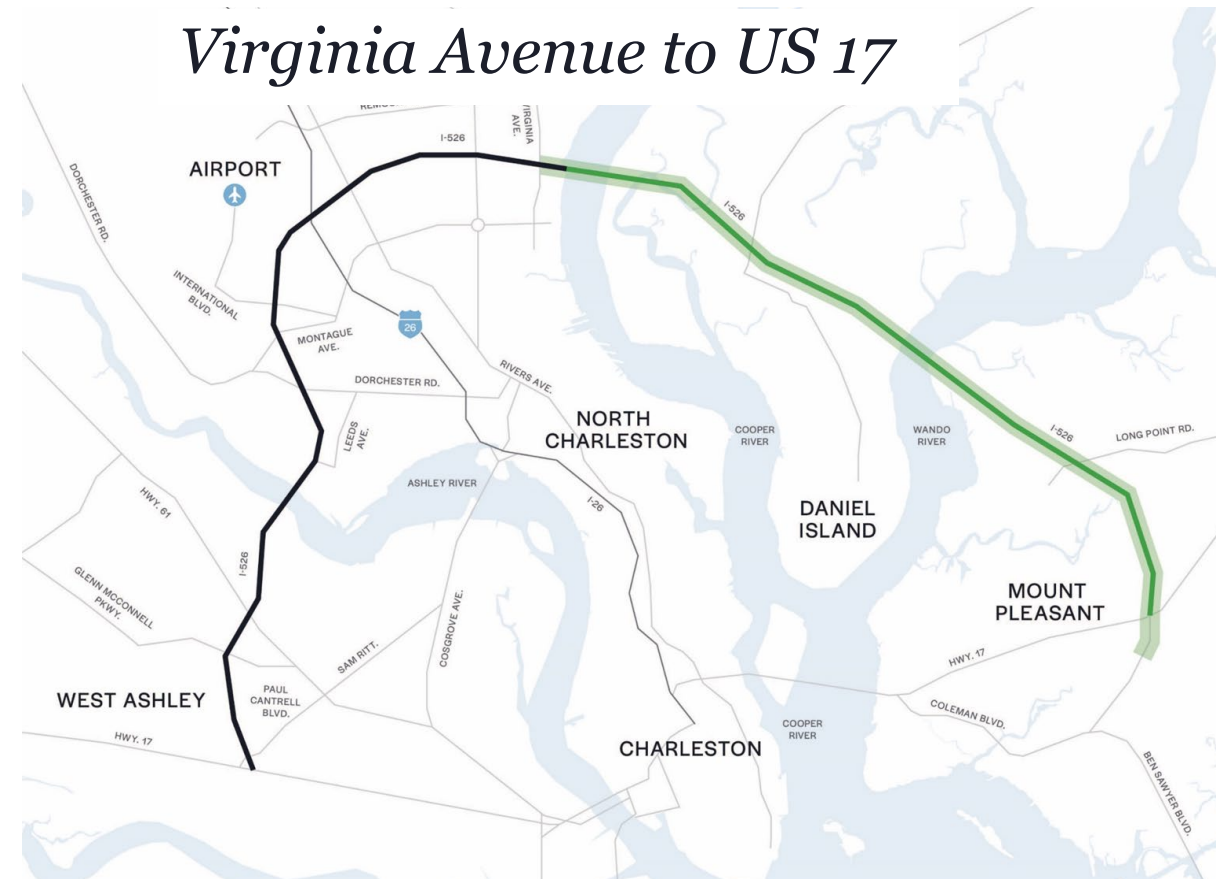
Completed July 2022

10 
total miles

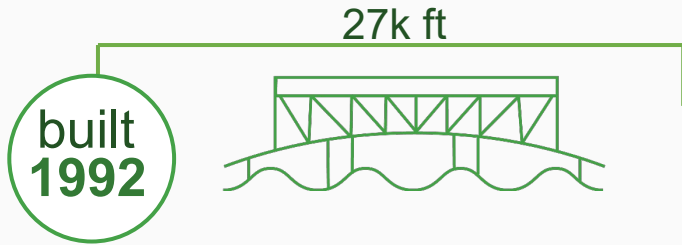
5 
interchanges

5 
miles elevated structure

2 
major bridges over
navigational channels
–Don Holt Bridge &
Wando River Bridges



65% of the EAST is elevated.

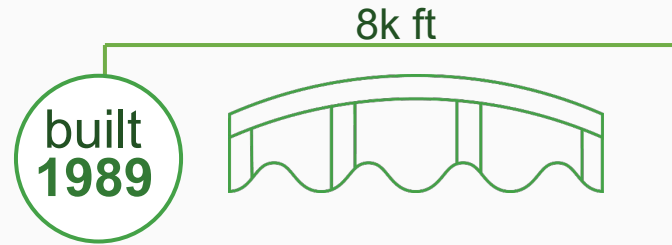


Don Holt Bridge
Cooper River

single structure:
88ft wide, 155ft high

73k Vehicles/day*

2 Lanes/
direction + Truck
climbing
lanes

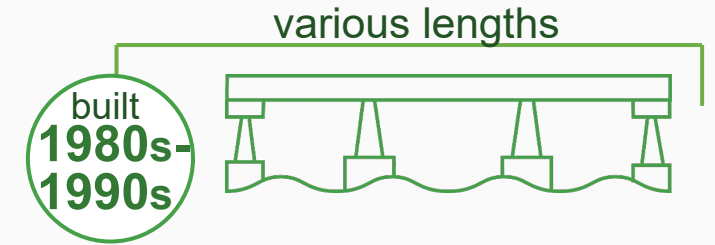


James B. Edwards
Wando River

twin parallel structures:
44ft wide, 138ft high

70k Vehicles/day*

2 Lanes/
direction + Truck
climbing
lanes



Typical Sections

4 overpasses, **6** marsh bridges
150-1300 ft wide

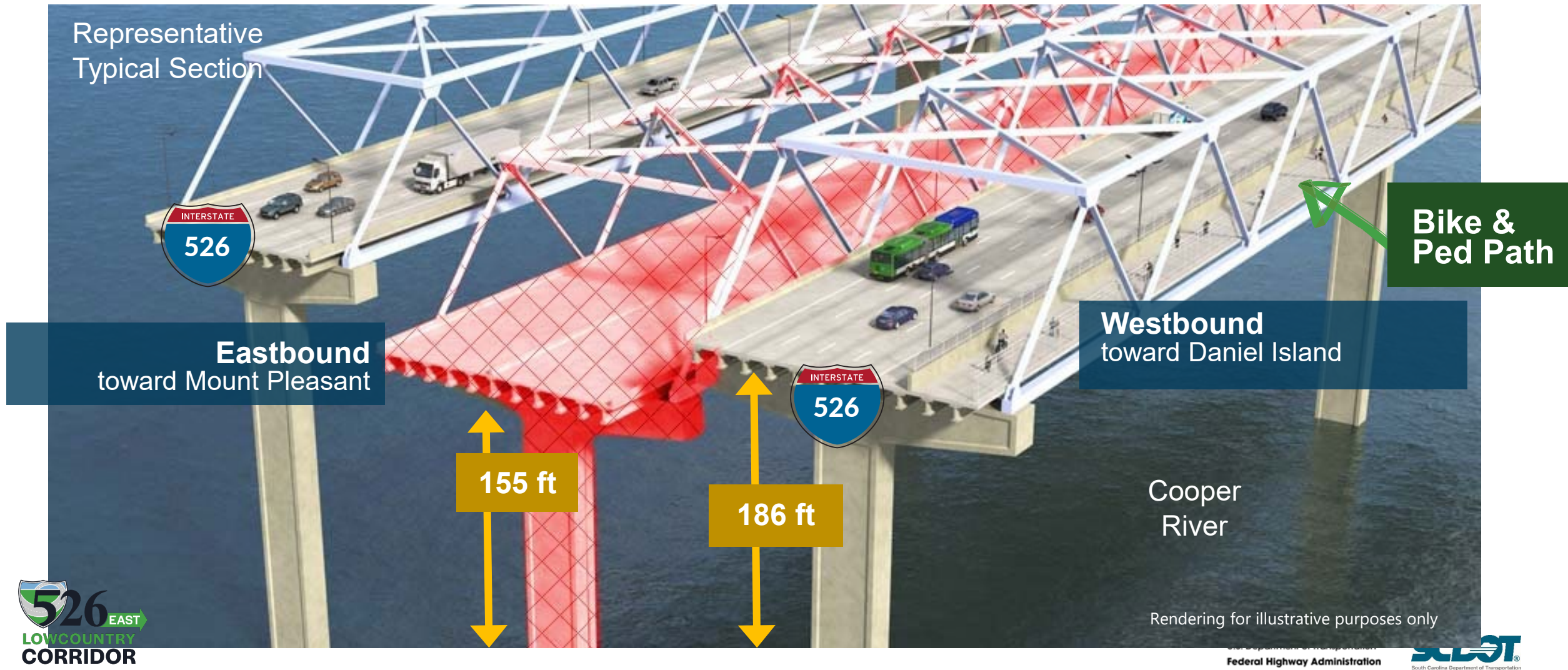
59-73k Vehicles/day*

2 Lanes/
direction

*2017 avg



Potential Don Holt Bridge Improvements



Potential Wando Bridges Improvements

Representative
Typical Section

Replace Existing Bridges

INTERSTATE
526

Eastbound
toward Mount Pleasant

138 ft

Wando River

INTERSTATE
526

Westbound
toward Daniel Island

65 ft

Bike &
Ped Path

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



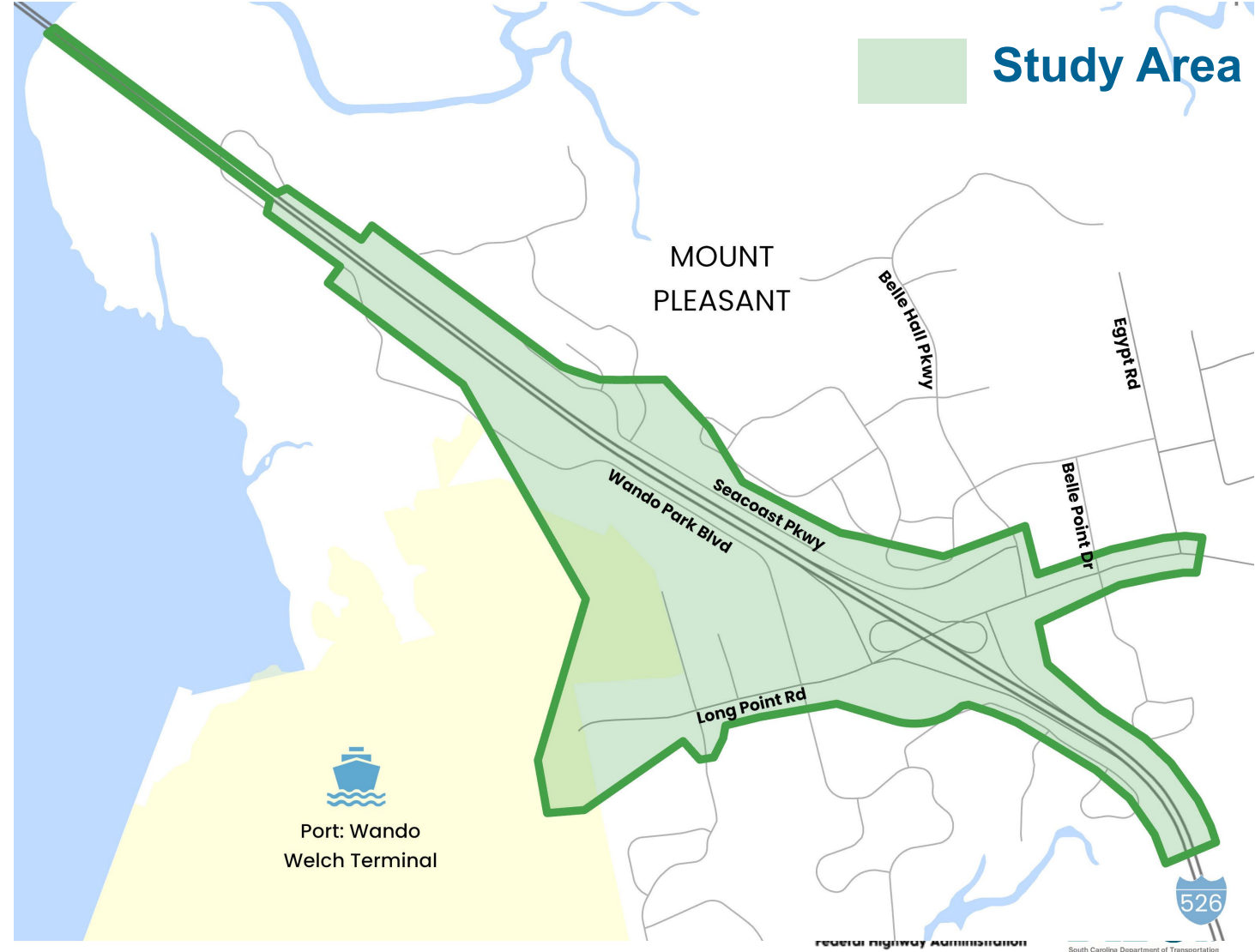
Traffic-related congestion on I-526 and within the interchange



Population & economic growth



Public comment & concerns



Recommended Preferred Alternative

Presented at the
Public Hearing in
May 2023



Recommended Noise Walls

View A



View B



View C



View D



View E



View F

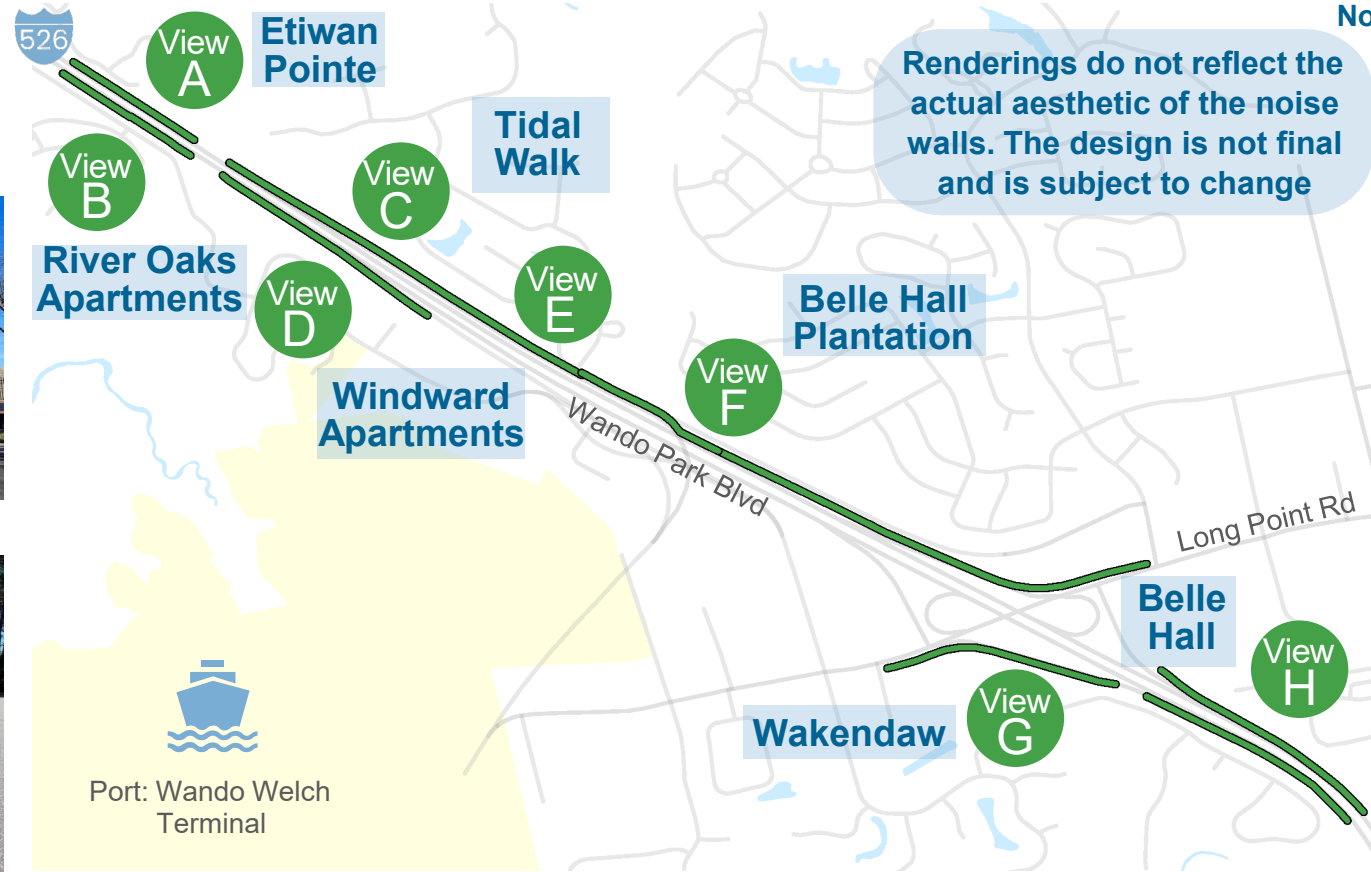


Noise wall is not visible from View F

View G



View H



Project Schedule

Schedule as of January 2024
and may change

20222023202420252026

Spring Summer Fall Winter Spring Summer Fall Winter Spring Summer Fall Winter Spring Summer Fall Winter Spring

Perform Technical Studies



Develop Alternatives



Analyze Alternatives



Develop Recommended Preferred Alternative



Prepare Environmental Document



Refine Recommended Preferred Alternative



Right-of-Way
to begin fall
2024



FHWA Decision



SCDOT Design-Build Procurement



Construction
to begin 2026



Contact Information



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