



**LONG POINT ROAD  
INTERCHANGE**  
LOWCOUNTRY CORRIDOR

*January 15, 2025  
Early Coordination Meeting*







## **Disclaimer:**

**All information provided today is for information only, non-binding, does not constitute legal or other advice, and does not amend or form part of the Final Request for Proposals (RFP).**

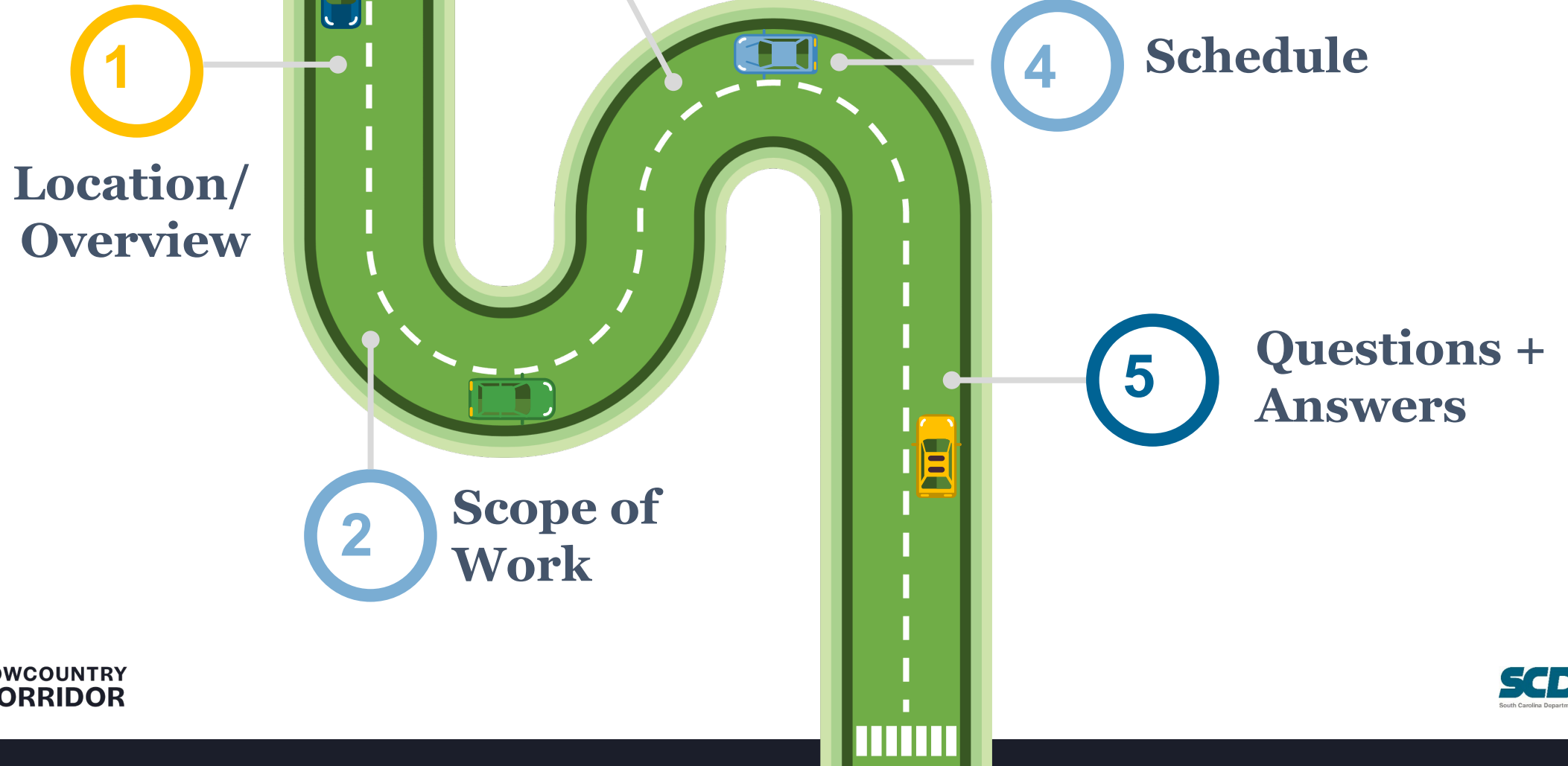


An aerial photograph of a complex highway interchange. A multi-lane highway runs diagonally from the top left towards the bottom right. A large, curved overpass structure crosses over the highway, with several lanes of traffic. The surrounding area includes green fields, dense trees, and some residential or commercial buildings. The right side of the image is faded to accommodate text.

# Purpose

- Provide Information
- Gauge Industry Interest and Competition
- Get Feedback and Answer Questions

# Agenda





# 526 LOWCOUNTRY CORRIDOR

**WEST**  
*Paul Cantrell to Virginia*  
🚧 2029-2039

**EAST**  
*Virginia to US 17 in Mt Pleasant*  
🚧 2036-2044

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



## 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



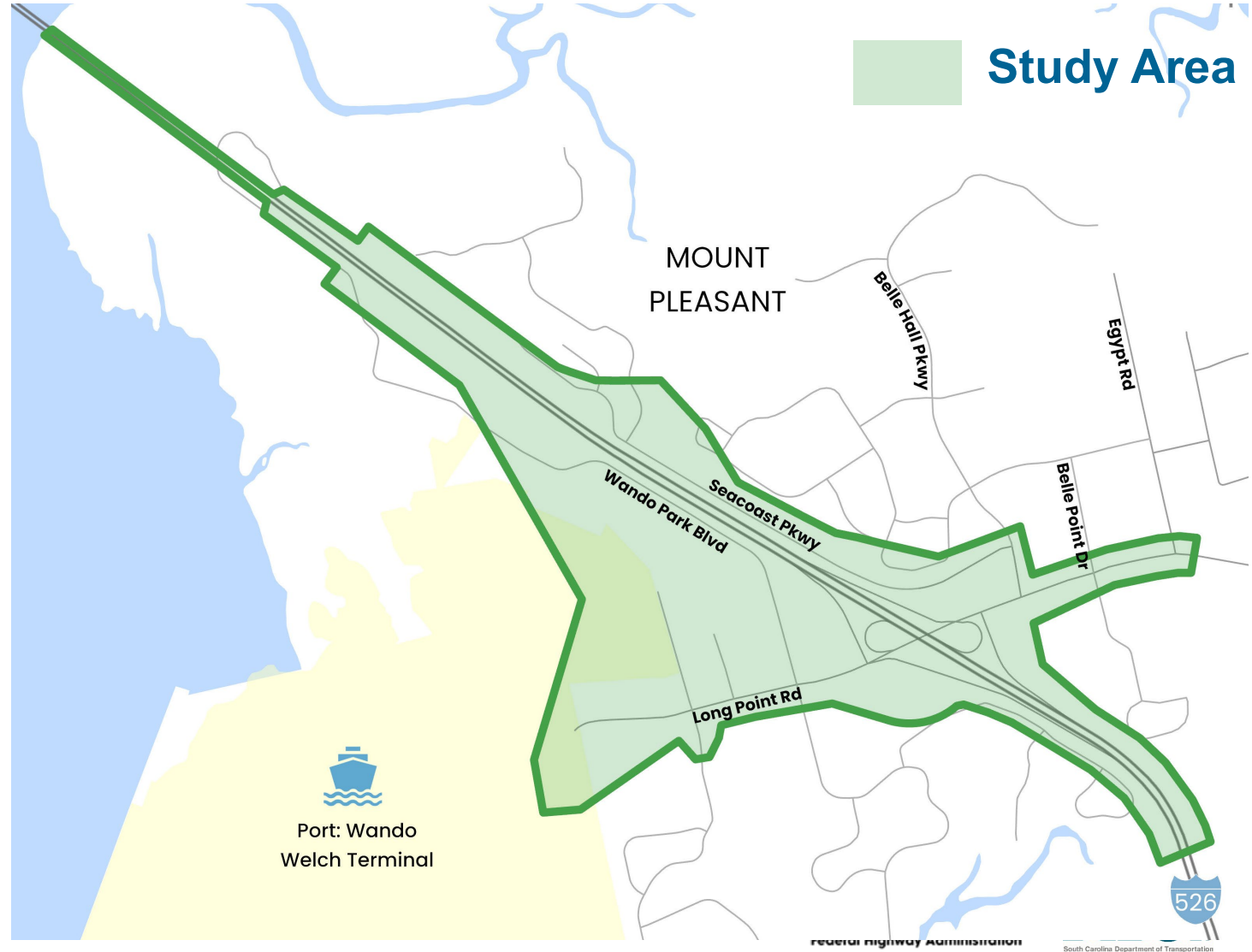
Traffic-related congestion on I-526 and within the interchange



Population & economic growth



Public comment & concerns





# Recommended Preferred Alternative

Presented at the  
Public Hearing in  
May 2023





# Anticipated Key Individuals

- Program Manager
- Lead Designer
- Structural Engineer
- Construction Manager



# Anticipated Scope of Work

- Interchange improvements on I-526 at the Long Point Road interchange, which serves both the Town of Mount Pleasant and the Wando Port Terminal.
- The primary objective of the project is to enhance operations and address conflicts between port-related traffic and local commuter traffic.

# Structures

- 2 new complex flyover ramp bridges & 2 new conventional bridges
  - Complex flyover bridge components anticipated: curved steel girders, post-tensioned integral interior bent caps, single-column interior bents, seismic design. Independent Peer Review required.
  - Conventional bridge types: Flat slab ramp bridge over creek. Straight, continuous steel plate girder bridge over Long Point Road.
- MSE Walls at flyover bridge approaches. Cut wall at Long Point overpass end slopes for new shared-use path area.
- Multiple ground mounted noise walls (with absorptive material on concrete panels facing the interstate and fractured-fin finish on both sides)
- Existing I-526 mainline bridges over Tidal Creek and Long Point road to be retained (no rehab work anticipated for this project)



# Roadway

- I-526 widening only necessary for shoulder widening and ramp tie-in locations.
- Existing loop ramps can be maintained in their current location, which is not shown in the preferred alternative.
- 10' Shared Use Path to run from Hobcaw Bluff Drive to Belle Point Drive on south side of Long Point Road.

# Roadway

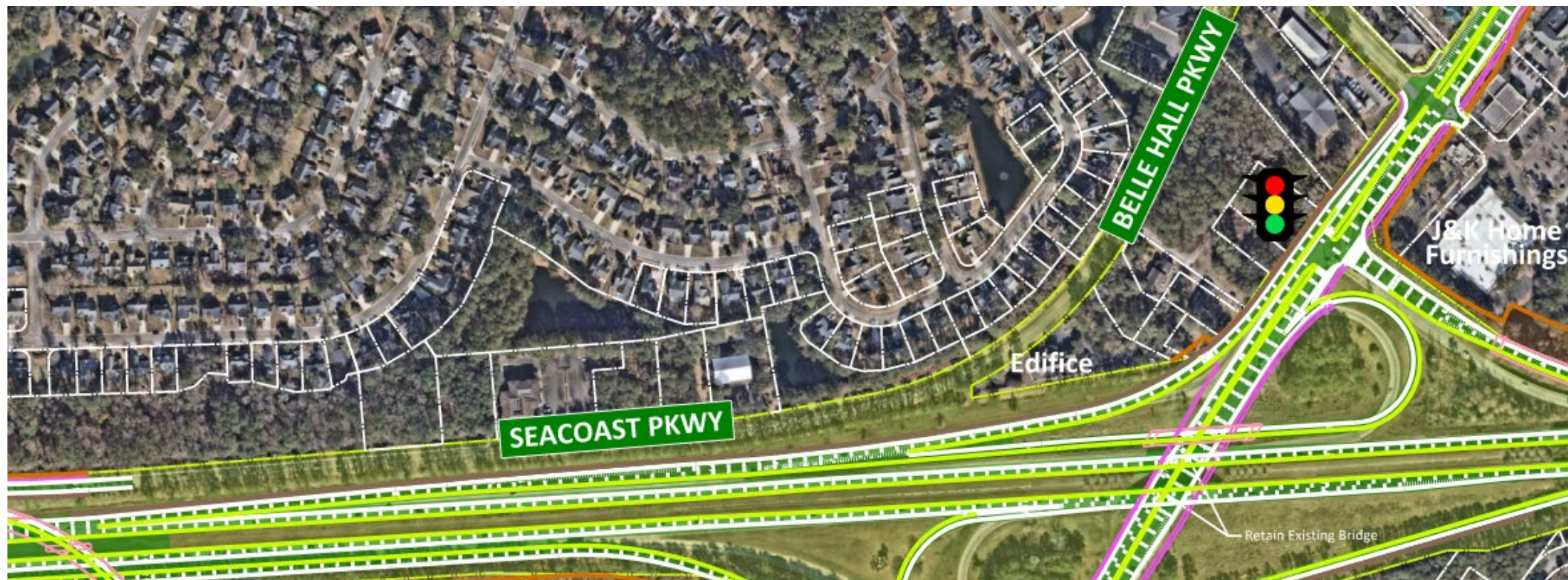
Dual lane parallel exit ramp for I-526 EB to tie into flyover ramp and Long Point Road ramp and I-526 WB to Long Point Road.





# Roadway

Dual lane parallel entrance ramp from Long Point Road to I-526 WB.



# Hydrology

- Analysis of pertinent existing drainage structures are included in preliminary hydro report that will be provided.
- Some ponds could potentially be impacted by alignment of final design
- Three watersheds within project area. These are detailed in the preliminary hydro report.
- Drainage areas mostly commercial and impervious.
- Project is in FEMA AE Zone. Minimal impacts are anticipated.



# Utilities

- SCDOT has performed preliminary coordination efforts.
- SUE information will be provided confidentially to the short-listed teams.

# Traffic

- Approved Interchange Access Report to be provided.



# Environmental

- Environmental Assessment and FONSI complete & will be provided
- Four (4) noise barriers proposed
- Individual permit application submitted went on notice 11-21 for 30 days.
- A Phase 2 Site Assessment will be conducted and report provided.
- SCDOT will complete 106 MOA and data recovery
- SCDOT is updating NLEB commitment based on currently available data [TBD]
- Mitigation [who is covering changes]

# Anticipated Procurement Type

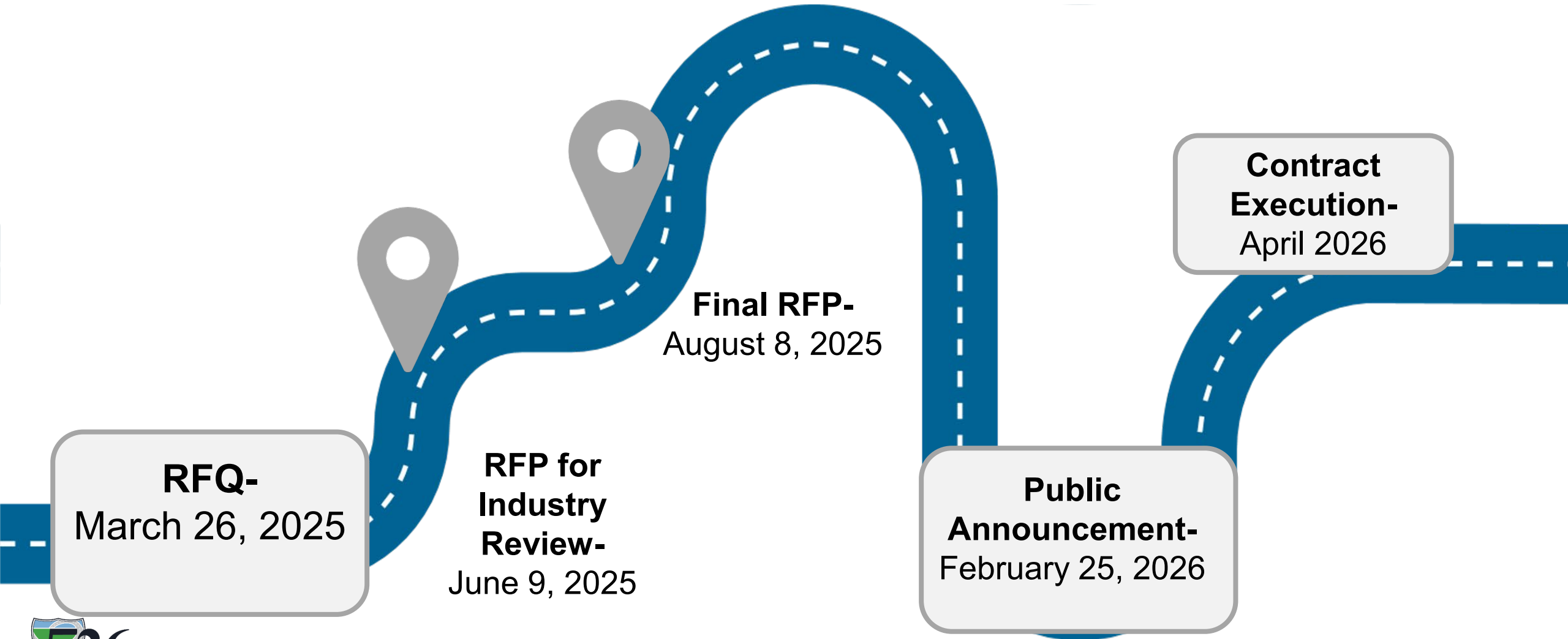
- Two Phase
- PATC's and FATC's
- Best Value
- Weighted Criteria
- Stipends



# Anticipated Project Information

- Survey
- Hazardous Materials
- Hydrology
- Structures
  - SI&A sheets
  - Conceptual Bridge Plans
  - Existing bridge plans provided to short-listed teams
- Utilities
  - provided to short-listed teams
- Environmental
- Geotech

# Anticipated Project Schedule





# Questions/ Discussion



**Kit Scott, PE, DBIA**

*Lowcountry Corridor Project Director*

**P** 803-737-1138 **E** [ScottKD@scdot.org](mailto:ScottKD@scdot.org)

South Carolina Department of Transportation  
955 Park Street, P.O. Box 191, Columbia, SC 29202-0191



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



South Carolina Department of Transportation