



PUBLIC HEARING VIDEO SCRIPT – FLY THROUGH

Welcome to the I-526 Lowcountry Corridor West...an interstate improvement project of the South Carolina Department of Transportation.

Throughout this video, we'll move along I-526 starting at the project's eastern most point: the Don Holt Bridge over the Cooper River. As we move along the corridor, we'll show the existing interstate on the top of the screen and the proposed improvements on the bottom.

As we fly over Virginia Avenue, you will see the existing ramps would be retained.

New North Rhett Avenue ramps are proposed to and from I-526, which would provide access to North Rhett Avenue and Virginia Avenue, and would replace the old loop ramps.

New ramps would also be provided to new collector-distributor roads along I-526 for access to I-26. Collector-distributor roads are lanes used to collect the most significant traffic movements and distribute them efficiently through congested areas to their destinations.

Let's now take a closer look at the proposed the North Rhett Avenue interchange.

Drivers traveling on I-526 towards I-26 would exit at North Rhett Avenue to access both North Rhett and Virginia Avenue.

Drivers traveling on I-526 towards Mount Pleasant would also exit at North Rhett Avenue to access both North Rhett and Virginia Avenue.

Drivers would also have a new ramp circling under I-526 for access between Virginia Avenue and I-526.

North Rhett Avenue Traffic would enter and exit through two improved, signalized intersections on either side of the interstate.

Let's take one last look at the proposed North Rhett and Virginia Avenue Interchanges before we continue on.

As we leave North Rhett Avenue and travel towards I-26, notice the new proposed collector-distributor roads along I-526.

These new, elevated roadways would be built to current standards and would provide the region with a critical access pathway.

Each of these roadways would have two lanes and would provide direct access to and from I-26.

They would follow parallel to the existing lanes of I-526 between North Rhett Avenue and I-26, passing over Rivers Avenue.



While the Rivers Avenue interchange would remain unchanged, direct access between Rivers Avenue and I-26 would be provided through the nearby Remount Road or Montague Avenue interchanges.

Notice the new, modern Replacement Community Center.

Improvements to the I-526 & I-26 interchange are the number one priority of the project.

The existing tight ramps would be replaced with long, sweeping, directional ramps, that would allow traffic to move through the interchange more efficiently.

The design would also separate the most significant traffic movements onto new collector-distributor roads along I-26 and I-526.

We'll now travel along I-26 towards downtown, starting from Aviation Avenue.

At the Aviation Avenue interchange, traffic headed to I-526 towards West Ashley would exit onto the widened parallel collector-distributor road.

At the Remount Road interchange, the existing ramps would be aligned with the widened collector-distributor roads.

Notice that the collector-distributor roads would continue all the way to I-526, past the modified Highland Terrace Community Park and new Modern Replacement Community Center.

These parallel roads would collect and distribute traffic between I-26 and I-526.

Before we move further along I-526, let's take a last look at the I-526/I-26 System Interchange.

As we continue along I-526 towards West Ashley, note the proposed noise wall, shown in orange, that would provide a sound barrier along I-526.

Additional capacity would be added in both directions along I-526 to handle the future traffic demand.

Along I-526 towards I-26, new braided ramps are proposed which would allow more efficient movement of traffic streams to their intended destinations.

Between International Boulevard and West Montague Avenue, new braided ramps in both directions are proposed to improve access to the interstate between these closely spaced interchanges.

We'll now take a closer look at the International Boulevard Interchange.

While no changes are proposed along International Boulevard itself, there would be direct access to I-526, eliminating the need to travel along the frontage roads between International Boulevard and West Montague Avenue.

There would also be direct access from West Montague Avenue and International Boulevard to the I-526 mainline and to the new, eastbound parallel collector-distributor road heading towards I-26.



While no changes with this project are proposed at West Montague, Charleston County is currently designing an improved interchange, shown here in light gray.

I-526 is proposed to be widened to four lanes in each direction between West Montague Avenue and Paramount Drive.

At the Dorchester Road and Paramount Drive interchange, the existing ramps would be aligned with the widened interstate.

Continuing along towards West Ashley, you'll notice that the widening of I-526 would continue, providing four lanes in each direction between Paramount Drive and Leeds Avenue.

At the Leeds Avenue interchange, the existing ramps would be aligned with the widened interstate.

As we continue over the Ashley River, you will notice that the existing bridges would be widened to four lanes in each direction.

The widening would continue on the other side of the Ashley River providing four lanes in each direction using the existing space in the grassy median.

Noise walls are proposed on both the east, and west sides of I-526 to provide a sound barrier between the widened interstate and the residences on either side. These are shown in orange.

These noise walls are proposed to extend the entire length of this section all the way to the Paul Cantrell Boulevard interchange.

Now we'll look at the proposed Paul Cantrell Boulevard Interchange improvements.

The on-ramp to I-526 eastbound would form the two new additional lanes heading toward North Charleston, eliminating the merge that causes congestion today.

Improvements to the I-526 westbound off-ramp would separate the traffic.

Exiting vehicles would have two options:

to stay right and continue on toward Glenn McConnell Parkway passing over Magwood Drive on a new bridge;

or to stay left and continue toward Magwood Drive with the option of turning left or right at the intersection.

This would allow traffic continuing toward Glenn McConnell Parkway to pass Magwood Drive without stopping, preventing traffic backup onto I-526.

Finally, to the west of Paul Cantrell Boulevard, no changes are proposed to I-526 in the eastbound direction.

In the westbound direction, three lanes are proposed to continue, dropping back to the existing two lanes just after the Paul Cantrell Boulevard interchange.



Thank you for viewing this flythrough of SCDOT's I-526 Lowcountry Corridor West project.