



# Palmetto Commerce Interchange

Project Updates

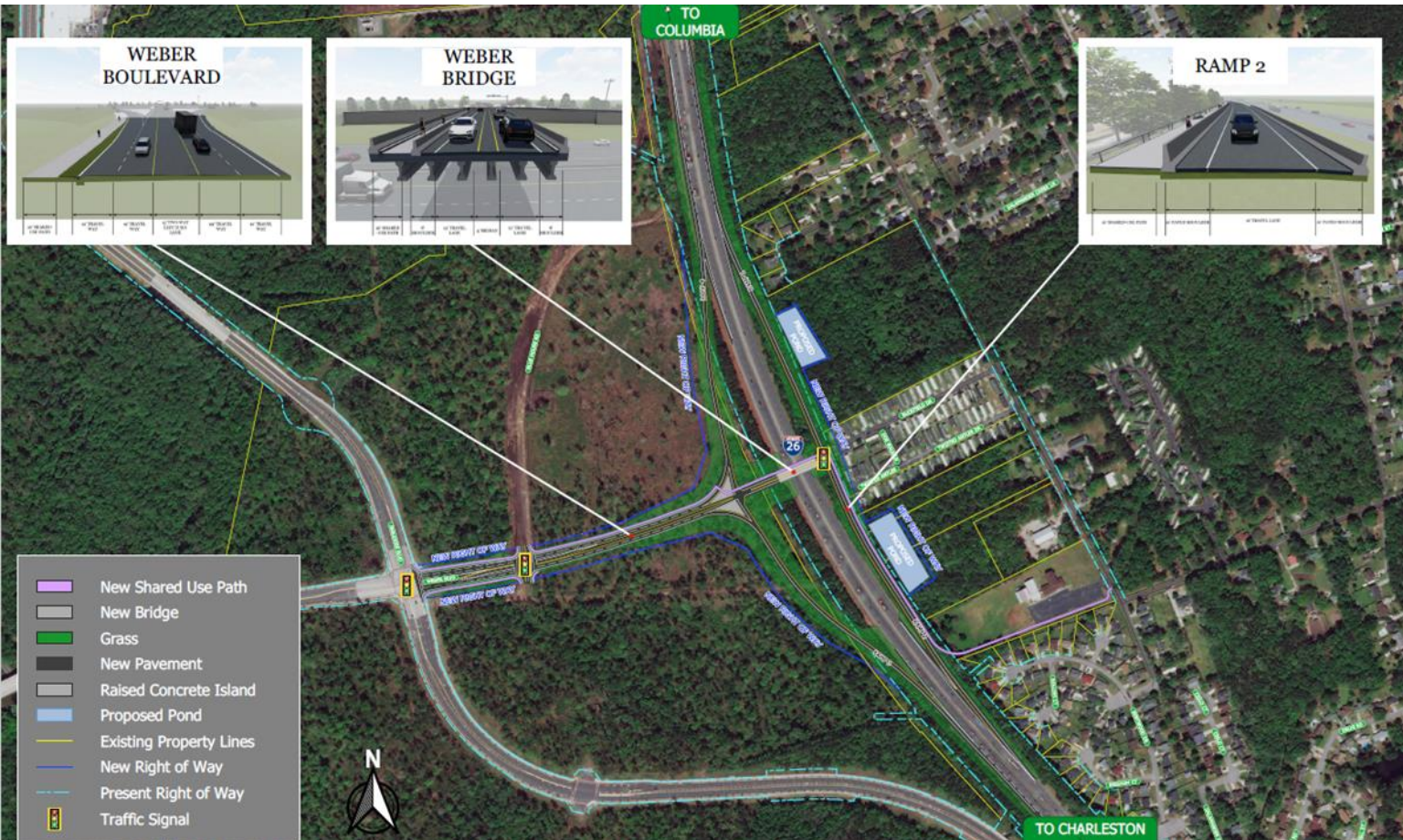
March 27, 2024

# Agenda



- Project Summary
- Construction Update
- 3 Month Look Ahead
- Reconnecting Communities  
Grant Update
- Public Comment

# Project Summary



The Palmetto Commerce Interchange project is located along the I-26 corridor between US 78 (University Boulevard) and Ashley Phosphate Road.

The County anticipates substantial completion early 2026.

# Project Goals



*Reduced Travel  
Time*



*Increase Mobility + Connectivity*



*Enhance  
Commutes*



**Construction**

# Construction Overview



Owner:  
**Charleston County**

Engineer of Record:  
**Davis and Floyd**

Contractor:  
**Banks Construction**

CEI Services:  
**HDR**

Current Construction Contract Value:  
**\$52,448,756.79**

Small Business Enterprises (SBE) Requirement:  
**12.2%**

Notice To Proceed Date:  
**August 1, 2023**

Contract Completion Date:  
**920 Calendar Days from NTP (February 2026)**

# Project Status



**100%**  
completed

**Land Clearing  
Operations**



**100%**  
installed

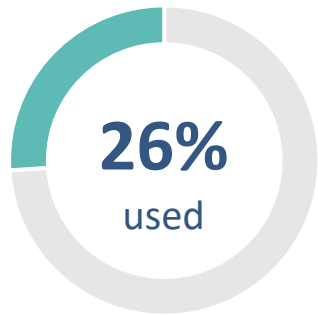
**Permanent  
Construction Signage**



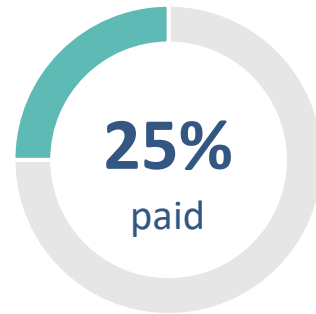
**90%**  
installed

**Erosion Control  
(Silt Fence)**

# Project Status



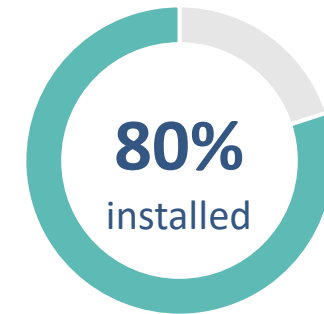
**Contract Time**



**Contract Amount**



**Overpass Foundation (Piles)**



**Utility Relocation (CWS & NCSD)**



# Project Status



## Earthwork Operations

**49,762 CY**

Borrow Fill

**8,625 CY**

Unclassified Excavation

**22,719 CY**

Muck Excavation

# Construction



# Construction





3 Month  
Outlook

# Upcoming Construction Activities



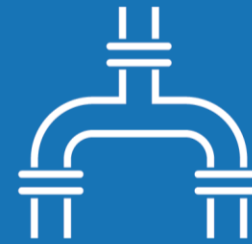
Concrete  
Culvert  
Installation



Utility  
Relocations



Earthwork  
Operations



Storm  
Drainage  
Installation

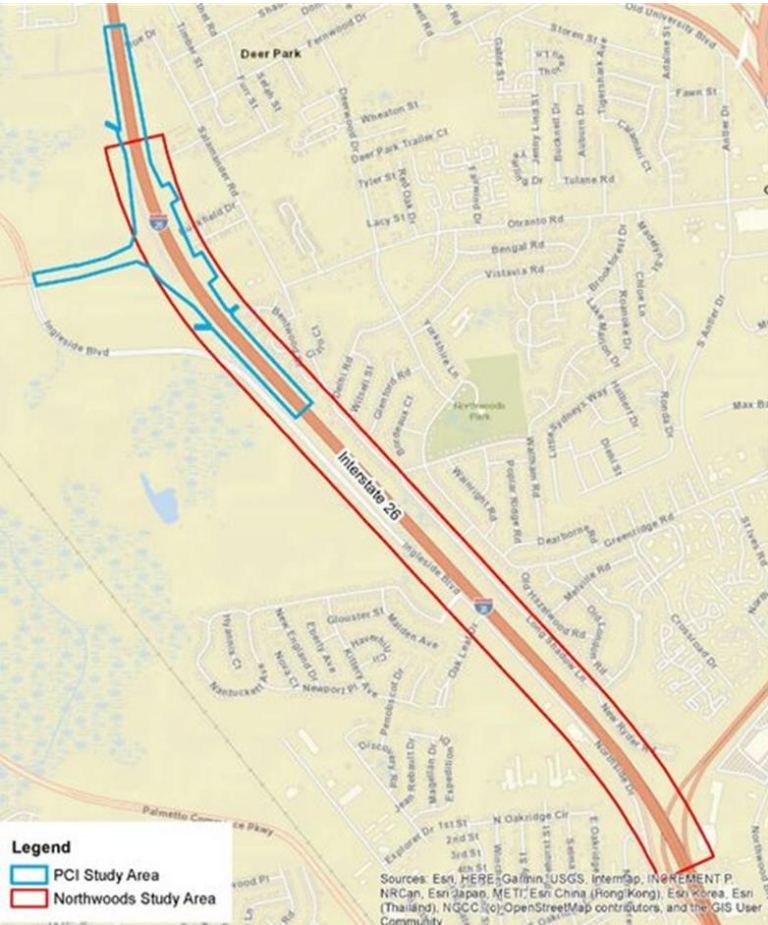


MSE Wall  
Construction



## Reconnecting Communities: Grant Update

# Noise Impact Analysis



As part of the Environmental assessment, a noise impact analysis was completed for the PCI in 2019 to look at existing and future noise levels.

An additional noise impact analysis for Northwoods Estates Community was completed in 2020 based on numerous comments from residents during the public involvement process.

# Noise Impact Analysis



## Results:

- Modeled Existing (2020) Noise Levels
  - 54 receivers impacted
- Modeled Future (2040) Noise Levels
  - 26 receivers impacted
- 3 Potential noise barriers analyzed





# Noise Impact Analysis

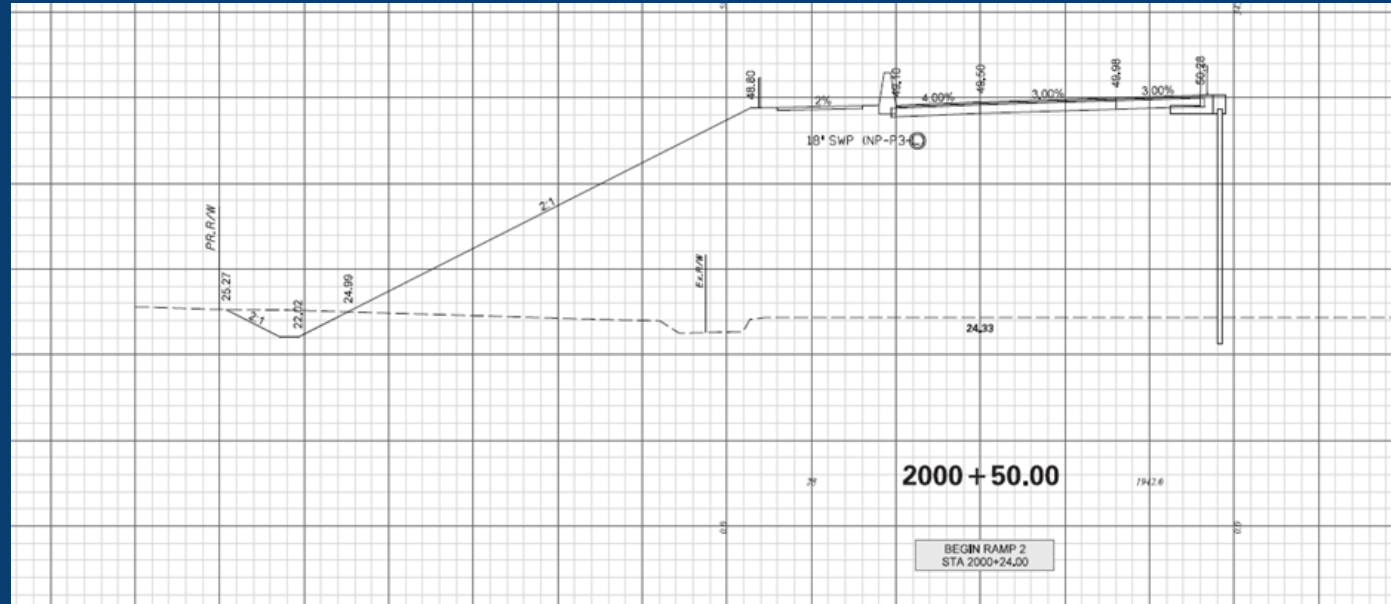
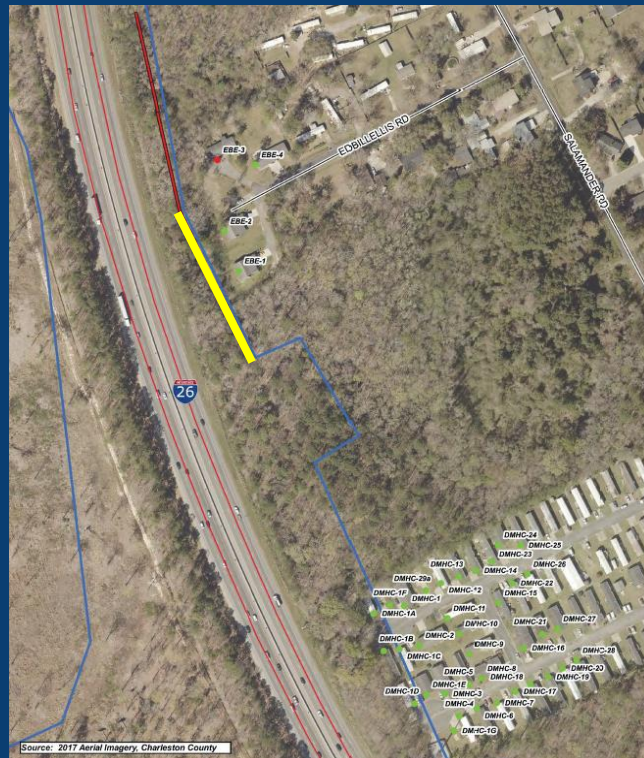
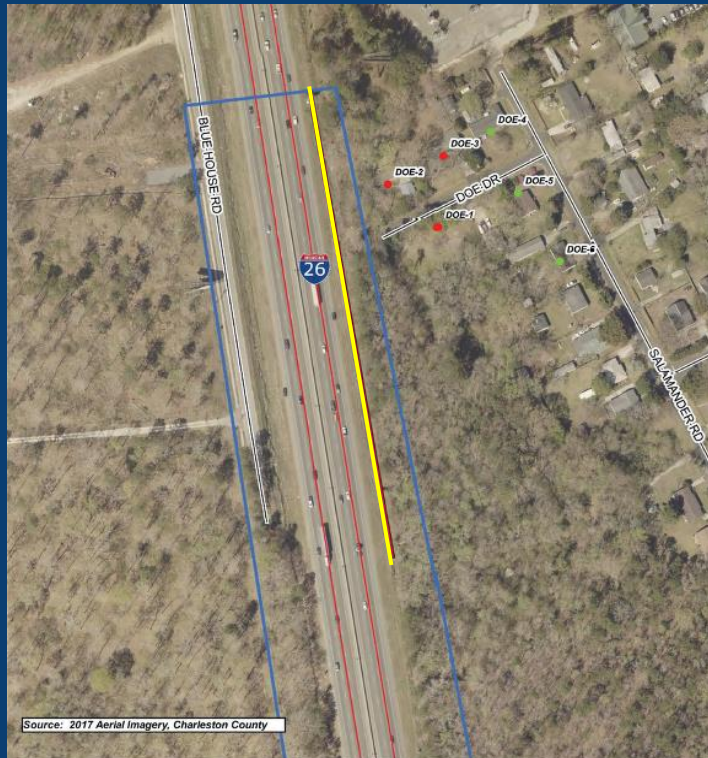


Table 5: Barrier Evaluation Summary

Barrier	Receiver Number	Acoustically Feasible? (Y/N)	Engineering Feasibility? (Y/N)	Overall Feasible ? (Y/N)	Meets Noise Reduction Goal? (Y/N)	Is Barrier Cost Effective? (Y/N)	Overall Reasonable? (Y/N)	Conclusion
B1	DOE 1 - DOE 6	Y	Y	Y	Y	N	N	Feasible, but not reasonable
B2	EBE 1 – EBE 4	Y	Y	Y	N	--	N	Feasible, but not reasonable
B3	NE 1 – NE 101	Y	Y	Y	Y	N	N	Feasible, but not reasonable



# Noise Impact Analysis- Northwoods Estates

## Results:

- Modeled Existing (2020) Noise Levels
  - 112 receivers impacted
- Modeled Future (2040) Noise Levels
  - 121 receivers impacted



# Noise & Visual Impact Update



A screenshot of the U.S. Department of Transportation website. The page title is "Reconnecting Communities and Neighborhoods Grant Program". The left sidebar contains a navigation menu with items like "Overview", "Announcement", "Notice of Funding Opportunity", "Webinars", "Frequently Asked Questions", "How to Apply", "Awarded Projects", "Reconnecting Communities Pilot (RCP) Program", "Neighborhood Access and Equity Grant (NAE) Program", "Grant Implementation", and "Reconnecting Communities Institute". The main content area features a large image of people walking and a bicycle on a city street. Below the image is a caption: "Reconnecting Communities and Neighborhoods Reconnecting Communities and Neighborhoods (RCN) combines two programs to create more opportunities to create greater connections and remove barriers in the transportation system". At the bottom of the screenshot, there is a section titled "Reconnecting Communities and Neighborhoods (RCN) Program Overview" with a sub-headline: "The Office of the Secretary of Transportation (OST) has released a joint Notice of Funding Opportunity (NOFO) for".

- SCDOT applied for \$13 Million in funding for 1.6 Miles of Noise Wall along 1-26
  - Includes areas inside PCI project area and outside of it
- Federal Highway received \$11 Billion in request, but were only able to award \$3.3 Billion towards 132 projects

# Next Steps



Staff is working with Design Engineers, SCDOT, and City of North Charleston to discuss visual screening options.

# Future Updates



**NEWS LETTER**  
for Palmetto Commerce Interchange

December 2023

### Project Summary

The Palmetto Commerce Interchange project is located in a rapidly growing area of the I-26 corridor between US 78 (University Boulevard) and Ashley Phosphate Road.

Led by Charleston County, the project will reduce congestion at surrounding intersections, improve access options to existing and planned developments, increase traffic mobility in the I-26/Ashley Phosphate Road area, and provide a more efficient commute.

The completion of the National Environmental Policy Act (NEPA) process determined the County will construct an urban diamond interchange which is a type of highway interchange that uses less space than most freeway interchanges by constructing closely spaced ramp intersections. This alternative will best meet the goals of the project while having the least amount of impact to the surrounding environment.

Construction on this project began on August 1, 2023. The County anticipates the project to be substantially completed early in 2026.

### Project Overview

<b>Owner:</b> Charleston County	<b>Engineer of Record:</b> Davis and Floyd
<b>Contractor:</b> Banks Construction	<b>Construction Engineering and Inspection Services:</b> HDR
<b>Construction Contract Value:</b> \$52,363,321	<b>Notice to Proceed Date:</b> August 1, 2023
<b>Contract Completion Date:</b> 920 Calendar Days from NTP	<b>Small Business Enterprises (SBE) Requirement:</b> 12.2%

### Urban Diamond Interchange Design

According to the Federal Highway Administration, [FHWA] the key operational aspect of an Urban Diamond Interchange is signal coordination to ensure efficient progression of traffic and minimum storage of vehicles between the terminals (signal points). Other traffic flow parameters like saturation flow rate, clearance times, and turning speeds in an Urban Diamond Interchange are the same as a conventional at-grade intersection. Typically, an Urban Diamond interchange requires a four-phase signal phasing with overlapping for both intersections.

The renderings and typical sections to the left show the proposed new interchange and details of the proposed ramps and bridges.

## Quarterly Updates:



Public Meetings



Website



Newsletter



# Public Comment



# Thank you!



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