



Main Road Segment A Stakeholders Meeting





Main Road Corridor Segment A Public Meeting Response



Traffic Relief for Johns Island and West Ashley

PROJECT PURPOSE

The overall purpose of the project is to improve mobility and enhance traffic operations by reducing existing traffic congestion within the Main Road Corridor while accommodating future traffic needs.

The primary purpose of the project is to:

- Reduce congestion/improve capacity at the intersection of US 17 and Main Road
- Increase capacity on Main Road from Bees Ferry Road to River Road/Chisolm Road

The secondary purpose of the project is to:

- Provide opportunities for bicyclists and pedestrians to travel throughout the project area
- Provide drainage and other improvements to lessen impacts to Main Road during significant rain events



MAP LEGEND



Interchange
Alternatives



Mainline Main Rd.
Widening



River/Chisolm Rd.
Intersection
Alternatives

Public Information Meeting Overview

- ✓ 443 Attendees
- ✓ 95 Written Comments
- ✓ 169 Email Comments through Website
- ✓ 2 Letters

Alternative Preference

Alternative	Number in Favor	Percent in Favor
1	23	11.11%
2	27	13.04%
3	27	13.04%
4	7	3.38%
5	68	32.85%
6	43	20.77%
7	15	7.25%



PUBLIC INFORMATION MEETING

May 20 | 6:00 - 8:00 PM
St. John's High School Cafeteria
1518 Main Road, Johns Island, SC 29455

Join Charleston County on Monday, May 20, for a Public Information Meeting regarding Segment A: US 17 and Main Road Intersection & Main Road Improvements - Bees Ferry to River Road. This meeting will present the preliminary alternatives of the Main Road Corridor between Bees Ferry Road and the River Road/Chisolm Road intersection. The drop-in meeting starts at 6 PM with staff available at each display station to answer questions. Attendees will have the opportunity to provide comments on each of the proposed alternatives, and the Project Team will use this input to help shape the future of this project.

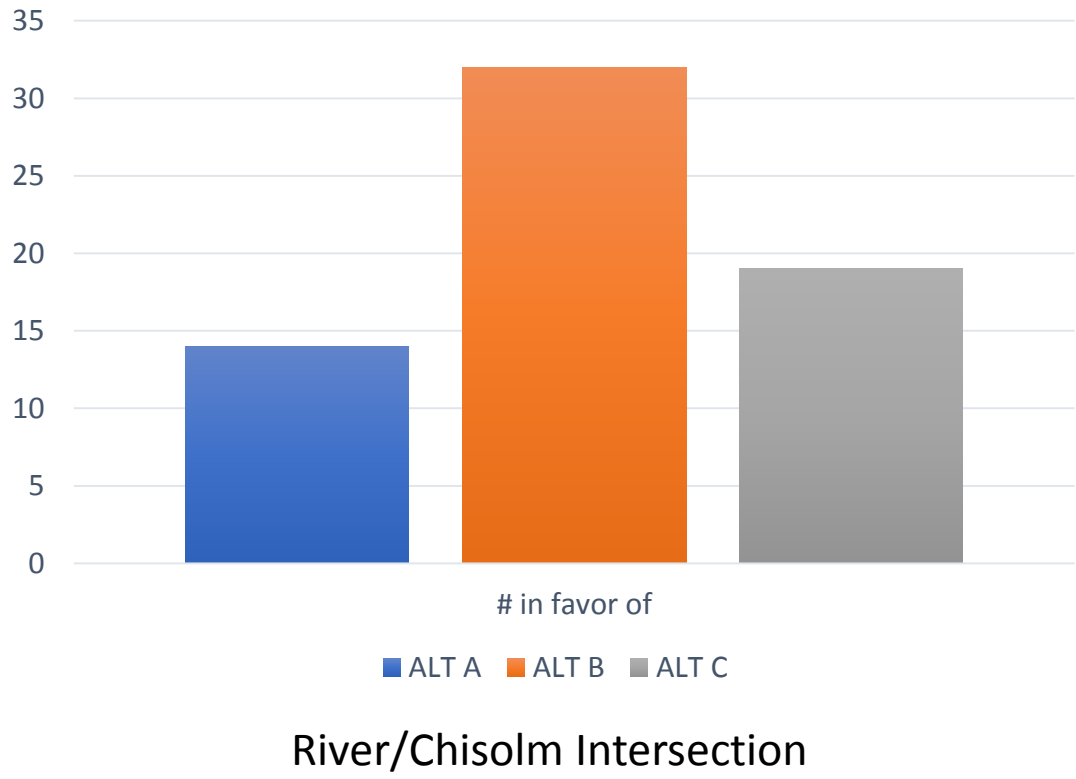
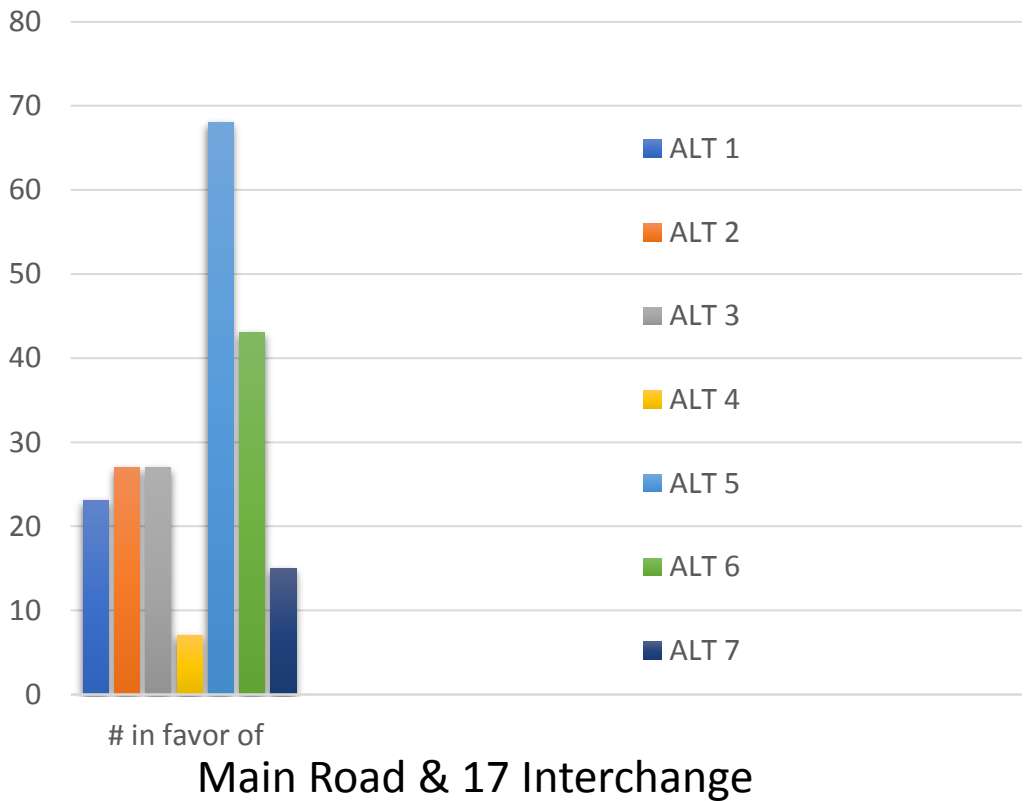
Located in one of Charleston County's fastest-growing areas on and near Johns Island, US 17 & Main Road is critical for accommodating increased traffic, reducing congestion, providing safe options for bicyclists and pedestrians, and mitigating flooding issues.

Habr  traductores disponibles

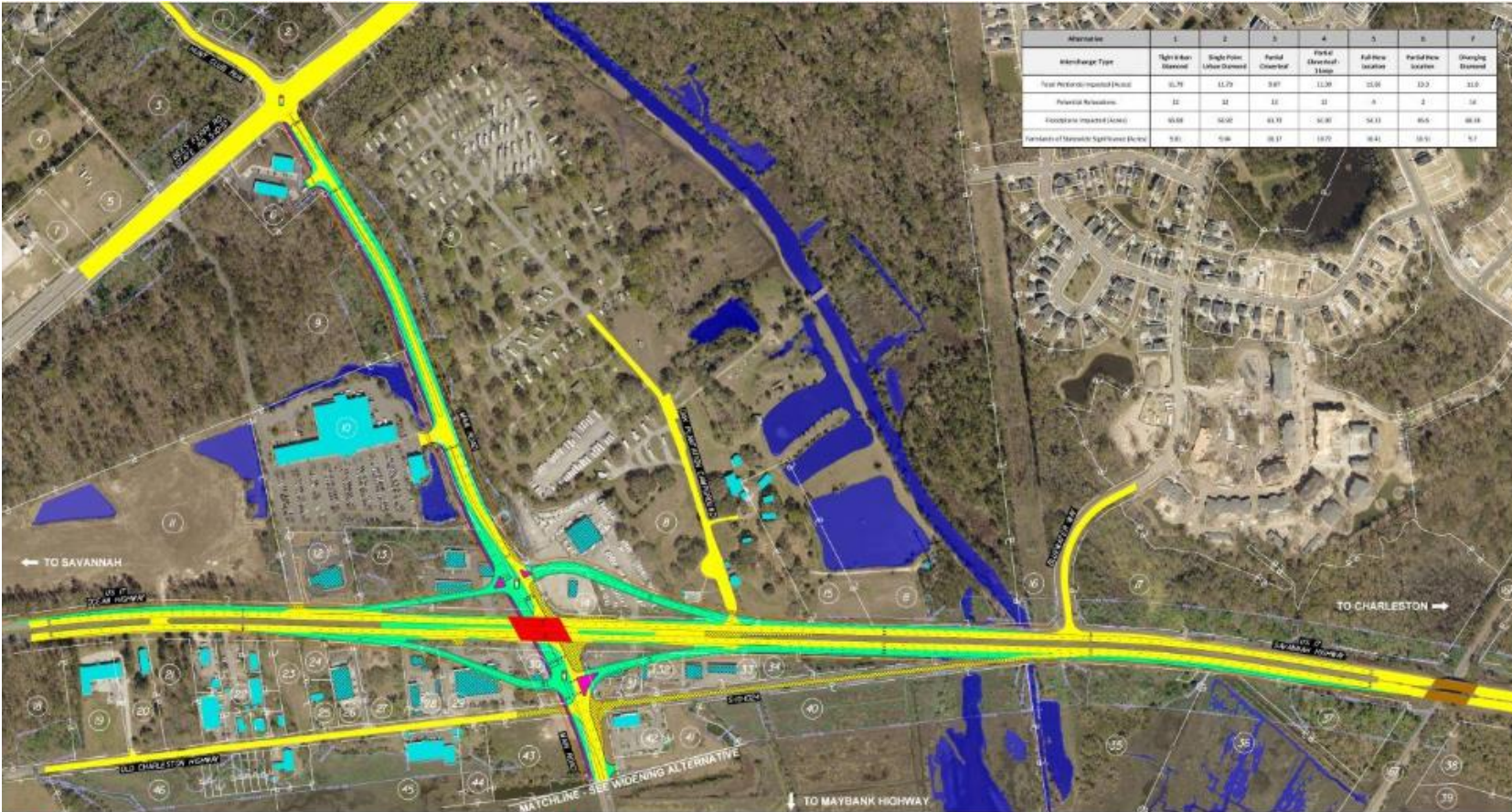




SUMMARY:



Alternative 1



Alternative	1	2	3	4	5	6	7
Interchange Type	Tight Urban Diamond	Single Point Urban Diamond	Partial Cloverleaf	Partial Cloverleaf - 3 Lane	Full Free Interchange	Partial Free Interchange	Overlapping Diamond
Total Wetlands Impacted (Acres)	11.79	12.79	9.87	12.89	23.06	13.2	22.0
Potential Relocations	12	12	12	12	6	2	14
Floodplains Impacted (Acres)	65.69	65.69	65.69	65.69	65.69	65.69	65.69
Farmlands of Statewide Significance (Acres)	9.81	9.81	9.81	9.81	9.81	9.81	9.81

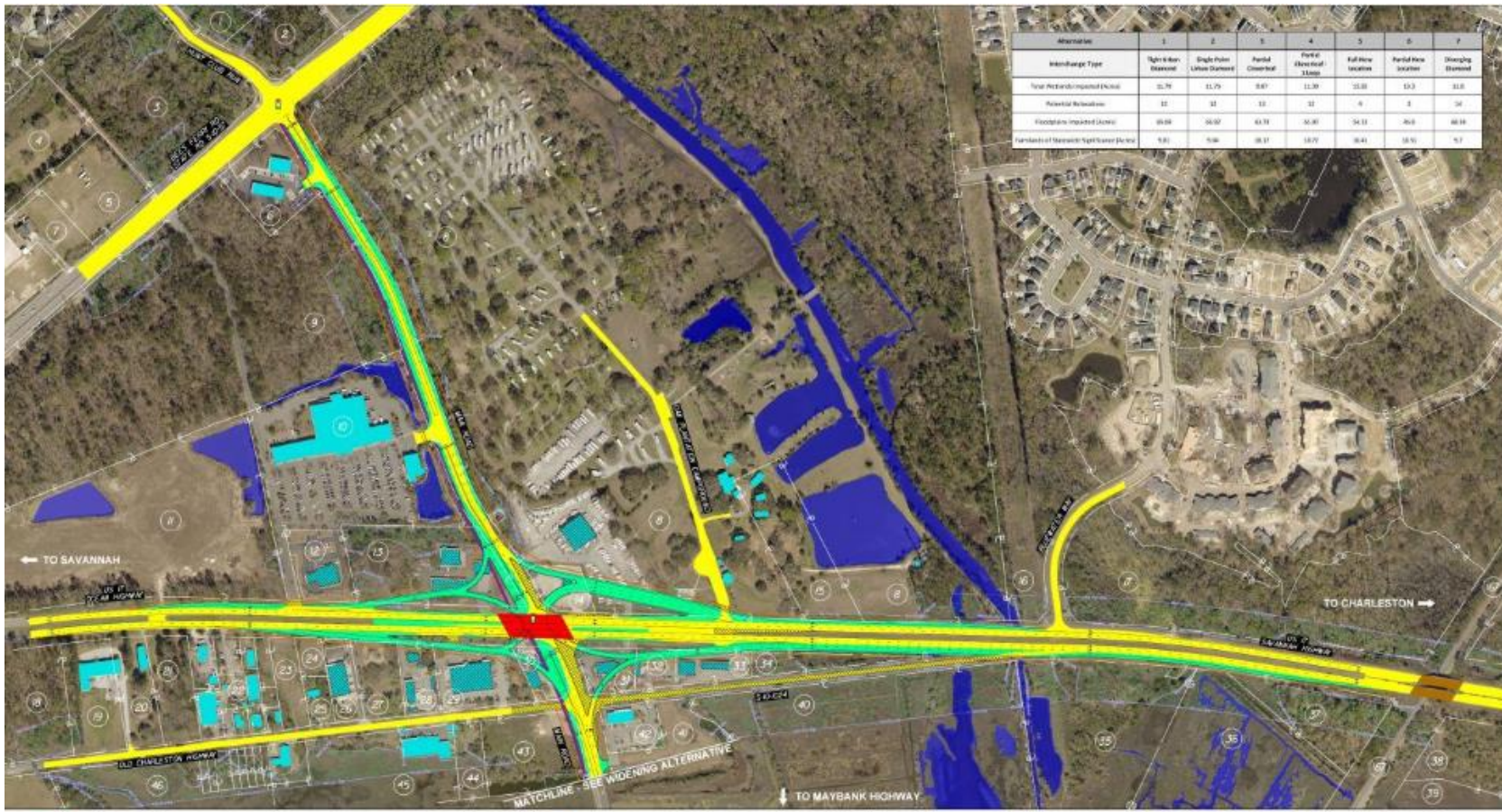
STATS

Interchange Type: Tight Urban Diamond
Total Wetlands Impacted (Acres): 11.79
Potential Relocations: 12
Floodplains Impacted (Acres): 65.69
Farmlands of Statewide Significance (Acres): 9.81

Alternative Preference

Alternative	Number in Favor	Percent in Favor
1	23	11.11%
2	27	13.04%
3	27	13.04%
4	7	3.38%
5	68	32.85%
6	43	20.77%
7	15	7.25%

Alternative 2

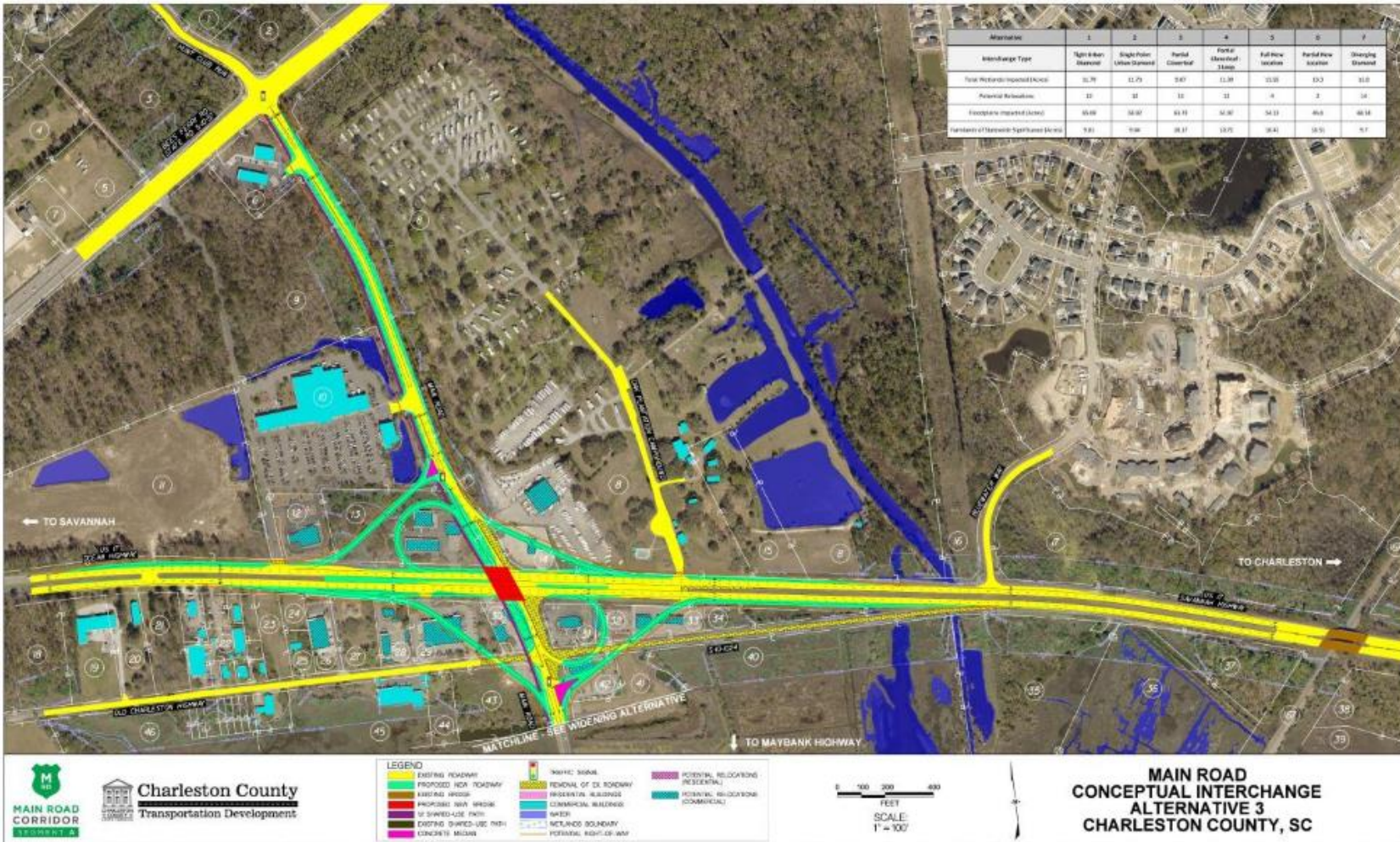


STATS

- Interchange Type:** Single Point Diamond Interchange
- Total Wetlands Impacted (Acres):** 11.73
- Potential Relocations:** 12
- Floodplains Impacted (Acres):** 63.92
- Farmlands of Statewide Significance (Acres):** 9.04

Alternative Preference		
Alternative	Number in Favor	Percent in Favor
1	23	11.11%
2	27	13.04%
3	27	13.04%
4	7	3.38%
5	68	32.85%
6	43	20.77%
7	15	7.25%

Alternative 3



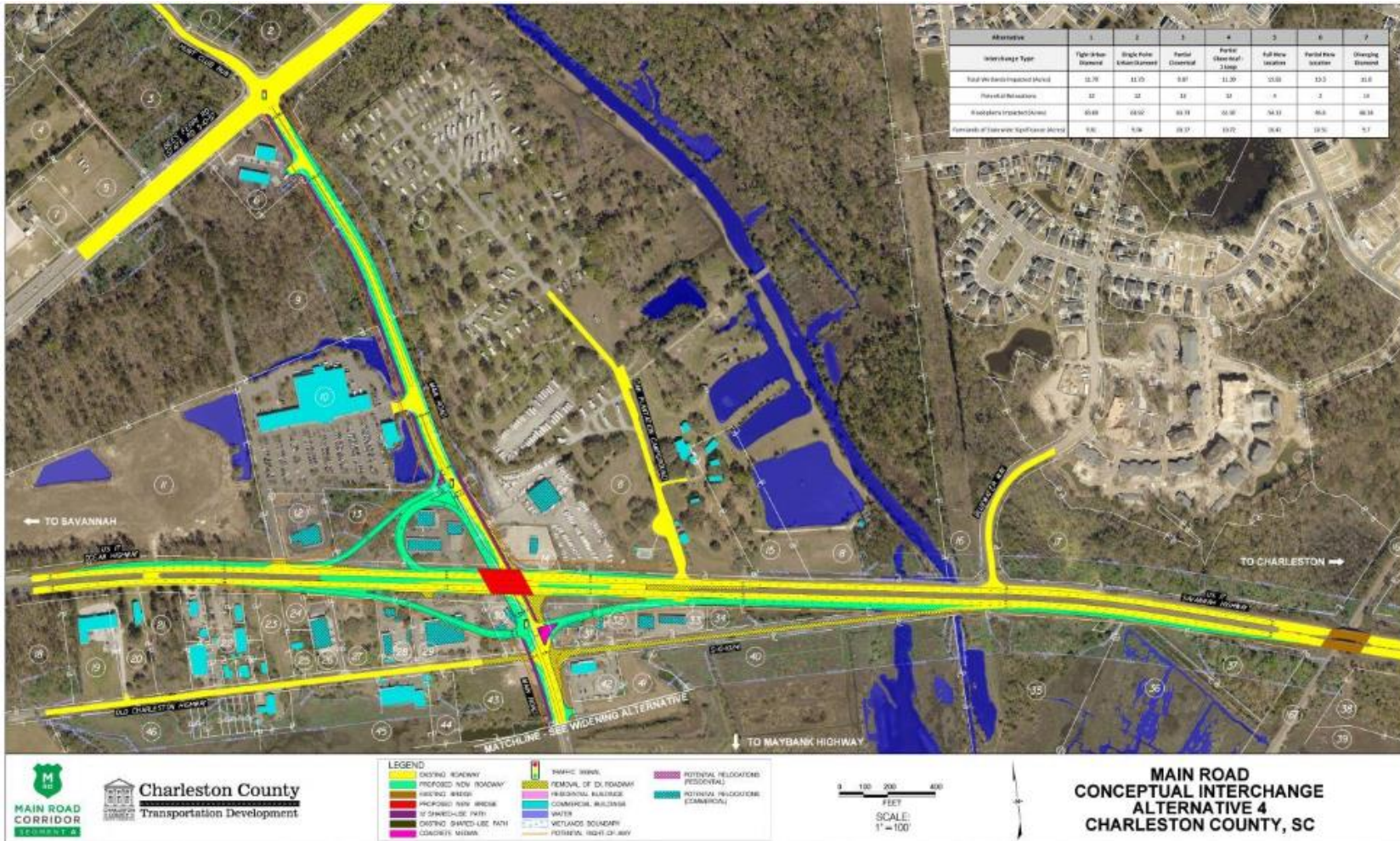
STATS

Interchange Type: Partial Cloverleaf
Total Wetlands Impacted (Acres): 9.87
Potential Relocations: 13
Floodplains Impacted (Acres): 63.73
Farmlands of Statewide Significance (Acres): 10.17

Alternative Preference		
Alternative	Number in Favor	Percent in Favor
1	23	11.11%
2	27	13.04%
3	27	13.04%
4	7	3.38%
5	68	32.85%
6	43	20.77%
7	15	7.25%

MAIN ROAD
 CONCEPTUAL INTERCHANGE
 ALTERNATIVE 3
 CHARLESTON COUNTY, SC

Alternative 4



Alternative	1	2	3	4	5	6	7
Interchange Type	Tight Urban Diamond	Single Point Urban Diamond	Partial Cloverleaf	Partial Cloverleaf - 2 Loops	Full New Location	Partial New Location	Changing Diamond
Total Wetlands Impacted (Acres)	11.76	11.05	9.81	11.39	13.03	13.0	11.8
Potential Relocations	12	12	12	12	9	3	18
Floodplains Impacted (Acres)	61.88	61.92	61.91	61.92	64.51	64.8	66.18
Farmlands of Statewide Significance (Acres)	10.72	10.72	10.72	10.72	10.41	10.76	9.7

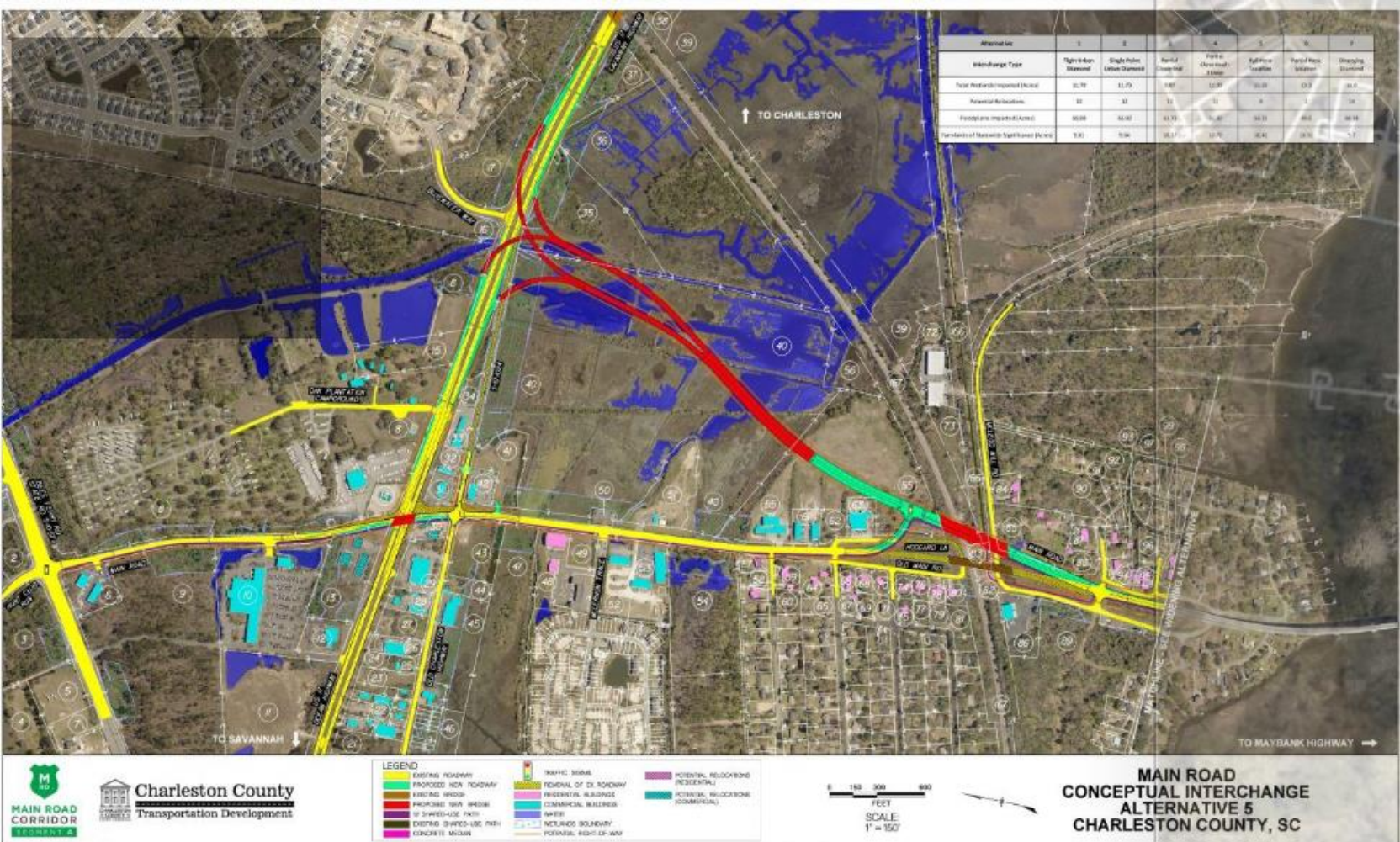
STATS

Interchange Type: Partial Cloverleaf - 1 Loop
Total Wetlands Impacted (Acres): 11.39
Potential Relocations: 12
Floodplains Impacted (Acres): 61.92
Farmlands of Statewide Significance (Acres): 10.72

Alternative Preference		
Alternative	Number in Favor	Percent in Favor
1	23	11.11%
2	27	13.04%
3	27	13.04%
4	7	3.38%
5	68	32.85%
6	43	20.77%
7	15	7.25%

MAIN ROAD CONCEPTUAL INTERCHANGE ALTERNATIVE 4 CHARLESTON COUNTY, SC

Alternative 5

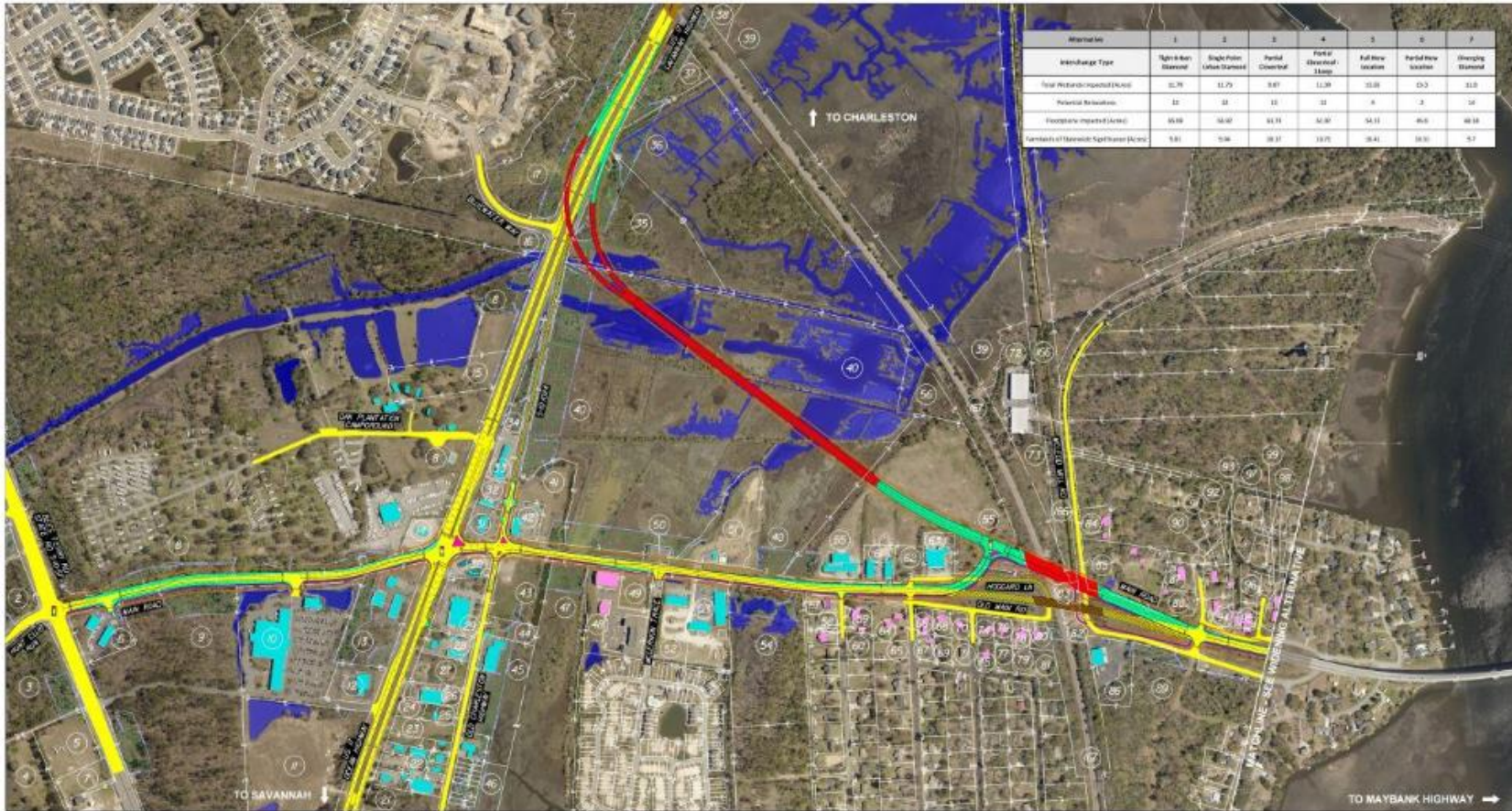


STATS

Interchange Type: Full New Location
Total Wetlands Impacted (Acres): 15.65
Potential Relocations: 4
Floodplains Impacted (Acres): 54.13
Farmlands of Statewide Significance (Acres): 10.41

Alternative Preference		
Alternative	Number in Favor	Percent in Favor
1	23	11.11%
2	27	13.04%
3	27	13.04%
4	7	3.38%
5	68	32.85%
6	43	20.77%
7	15	7.25%

Alternative 6



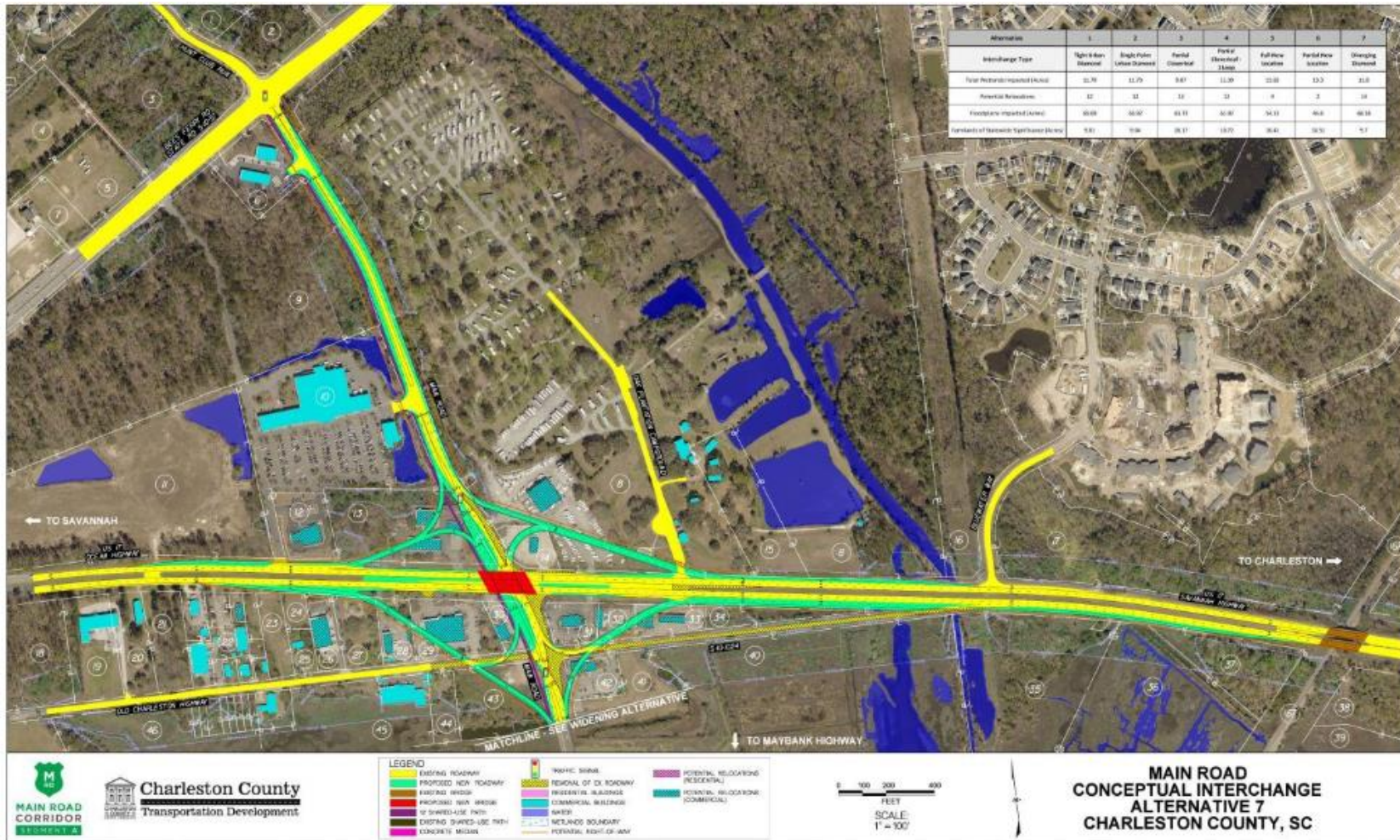
Interchange	1	2	3	4	5	6	7
Interchange Type	Right in Right Overhead	Single Point Urban Diamond	Partial Overhead	Partial Overhead 2 Lane	Full New Location	Partial New Location	Emerging Diamond
Total Wetlands Impacted (Acres)	11.75	11.75	8.87	11.39	13.31	13.3	11.0
Potential Relocations	1	1	1	1	0	0	1
Floodplains Impacted (Acres)	45.60	45.60	45.31	45.37	45.11	45.0	45.18
Farmlands of Statewide Significance (Acres)	10.51	10.51	10.37	10.37	10.41	10.31	9.7

STATS

Interchange Type: Partial New Location
Total Wetlands Impacted (Acres): 13.3
Potential Relocations: 1
Floodplains Impacted (Acres): 45.6
Farmlands of Statewide Significance (Acres): 10.51

Alternative Preference		
Alternative	Number in Favor	Percent in Favor
1	23	11.11%
2	27	13.04%
3	27	13.04%
4	7	3.38%
5	68	32.85%
6	43	20.77%
7	15	7.25%

Alternative 7



Alternative	1	2	3	4	5	6	7
Interchange Type	Right-Hand Diverging	Single Point Urban Diverging	Partial Cloverleaf	Partial Diverging T-Interchange	Full Flow Interchange	Partial Flow Interchange	Diverging Diamond
Total Wetlands Impacted (Acres)	22.78	11.75	8.87	11.09	22.28	12.3	21.8
Potential Relocations	52	32	32	32	9	2	38
Floodplains Impacted (Acres)	68.08	68.97	68.93	68.97	64.11	66.9	68.18
Farmlands of Statewide Significance (Acres)	9.81	9.36	9.37	9.75	9.41	9.75	9.7

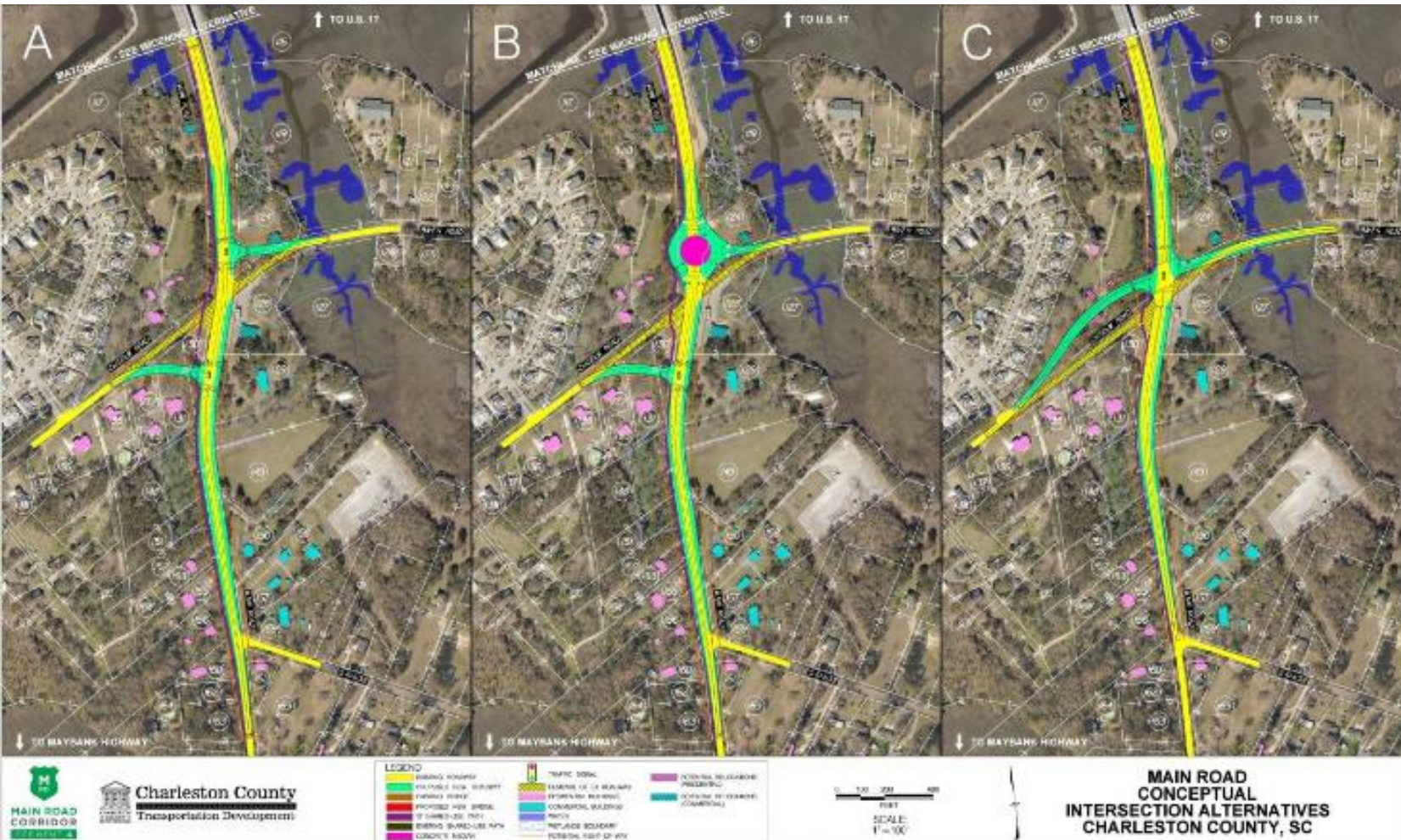
STATS

Interchange Type: Diverging Diamond
Total Wetlands Impacted (Acres): 11.8
Potential Relocations: 14
Floodplains Impacted (Acres): 68.38
Farmlands of Statewide Significance (Acres): 9.7

Alternative Preference		
Alternative	Number in Favor	Percent in Favor
1	23	11.11%
2	27	13.04%
3	27	13.04%
4	7	3.38%
5	68	32.85%
6	43	20.77%
7	15	7.25%

MAIN ROAD CONCEPTUAL INTERCHANGE ALTERNATIVE 7 CHARLESTON COUNTY, SC

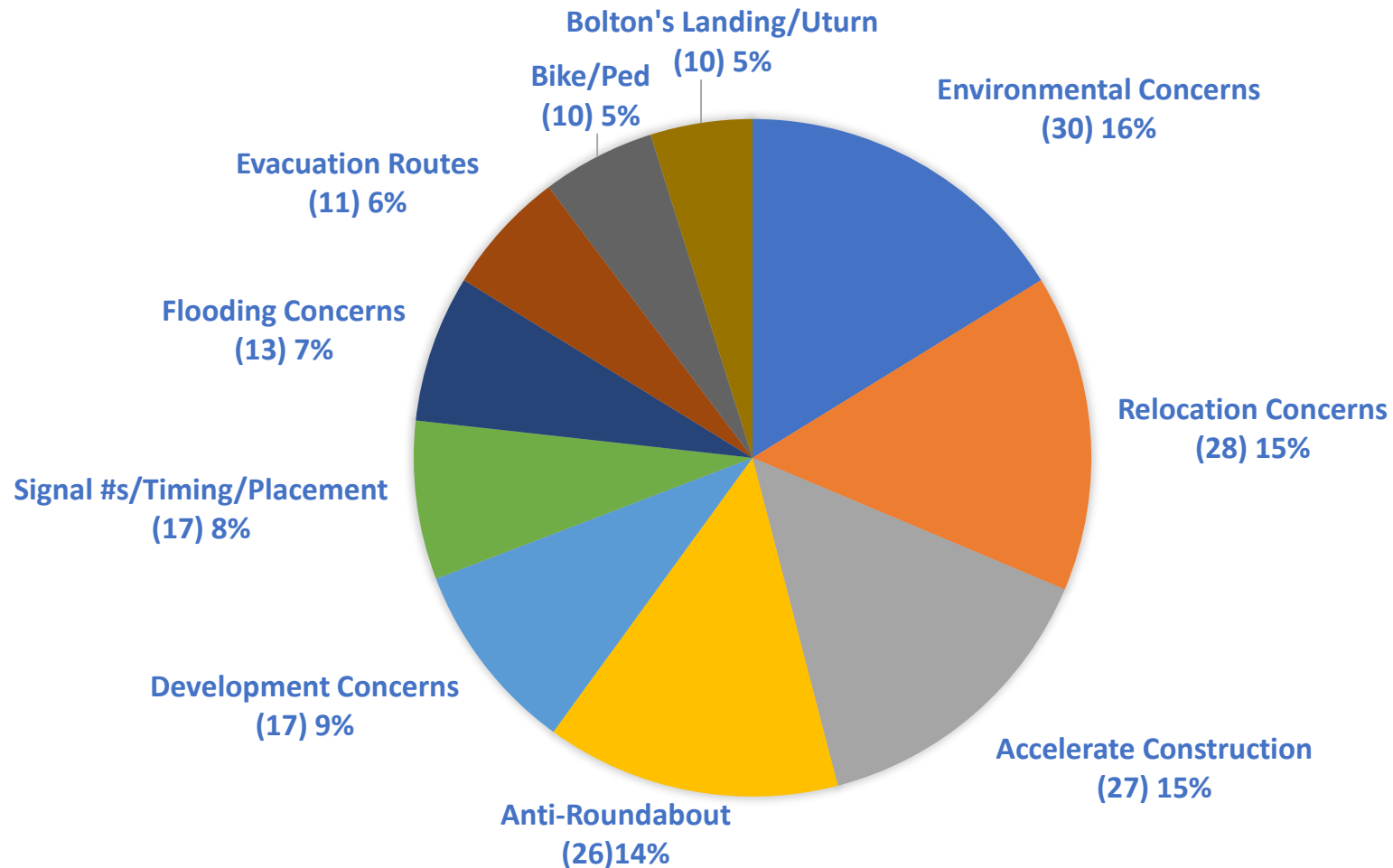
River Road/Chisolm Road Intersection Alternatives



Alternative Preference		
Alternative	Number in Favor	Percent in Favor
A	14	25.93%
B	32	59.26%
C	19	35.19%

Please note that for the intersection of River Road/Chisolm Road, 26 comments stated that they **do not wish to see a roundabout** at this intersection. Staff will take these comments into consideration moving forward.

Comment Results received 10 or more times:



Frequently Asked Questions (FAQ):

Can the impacts to wetlands and/or trees be minimized, specifically the Butcher Oak and adjacent wetlands?

Charleston County (the County) will work to avoid Grand Tree and wetland impacts along Main Road where possible. The project team will consider a number of factors in addition to Grand Tree and wetland impacts, including construction cost, property impacts and relocations, future projected traffic, cultural resources, and threatened/ endangered species when complying with National Environmental Policy Act (NEPA). The NEPA process mandates the consideration all of these factors in order to identify the least environmentally damaging practical alternative (LEDPA).



Frequently Asked Questions (FAQ):

Can the project relocations be minimized, specifically the gas stations, Walgreens, and businesses along Old Charleston Highway?

The County will work to minimize relocations where possible. The project team will consider a number of factors in addition to relocations, including Grand Tree and wetland impacts, construction costs, future projected traffic, cultural resources, and threatened/ endangered species when complying with NEPA. The NEPA process mandates the consideration of all these factors in order to identify the LEDPA.

Once the US Army Corps of Engineers (USACE) approves the County's recommendation of a preferred alternative, a more detailed design will begin. At that time, the project team will identify any relocations.



Frequently Asked Questions (FAQ):

Is there any way to accelerate construction prior to 2022?

The County has already begun an aggressive schedule in order to advance Segment A to construction in the year 2022.

Charleston County Council approved the segmenting of the Main Road Corridor project on May 16, 2018. Separating the project into three segments expedites the NEPA process by allowing the project team to address the immediate safety and traffic congestion needs of Segment A. The County anticipates that Segments B and C will have a longer permitting process, which they will work on while Segment A moves through the NEPA process and into construction.

In addition to segmenting this project, the County also plans to advertise the construction of Segment A as a Design Build. This means that after receiving approval for a preferred alternative, construction of the project will begin with 30% design plans complete. The County will complete the remaining 70% of the project's design while construction takes place, accelerating the project's completion. Additionally, the County entered into a contract with the USACE that will allow their staff to focus solely on Charleston County projects during the NEPA process.



Frequently Asked Questions (FAQ):

Will you address the current operation of the River Road/Chisolm Road Intersection, specifically the issue of vehicles turning right from River Road onto Main Road conflicting with vehicles turning left from Chisolm Road onto Main Road?

The County is currently evaluating potential interim improvements at the intersection of River Road/Chisolm Road.



Frequently Asked Questions (FAQ):

Can you halt Johns Island development until infrastructure projects are completed?

Charleston County Transportation Development does not have the authority to issue building moratoriums. Please contact your Elected Officials to further discuss potential building moratoriums.



Frequently Asked Questions (FAQ):

Certain alternatives add additional traffic signals to the corridor. How will you address traffic flow in regards to the number, placement, and timing of these signals?

The County will complete future traffic modeling up to the year 2043 to ensure that any new traffic signals of the preferred alternative will function efficiently. The modeling will include new and planned developments in the area. Future level of service will be one of the variables used to identify the LEDPA, as required by the NEPA process.



Frequently Asked Questions (FAQ):

What is being done to address the flooding in this corridor, specifically Main Road between the railroad bridge and US 17?

The project's purpose does include the alleviation of flooding in this area. The County will have a better idea what measures to implement after deciding on a preferred alternative.

Additionally, Charleston County Public Works has a FEMA grant to replace the culvert under the railroad tracks, which will address flooding. This project will be coordinated with their efforts to ensure the road is at an acceptable elevation. The Public Works Department anticipates the culvert replacement to occur in Summer 2021, pending permit and FEMA approval.



Frequently Asked Questions (FAQ):

What is being done to address the evacuation routes within the alternatives?

While this project's purpose does not specifically address hurricane evacuation, the widening of Main Road between Bees Ferry and River/Chisolm will provide congestion relief when entering and exiting the John Island. These improvements should aid in moving cars off the island in an emergency situation.



Frequently Asked Questions (FAQ):

Can the Project Include bike/ped facilities along the entire corridor?

The scope of the Main Road Corridor: Segment A includes improvements along Main Road from Bees Ferry Road to River Road/Chisolm Road. Bike and pedestrian improvements for Segment A include extending the West Ashley Greenway along Main Road with a multi-use path from the existing railroad bridge to the multi-use path at Bees Ferry Road. The County will meet with stakeholders to discuss bike and pedestrian accommodations across the Limehouse Bridge.



Frequently Asked Questions (FAQ):

How will residents of Bolton's Landing neighborhood access and/or make safe U-turns if access to US-17 remains a right-in, right-out only?

The entrance of Bolton's Landing is not within the scope of this project. We understand the inconvenience of going north on US 17 from Bluewater. The County is hopeful that by improving the intersection and Main Road, the benefits of moving traffic through the intersection more efficiently and safely will lessen the inconvenience of a right-in, right-out for Bolton's Landing Residences.



Frequently Asked Questions (FAQ):

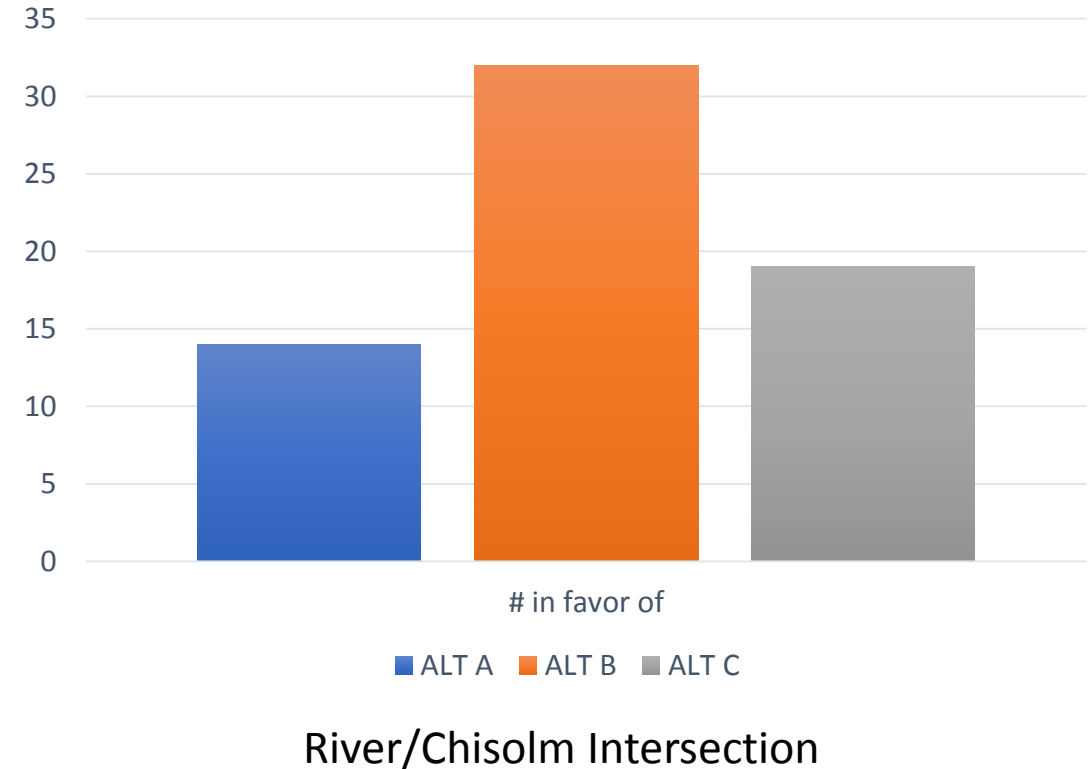
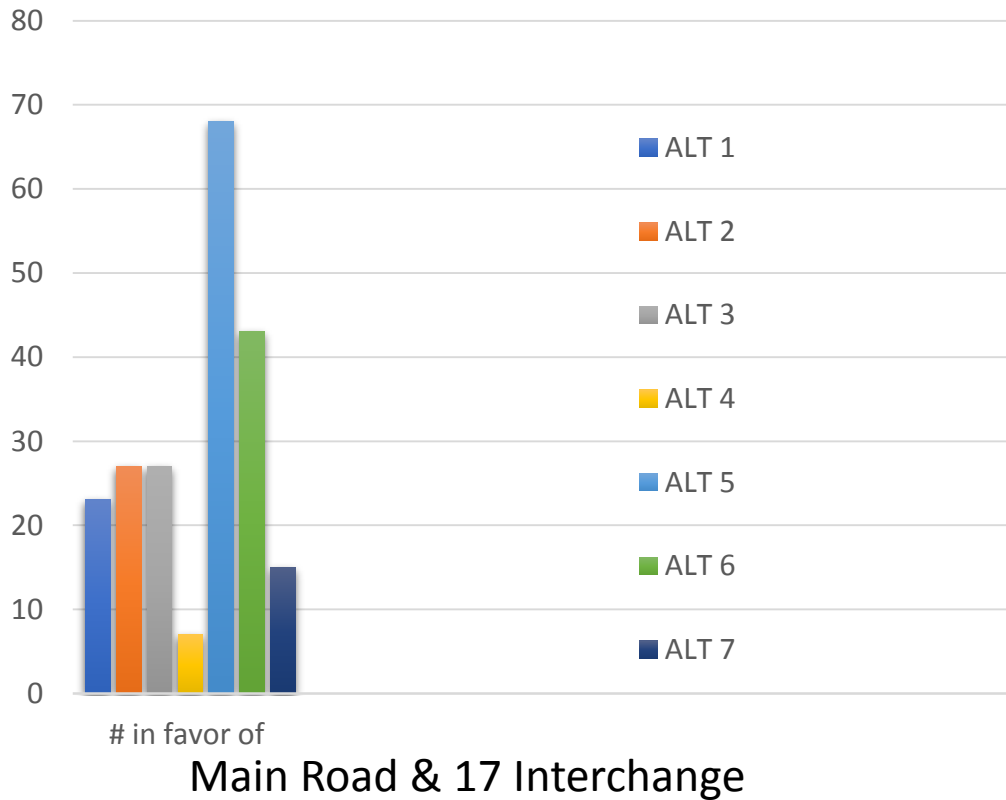
Will the drainage design for the project consider future sea level rise?

Yes, the proposed drainage improvements will factor in a 2-ft. sea level rise.



SUMMARY:

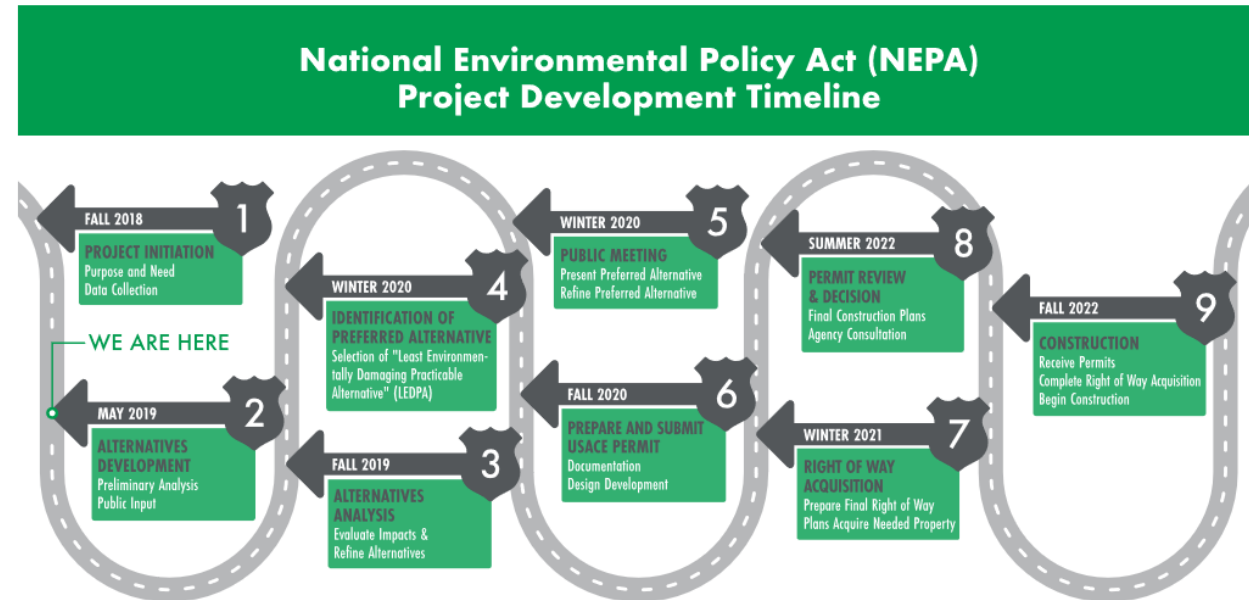
The results of public comment period illustrate support of **Alternative 5** (full new location) for the Main Road and US 17 interchange, and **Alternative B** (roundabout) for the River/Chisolm intersection. Please note that for the intersection of River Road/Chisolm Road, 26 comments stated that they **do not wish to see a roundabout** at this intersection. Staff will take these comments into consideration moving forward.



Identification of Preferred Alternative

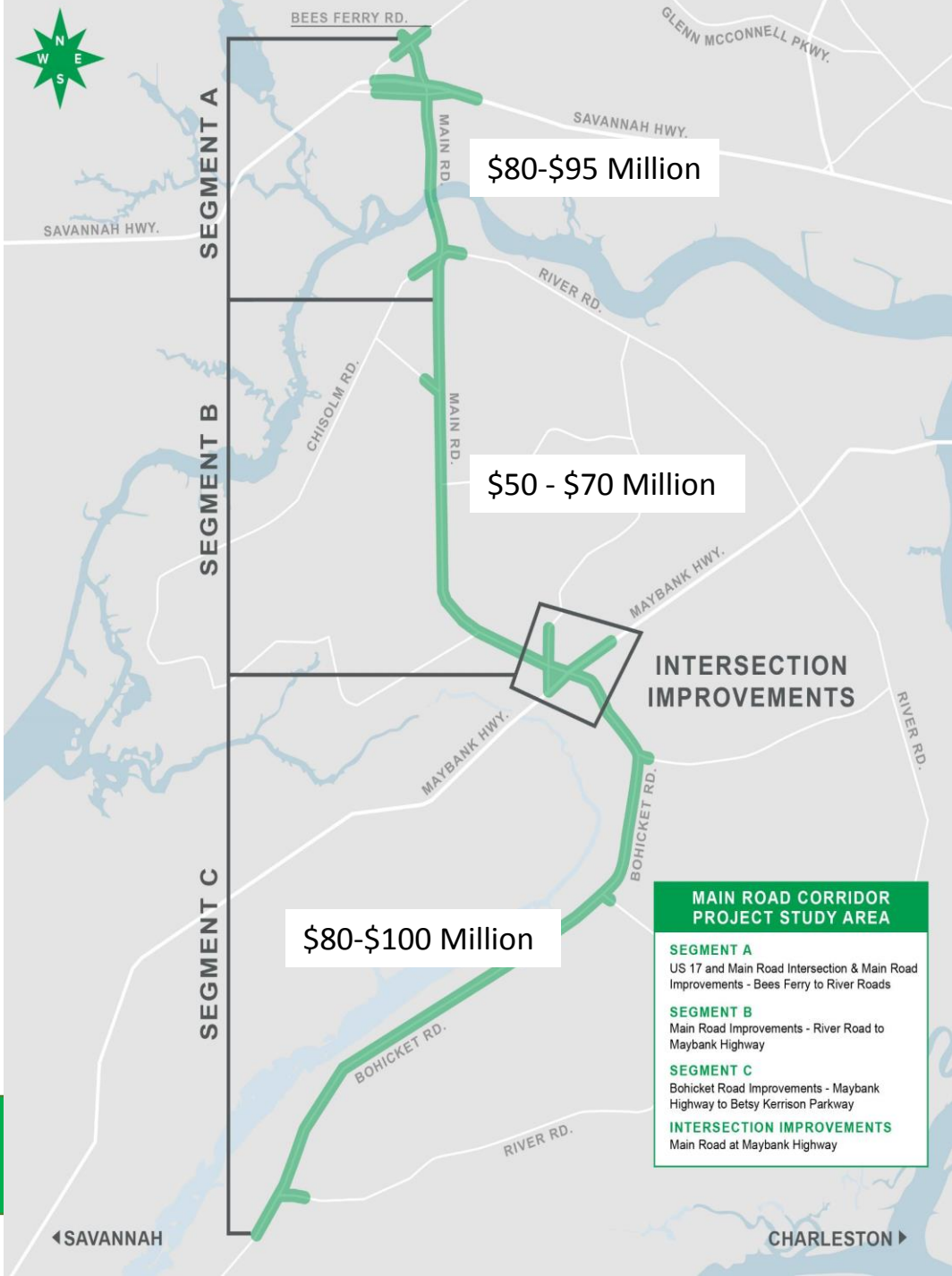
In order to determine the preferred alternative, the Project Team will continue to refine the reasonable alternatives based on the collection and evaluation of field data. The following criteria will be utilized in order to identify the preferred alternative:

- Public Input
- Cost
- Future Projected Traffic
- Jurisdictional Determined Wetlands and Streams (Field identified)
- Cultural Resources (Field Surveyed)
- HAZMAT (Phase 1 and 2)
- Threatened and Endangered Species (Field Surveyed)
- Right of Way Impacts
- Relocations



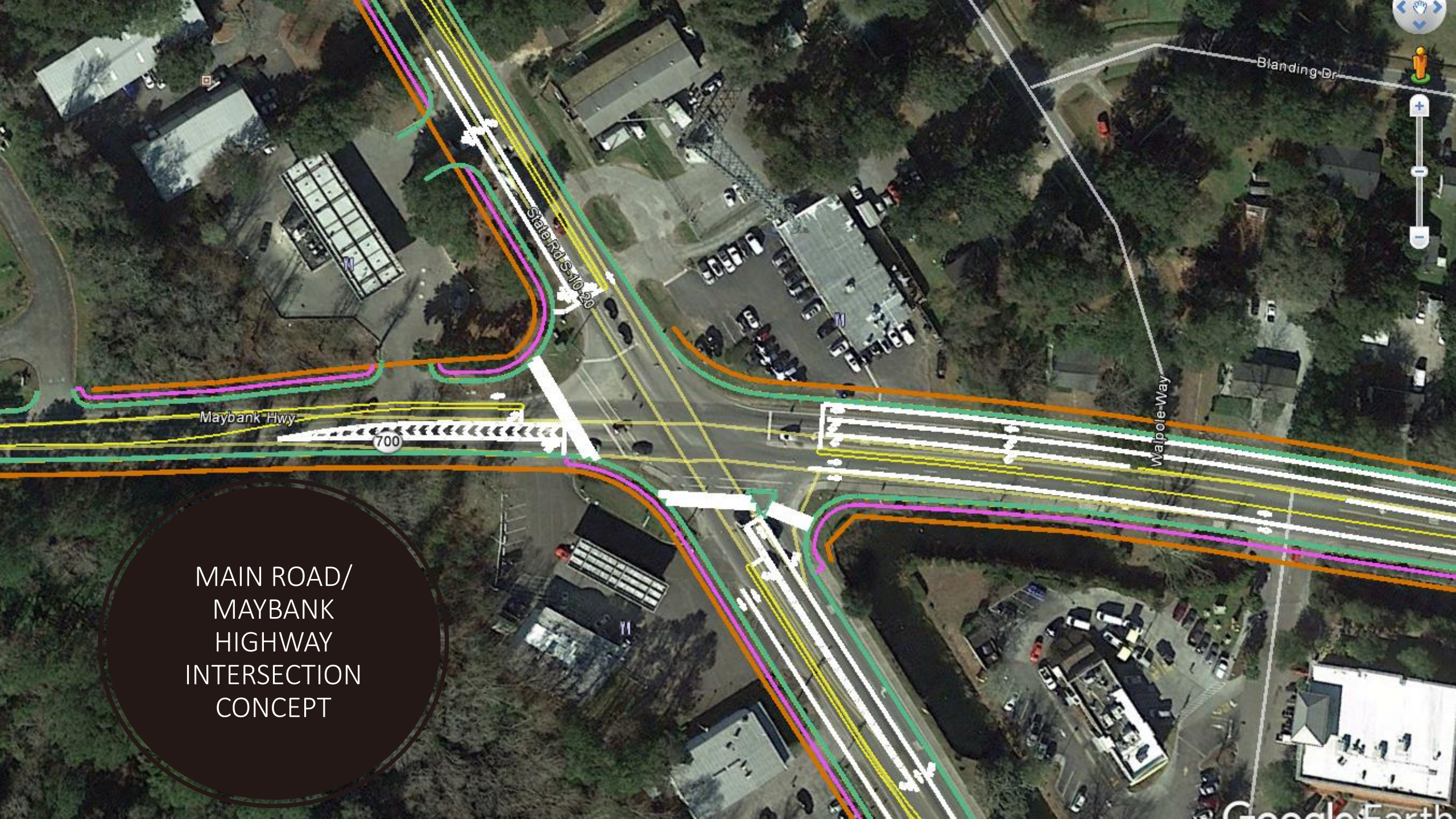


M RD **MAIN ROAD CORRIDOR**
SEGMENT A



**SEGMENTS OF
MAIN ROAD /
BOHICKET
ROAD
CORRIDOR**

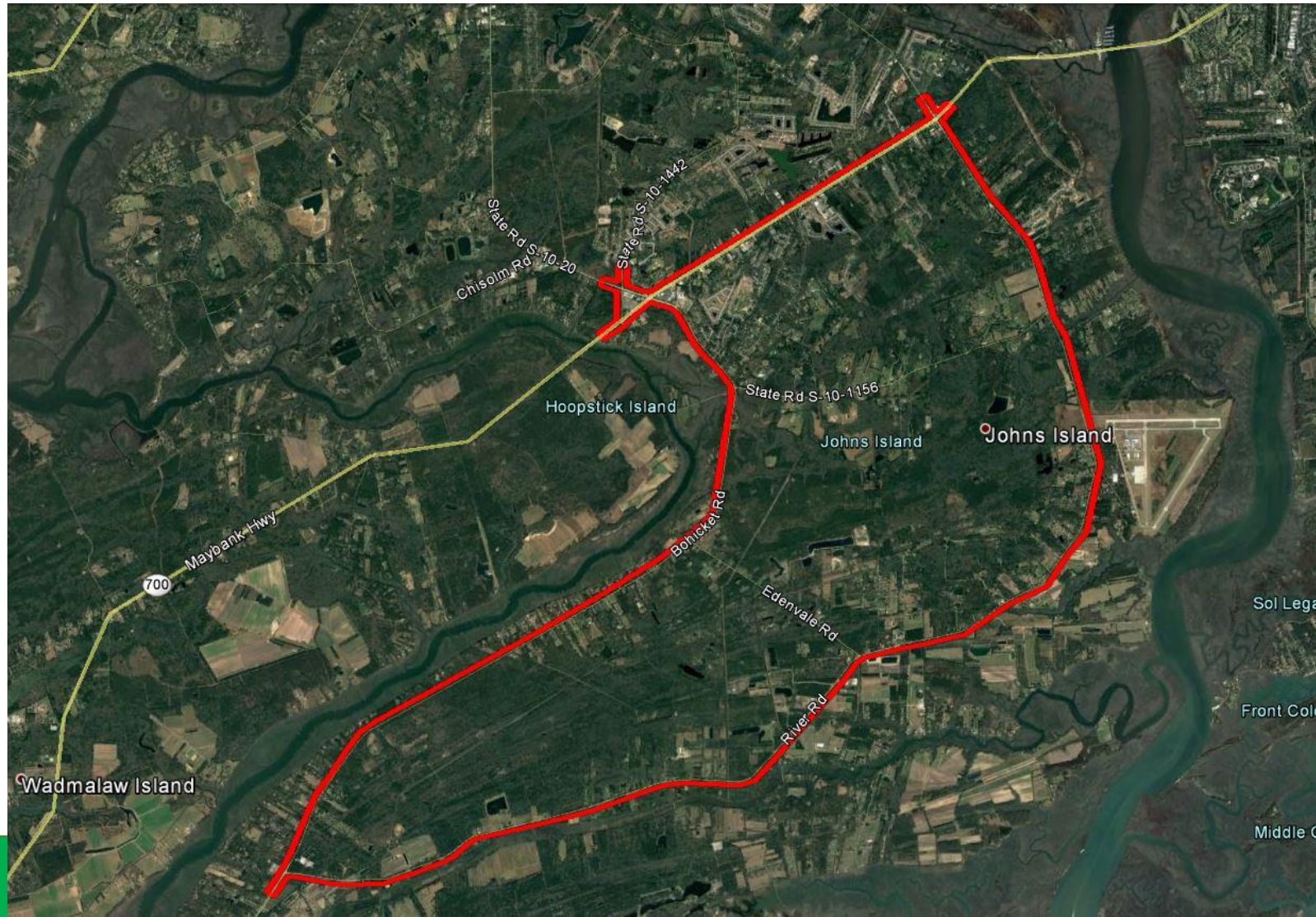




MAIN ROAD/
MAYBANK
HIGHWAY
INTERSECTION
CONCEPT



SEGMENT C Study Area





Stay in Touch

www.mainroadcorridor.com