

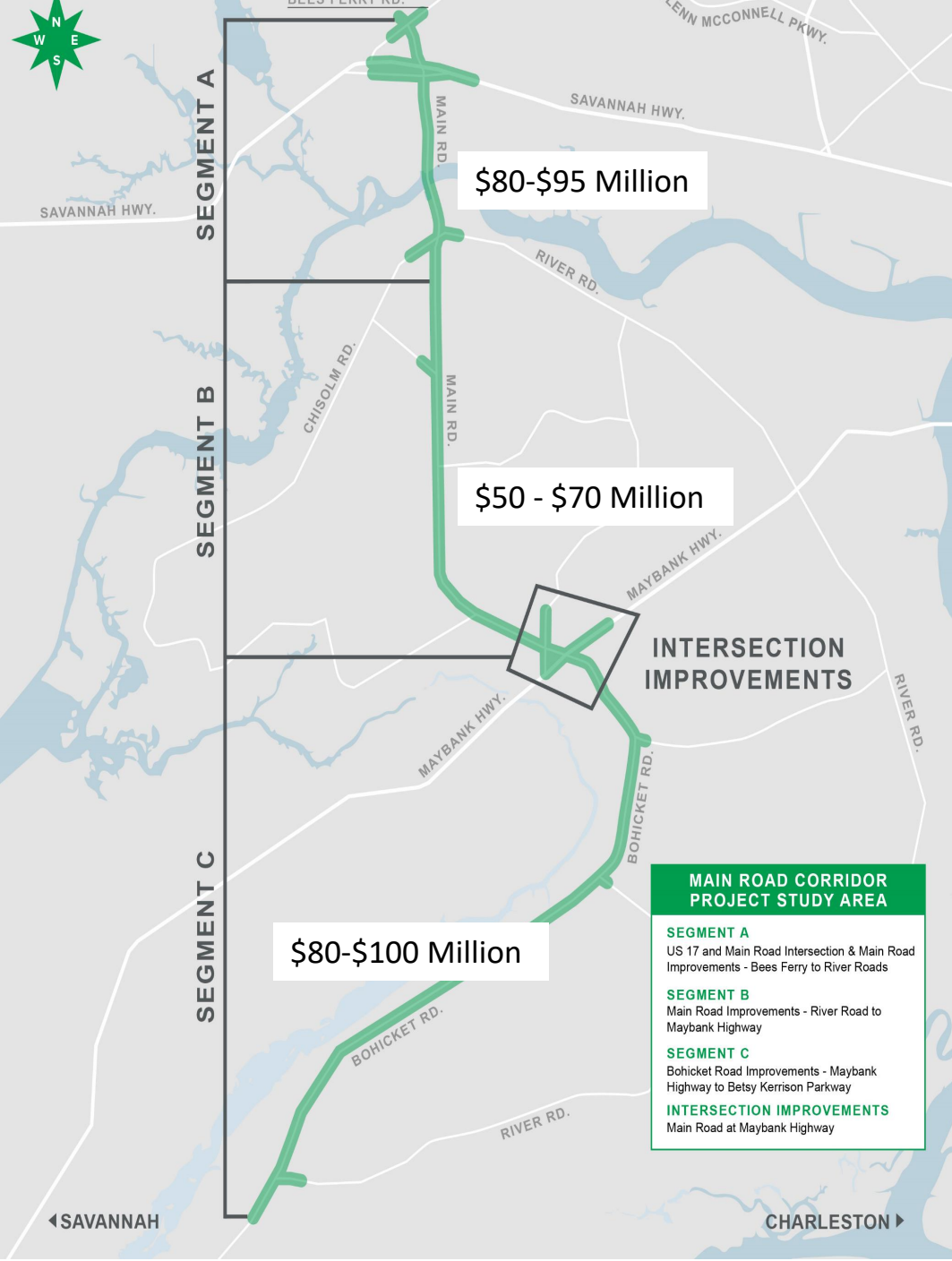


TOWN OF
Kiawah Island®

Main Road Corridor Improvements Update
August 6, 2019



SEGMENTS OF MAIN ROAD / BOHICKET ROAD CORRIDOR



NEPA – National Environmental Policy Act

- Federal Law that applies when a project is federally funded or permitted (federal action required)
- Why does it apply to Main Road Project? US Army Corps of Engineers Permit will be required
- What are the key components of NEPA?
 - Study a range of alternatives and document impacts
 - Evaluate alternatives to equal level of detail
 - Agency Coordination (USACE, SCDHEC, SCDHEC-OCRM, USFWS, NOAA-NMFS, SCDOT, SCDAH, others)
 - Public Involvement



Main Road Corridor Segment A

Public Meeting Response



Traffic Relief for Johns Island and West Ashley

PROJECT PURPOSE

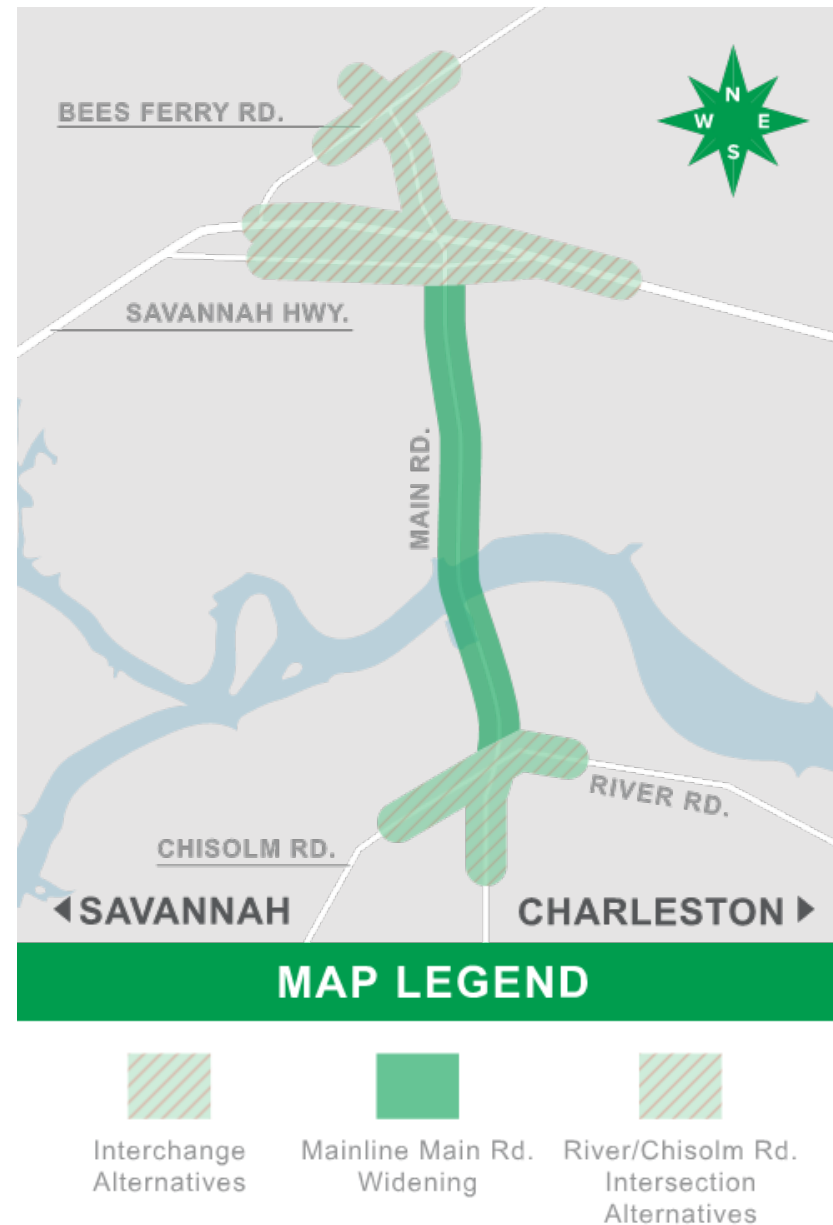
The overall purpose of the project is to improve mobility and enhance traffic operations by reducing existing traffic congestion within the Main Road Corridor while accommodating future traffic needs.

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



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.

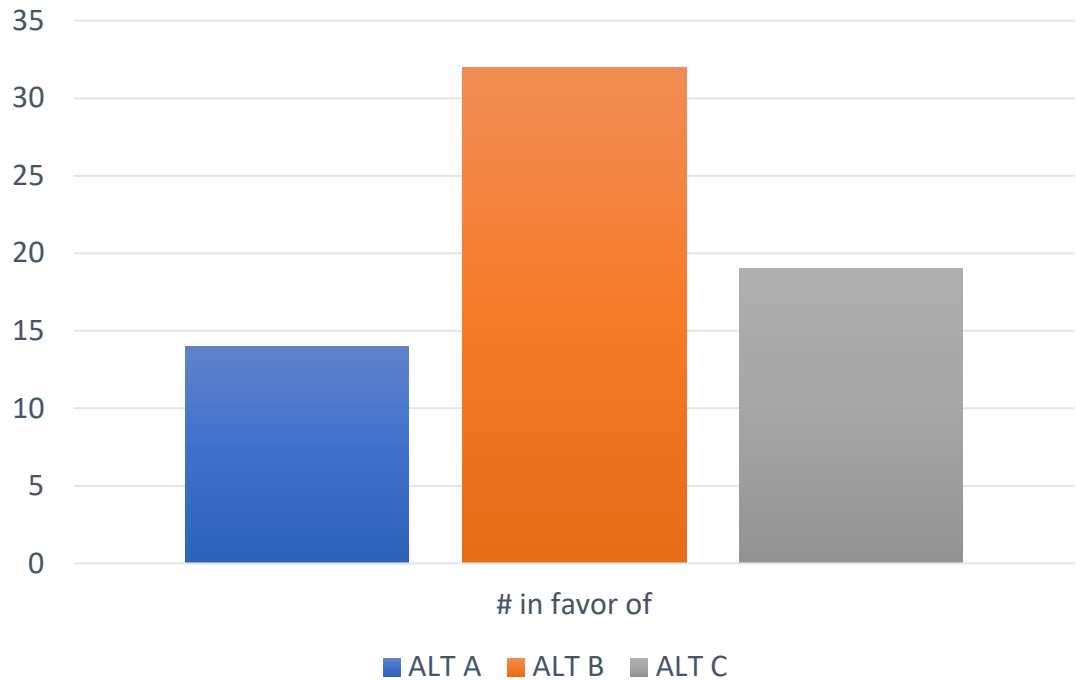
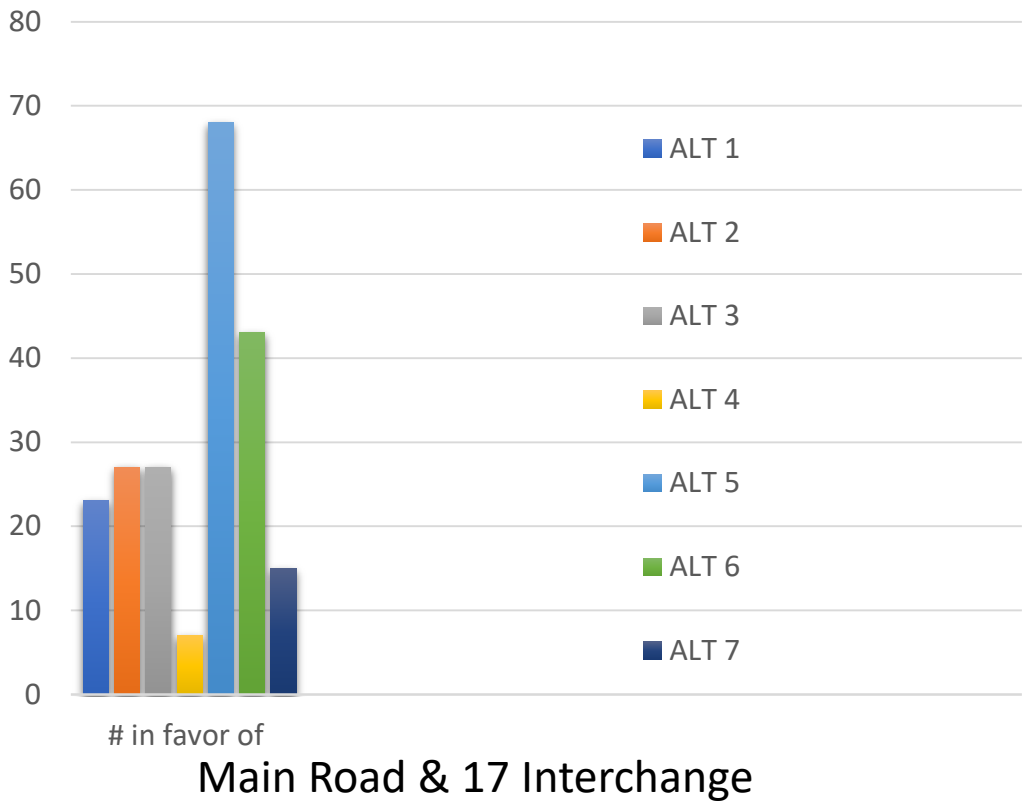
Located in one of Charleston County's fastest-growing areas on and near Johns Island, US 17 & Main Road is critical for accommodating increased traffic, reducing congestion, providing safe options for bicyclists and pedestrians, and mitigating flooding issues.

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SUMMARY:



Alternative 1

STATS

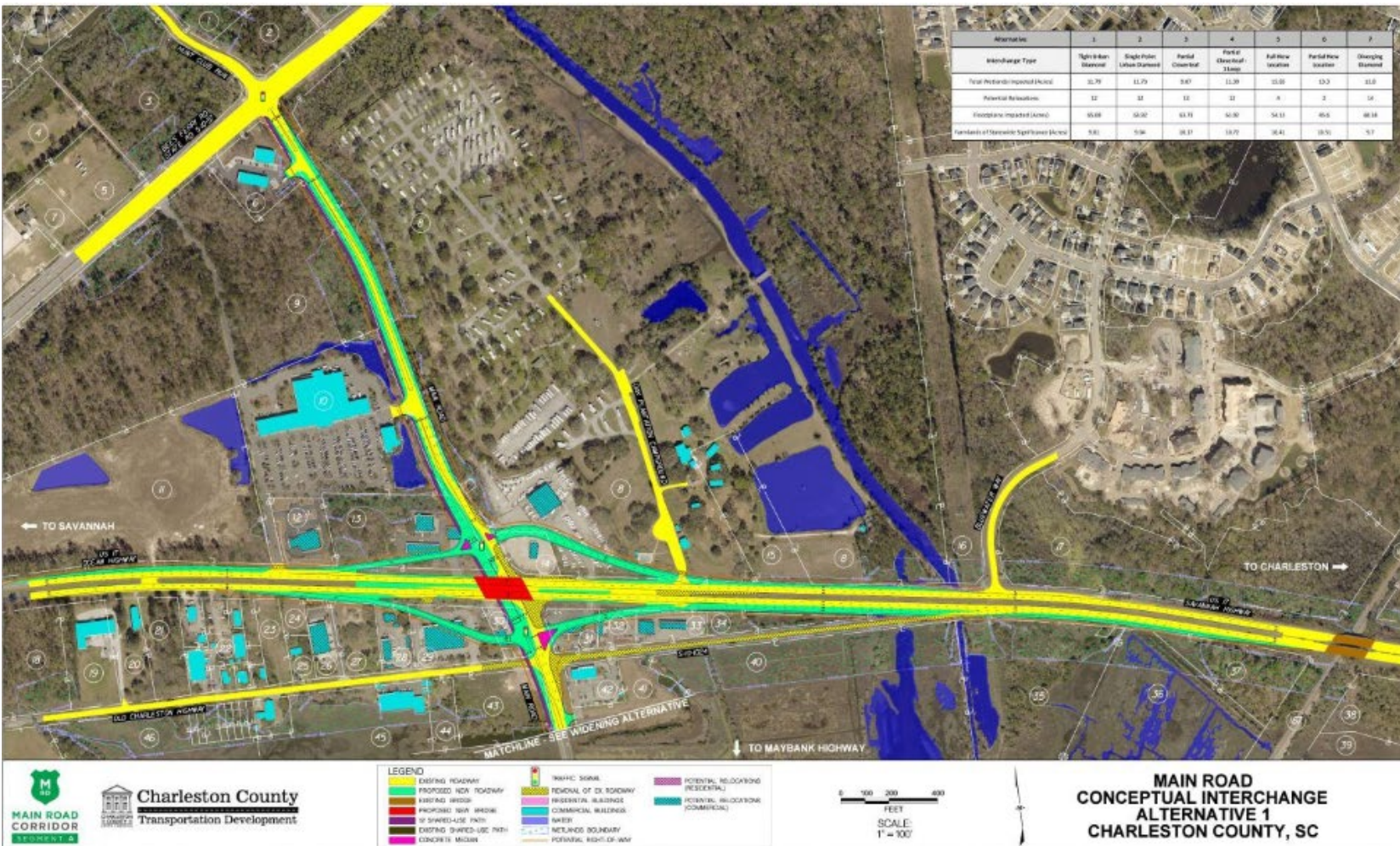
Interchange Type: Tight Urban Diamond

Total Wetlands Impacted (Acres): 11.79

Potential Relocations: 12

Floodplains Impacted (Acres): 65.69

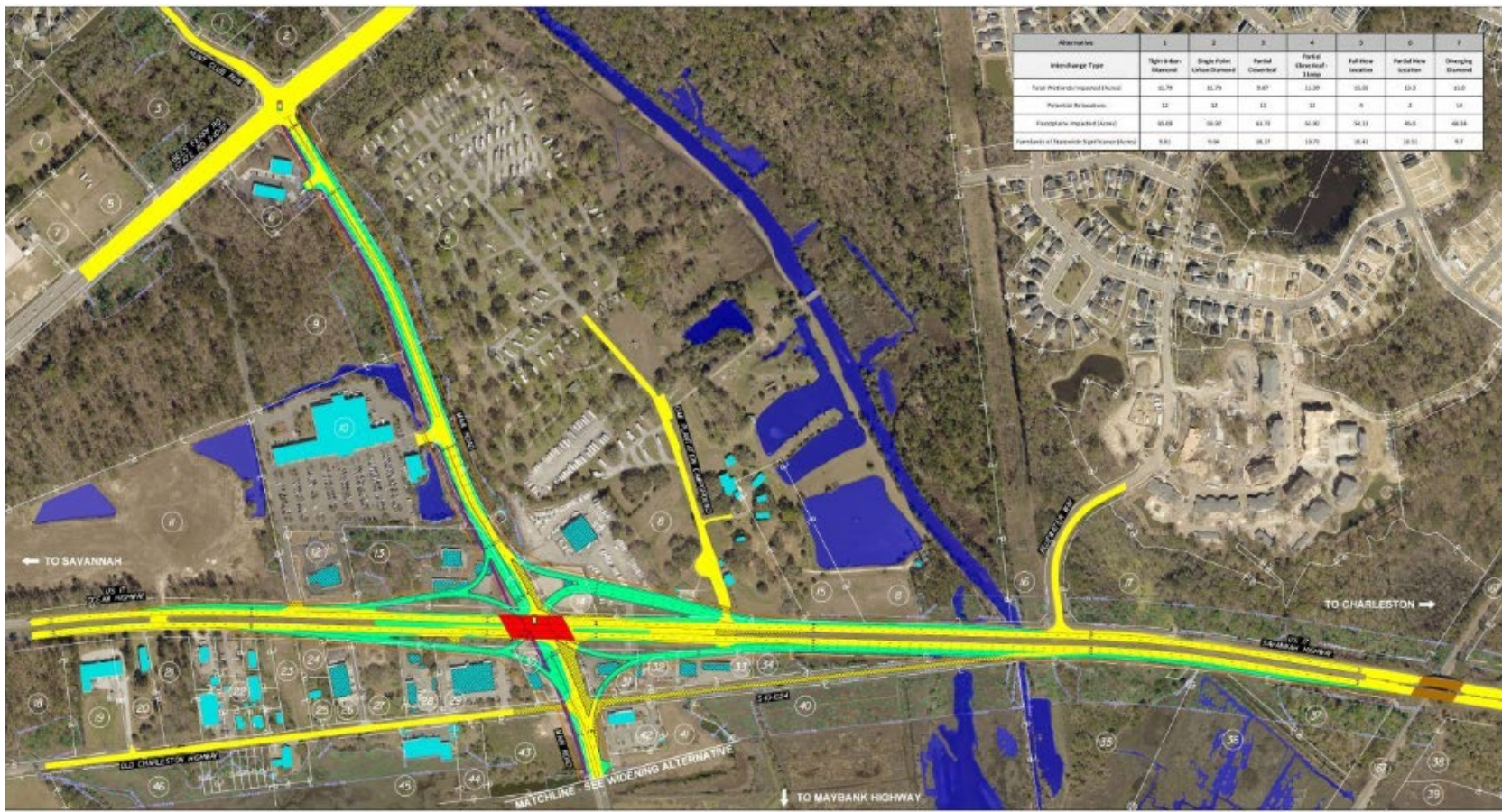
Farmlands of Statewide Significance (Acres): 9.81



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

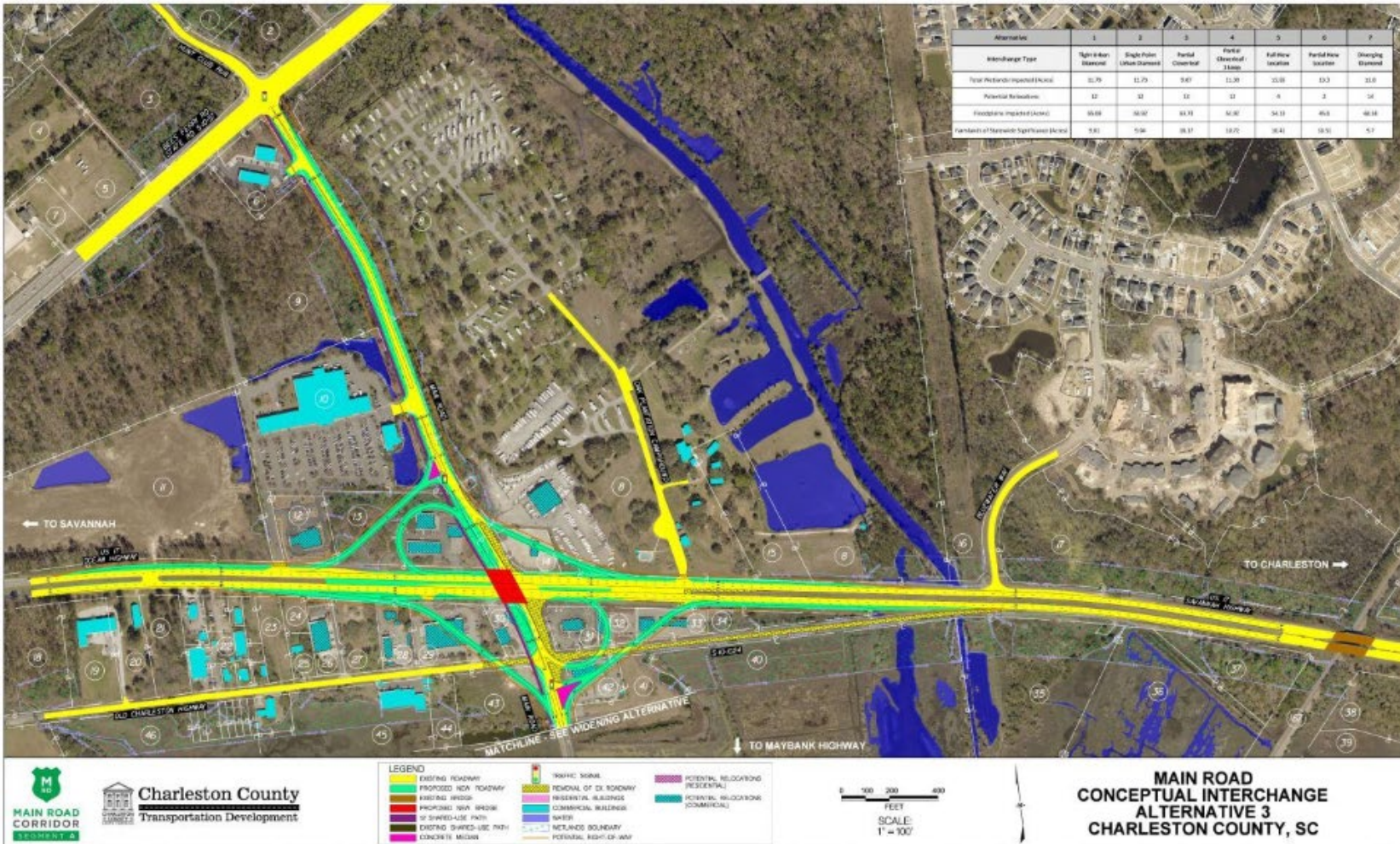
Potential Relocations: 12

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

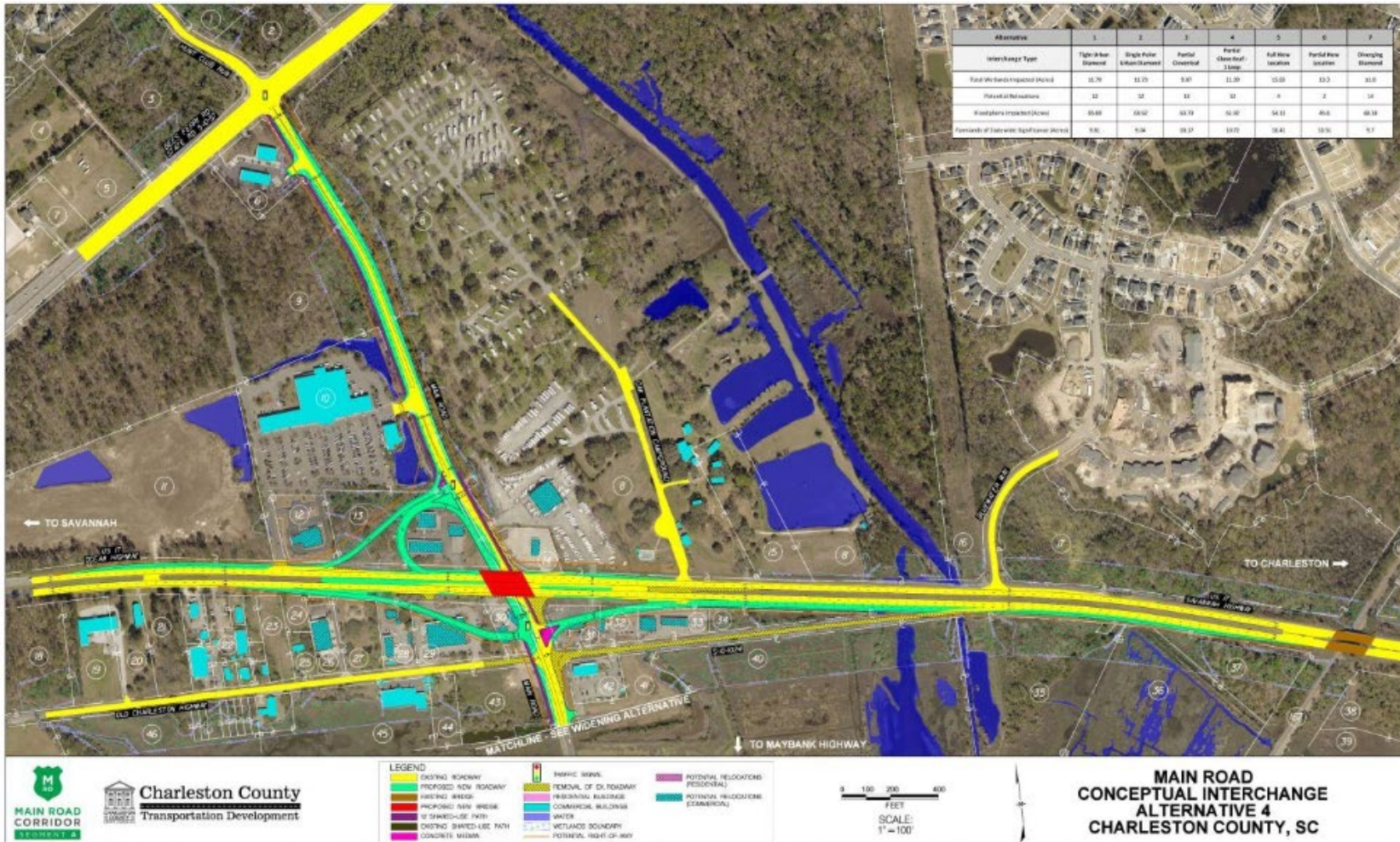


STATS

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%

Alternative 4



STATS

Interchange Type: Partial Cloverleaf - 1 Loop

Total Wetlands Impacted (Acres): 11.39

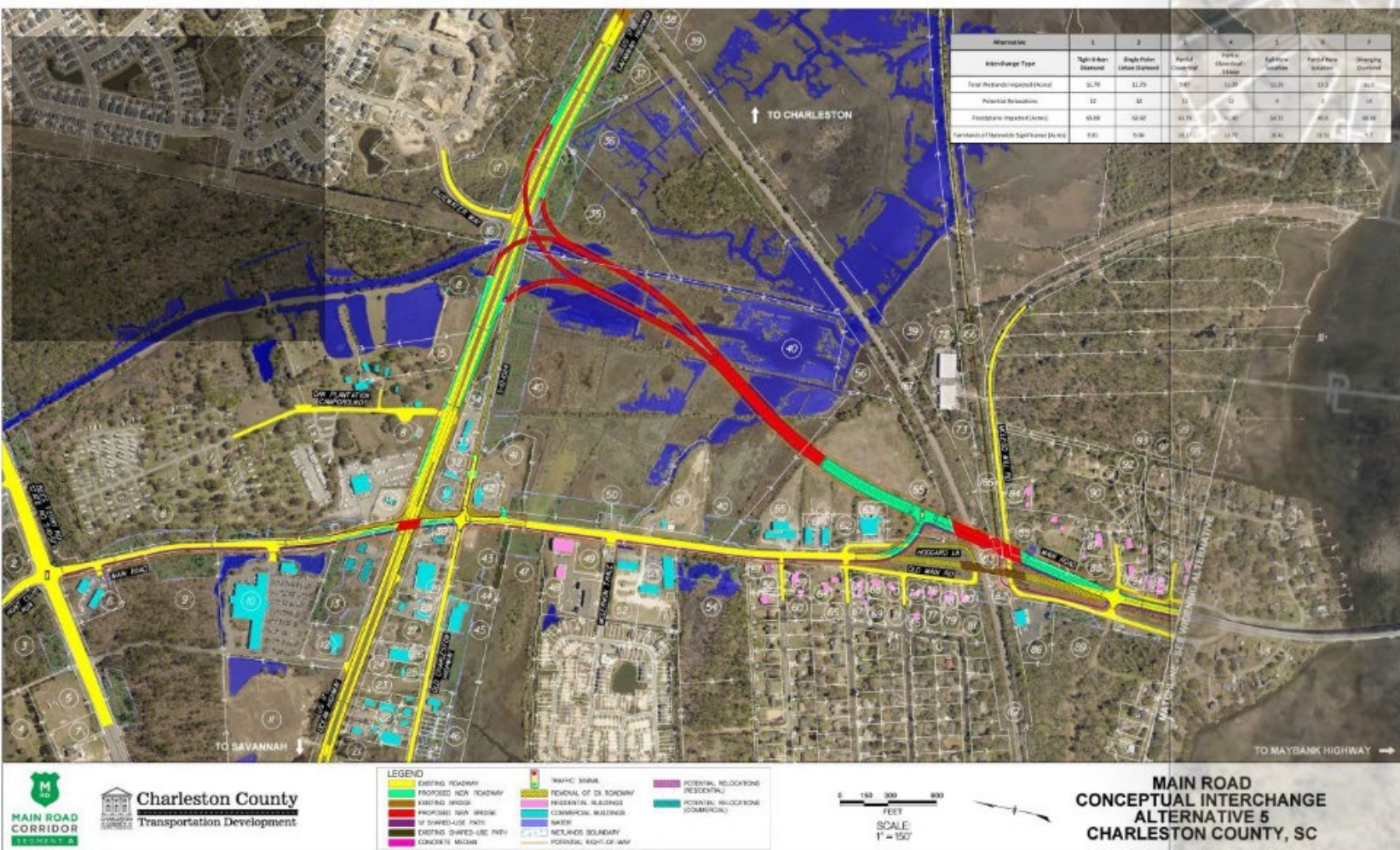
Potential Relocations: 12

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%

Alternative 5



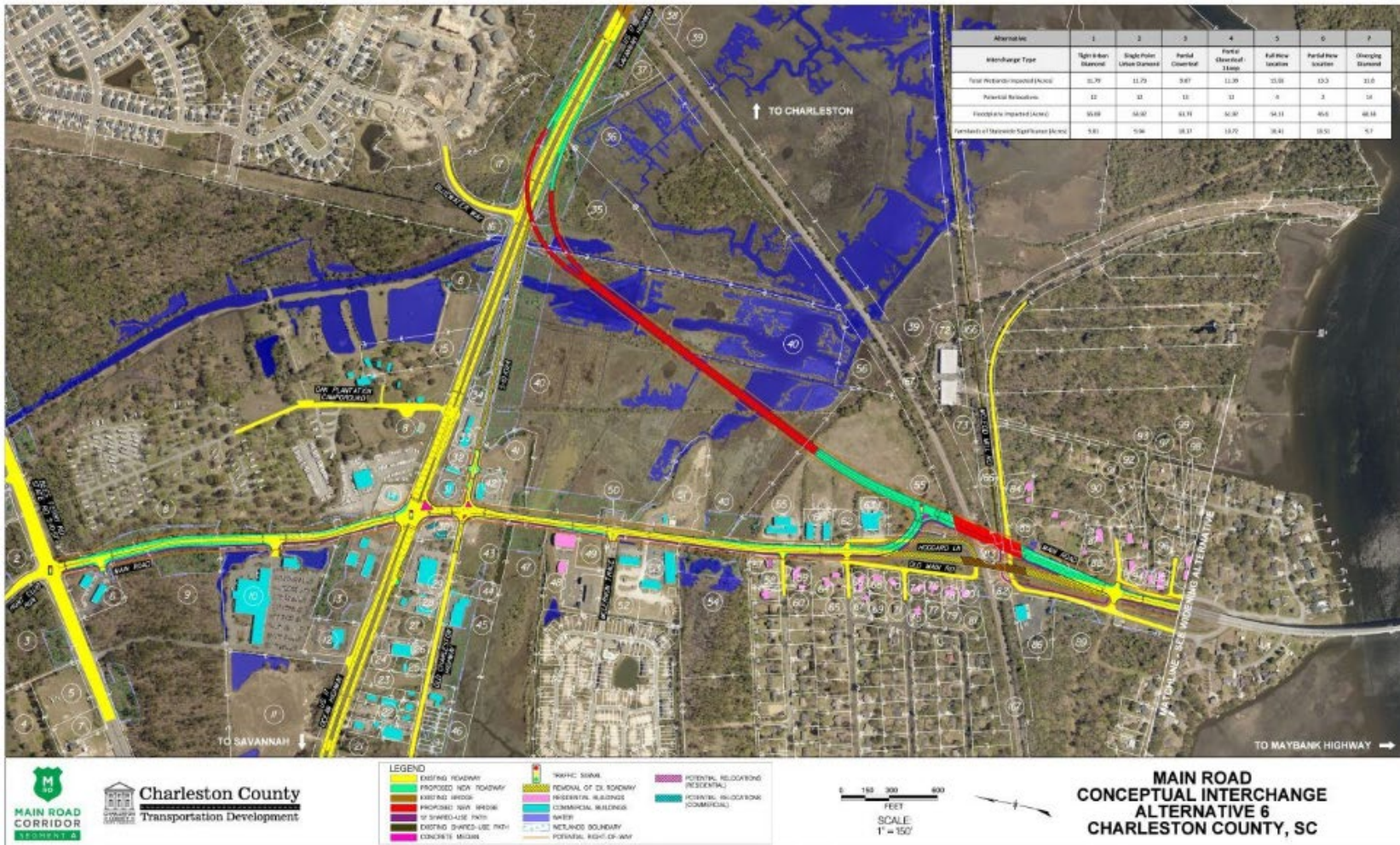
STATS

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



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

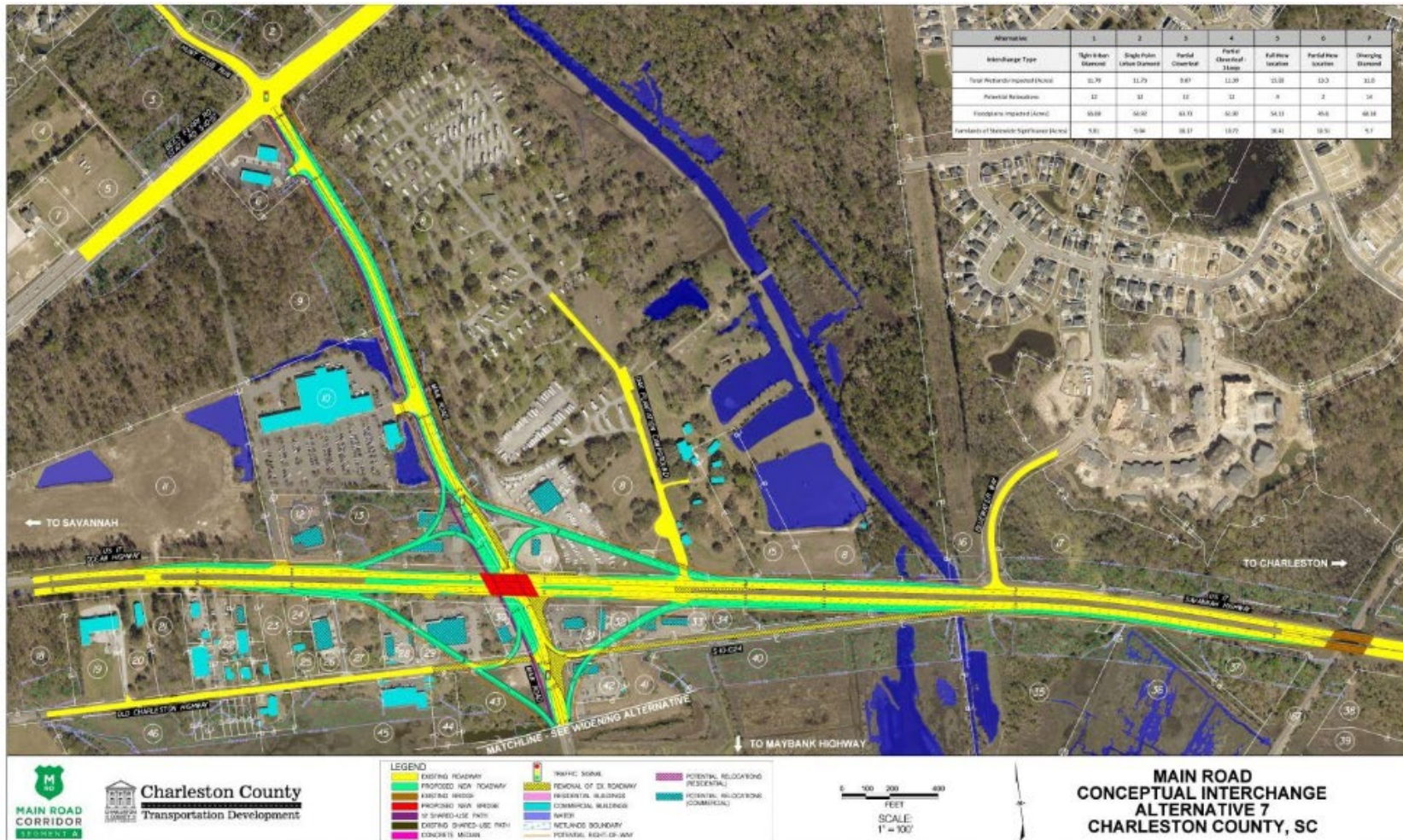
Alternative Preference

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

STATS

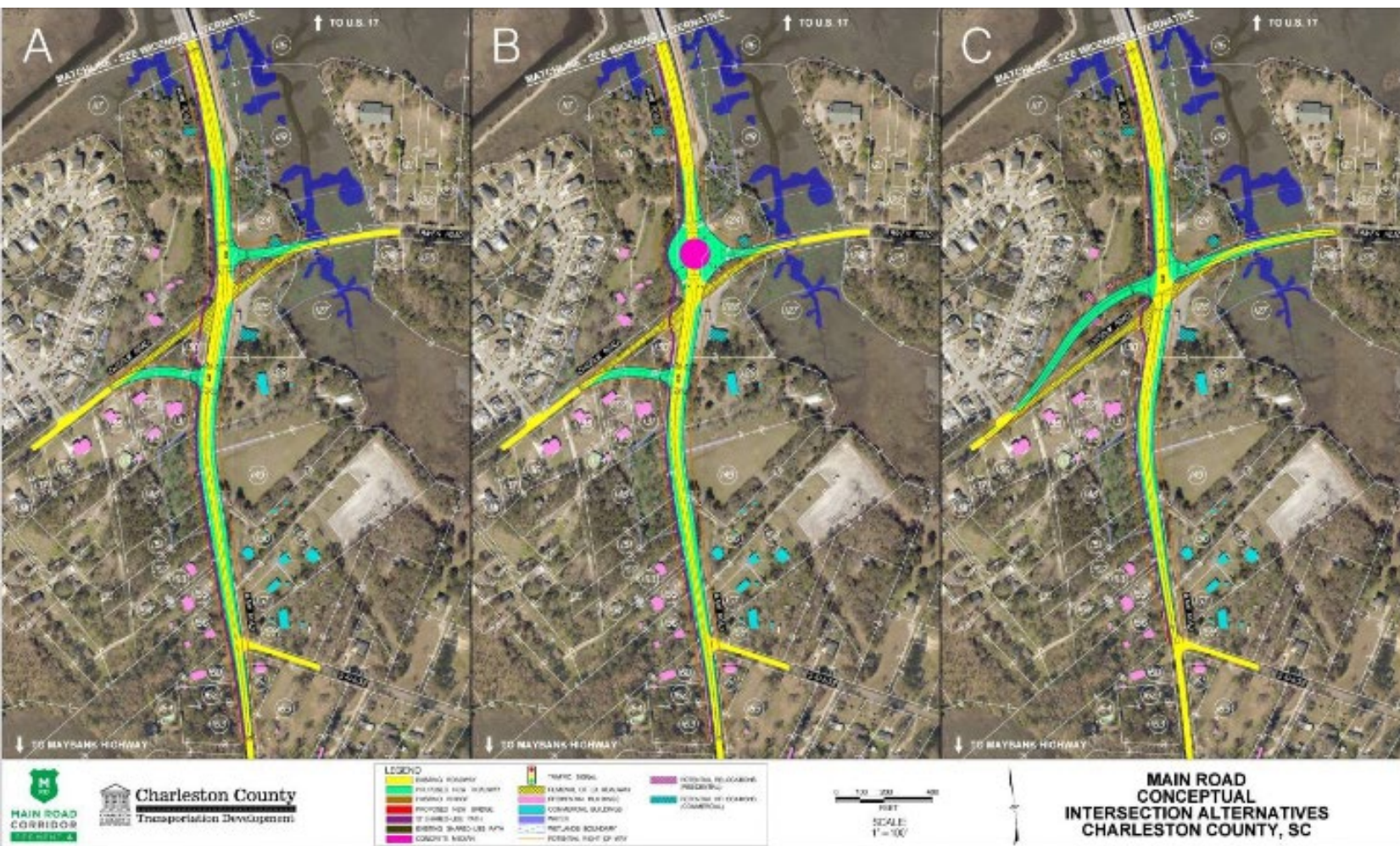
Interchange Type: Diverging Diamond
Total Wetlands Impacted (Acres): 11.8
Potential Relocations: 14
Floodplains Impacted (Acres): 68.38
Farmlands of Statewide Significance (Acres): 9.7



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%

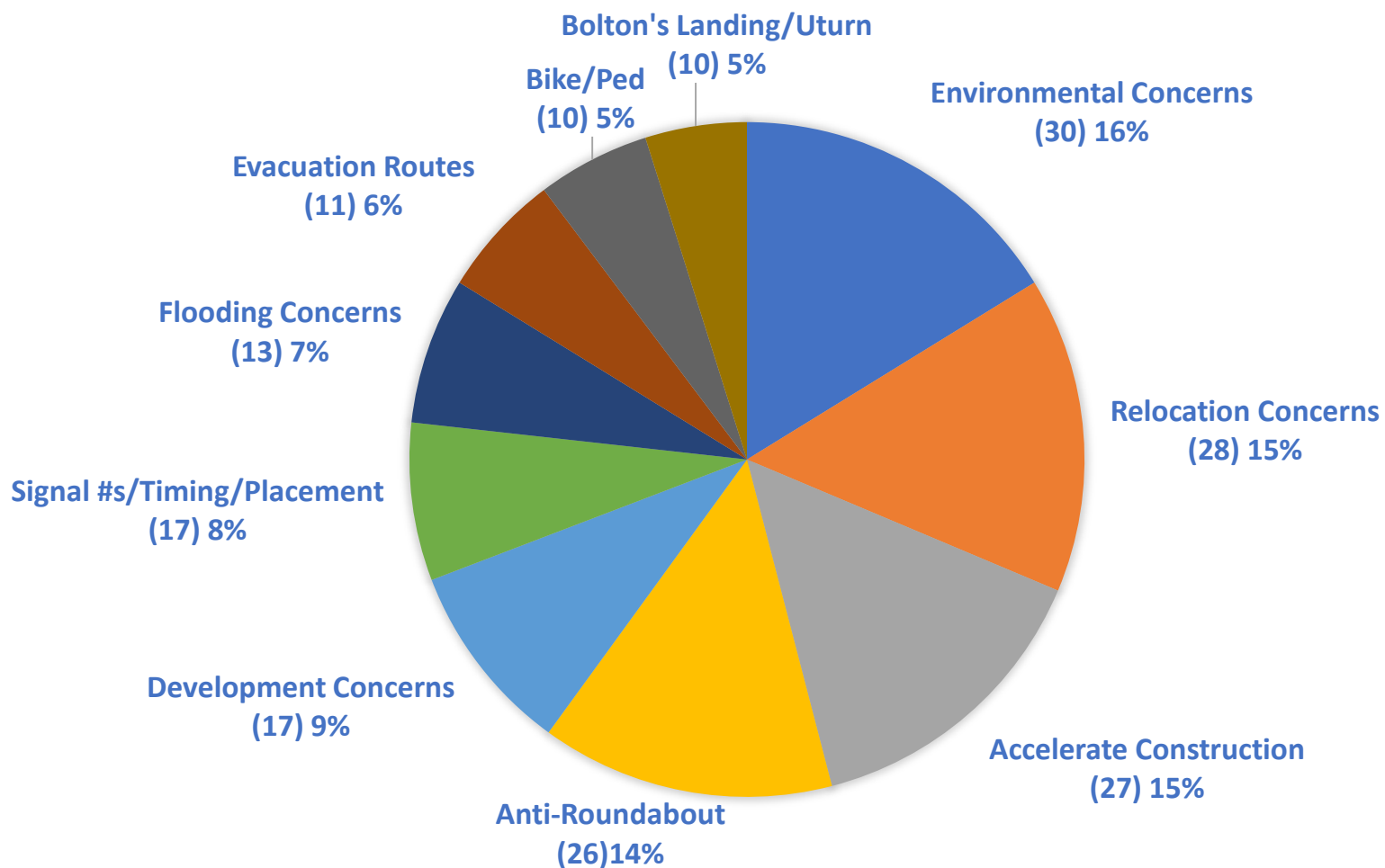
River Road/Chisolm Road Intersection Alternatives



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.

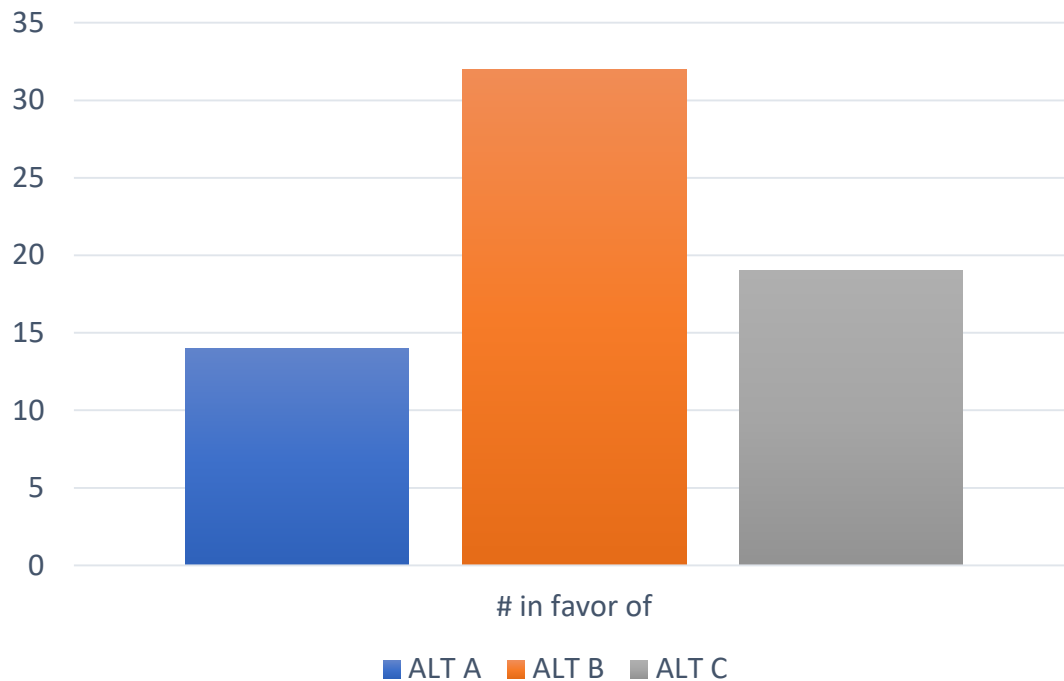
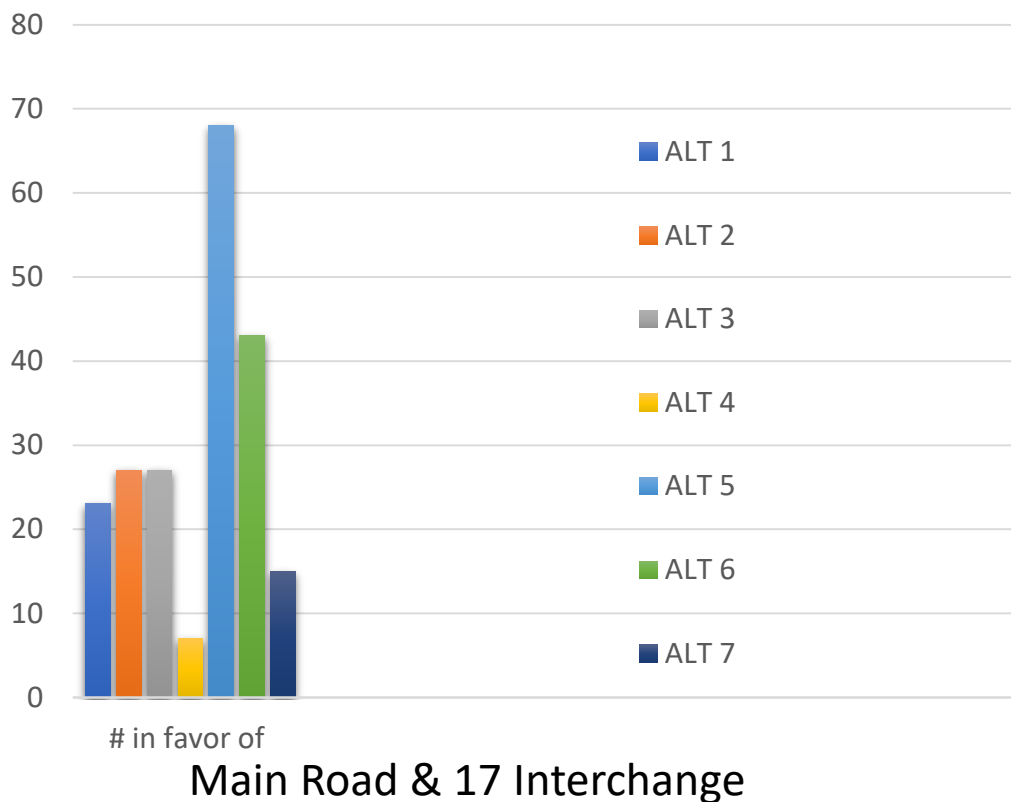
Comment Results received 10 or more times:





SUMMARY:

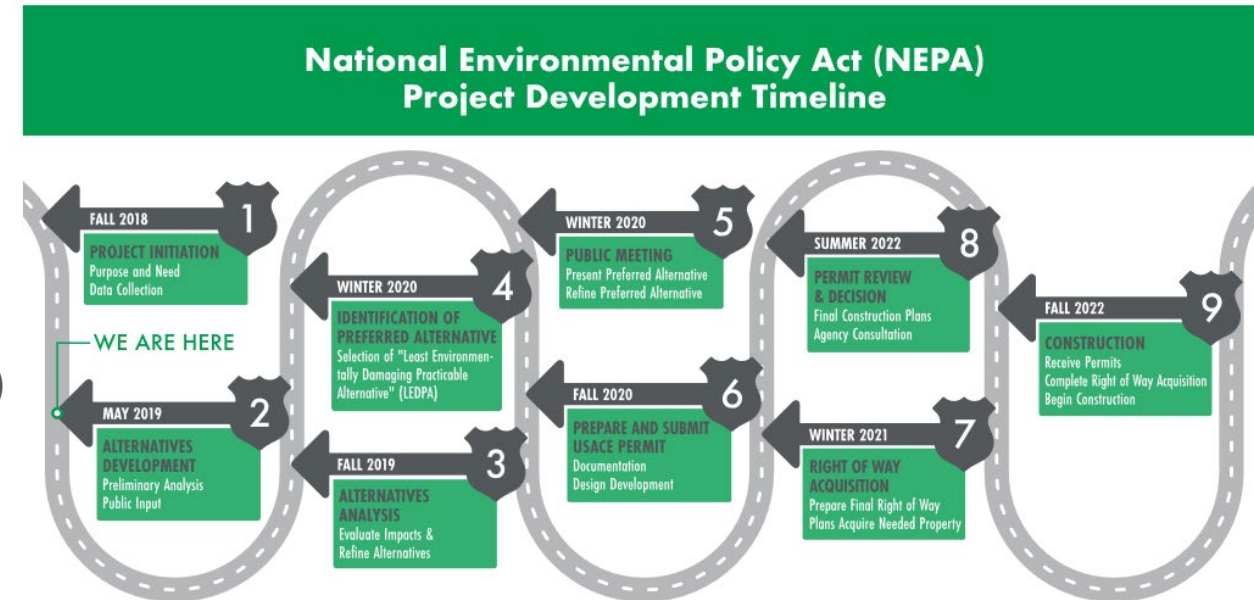
The results of public comment period illustrate support of **Alternative 5** (full new location) for the Main Road and US 17 interchange, and **Alternative B** (roundabout) for the River/Chisolm intersection. Please note that for the intersection of River Road/Chisolm Road, 26 comments stated that they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



Identification of Preferred Alternative

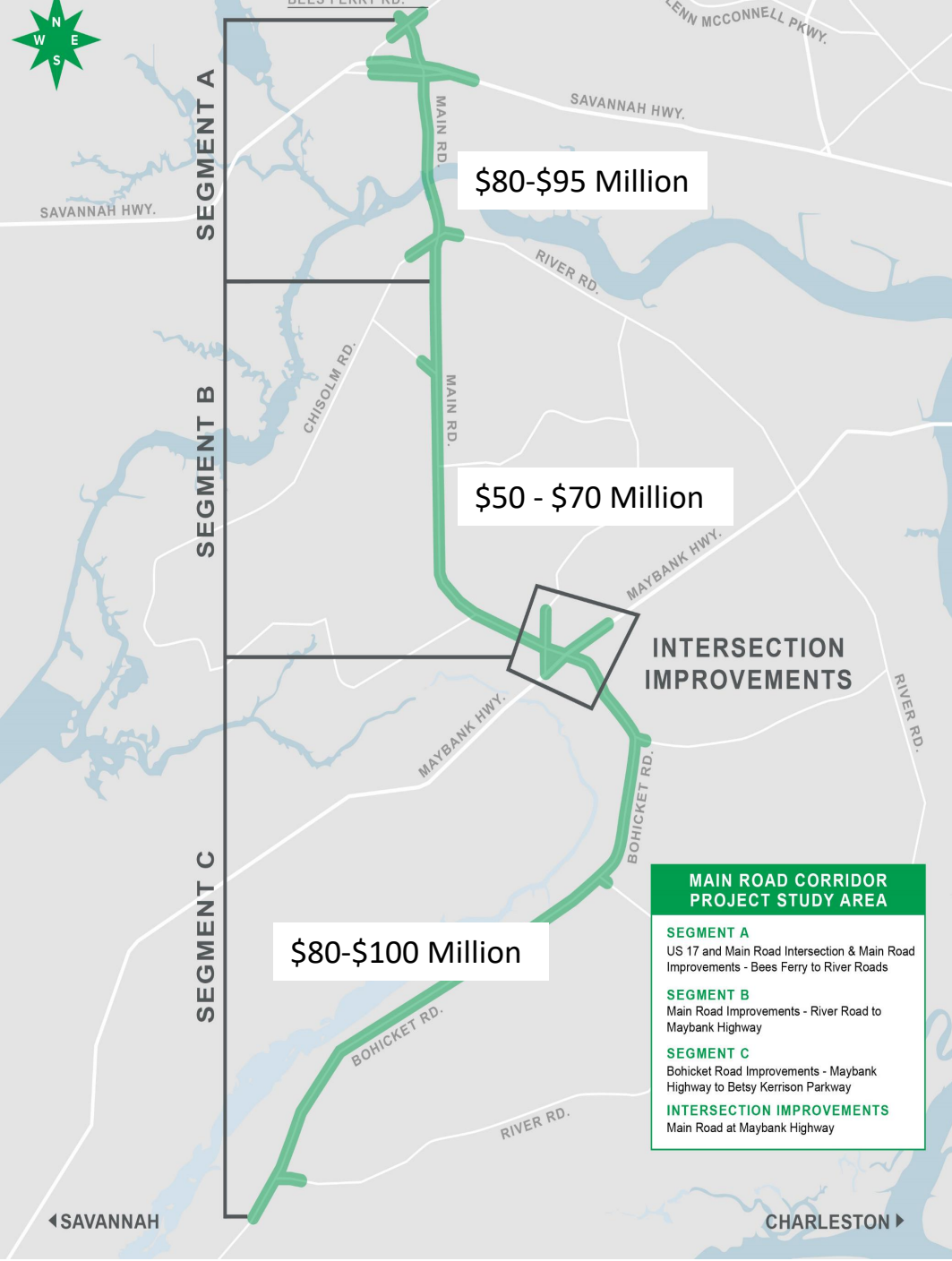
In order to determine the preferred alternative, the Project Team will continue to refine the reasonable alternatives based on the collection and evaluation of field data. The following criteria will be utilized in order to identify the preferred alternative:

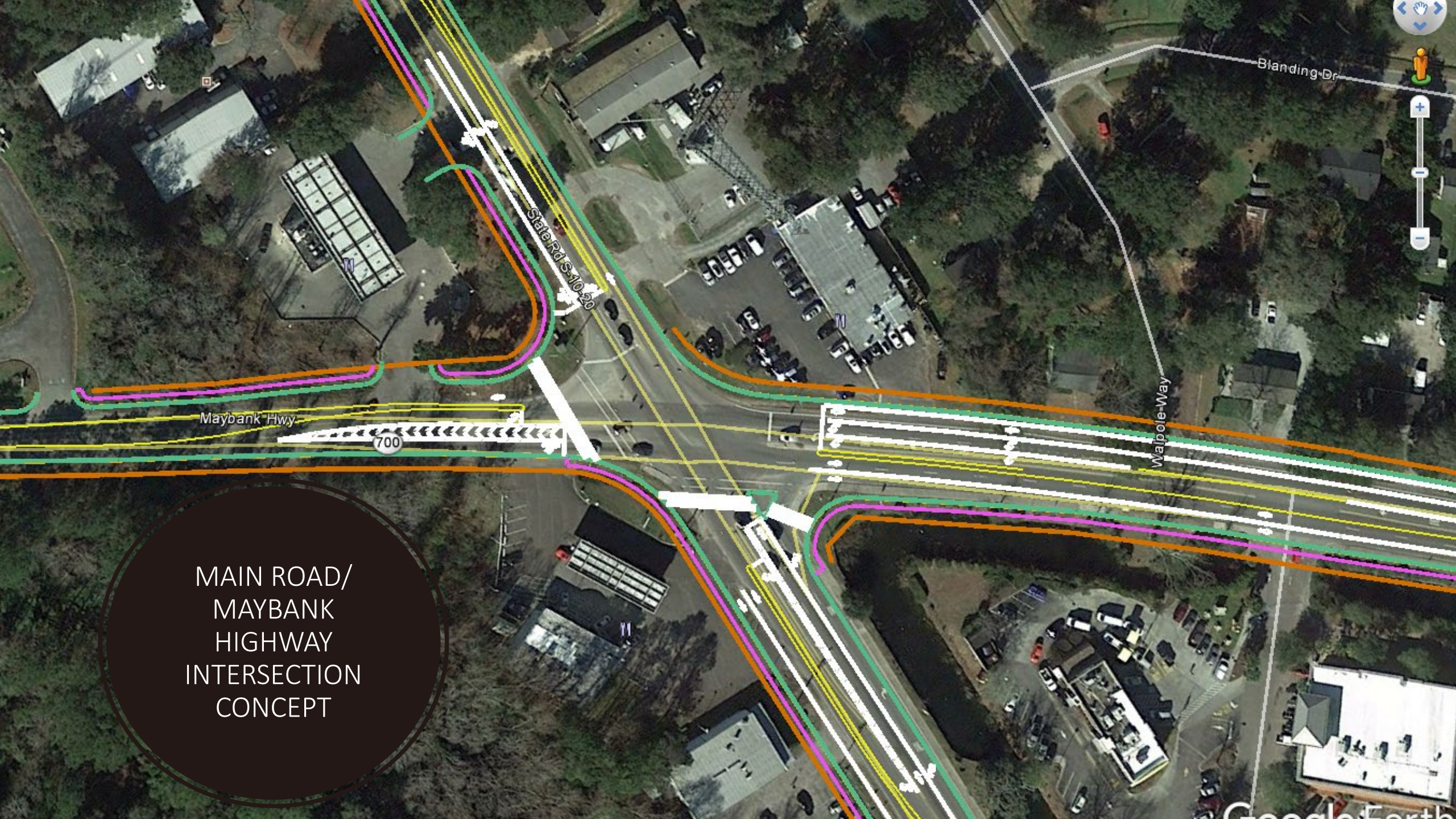
- Public Input
- Cost
- Future Projected Traffic
- Jurisdictional Determined Wetlands and Streams (Field identified)
- Cultural Resources (Field Surveyed)
- HAZMAT (Phase 1 and 2)
- Threatened and Endangered Species (Field Surveyed)
- Right of Way Impacts
- Relocations





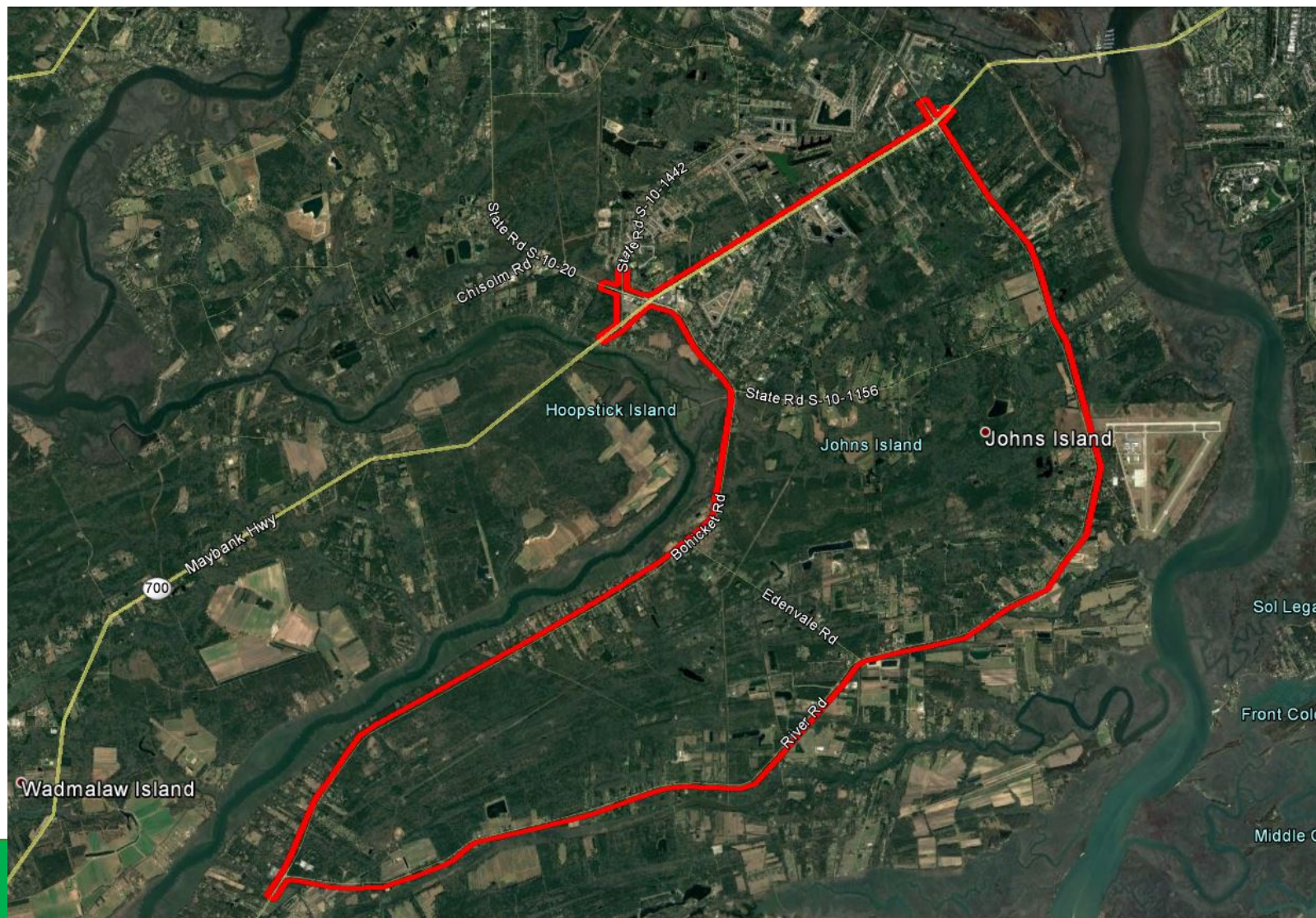
SEGMENTS OF
MAIN ROAD /
BOHICKET
ROAD
CORRIDOR





MAIN ROAD/
MAYBANK
HIGHWAY
INTERSECTION
CONCEPT

SEGMENT C Study Area





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