# Transportation Development *Project Briefing*

February 21, 2019

# FY 2020 Allocation Carry Over Projects

## Intersections

Calhoun Street – James Island Connector at Courtenay Drive Intersection
River Road at Maybank Highway
Center Street at Ben Sawyer Boulevard Signal
Ashley Hall Plantation Road Right Turn Lane Extension
SC 7 - SC 171 Intersection Improvements (Design)

## Drainage

Morrison Court Drainage Project

## Bike / Pedestrian

Azalea Drive Sidewalk (Easton Street to Cosgrove Avenue)
Lighthouse Point Boulevard Sidewalk
West Ashley Bikeway Crossing (SC 61)

## Local Paving

Trexler Avenue Improvements
Victory Lane Paving

# Highway 41 Corridor Improvements

Funding

$129.3 million budgeted from the 2016 Transportation Sales Tax

Status

- Due to the need for a federal wetland permit, the Project is going through the National Environmental Policy Act (NEPA) process
  - Narrowed down to 2 alternatives (1, 7a) and a No Build Option
  - Performing detailed reviews of impacts
  - Evaluating US 17 at Highway 41 intersection options
- Town of Mount Pleasant has formally opposed Alternative 7a
- Project will not include connection to Billy Swails Boulevard

# Interim Improvements

The Town of Mount Pleasant Council, stakeholders, and the public have stressed a need for immediate relief on Highway 41. The Project Team identified a short-term solution, including an additional southbound lane on Highway 41 from Bessemer Road to US 17.

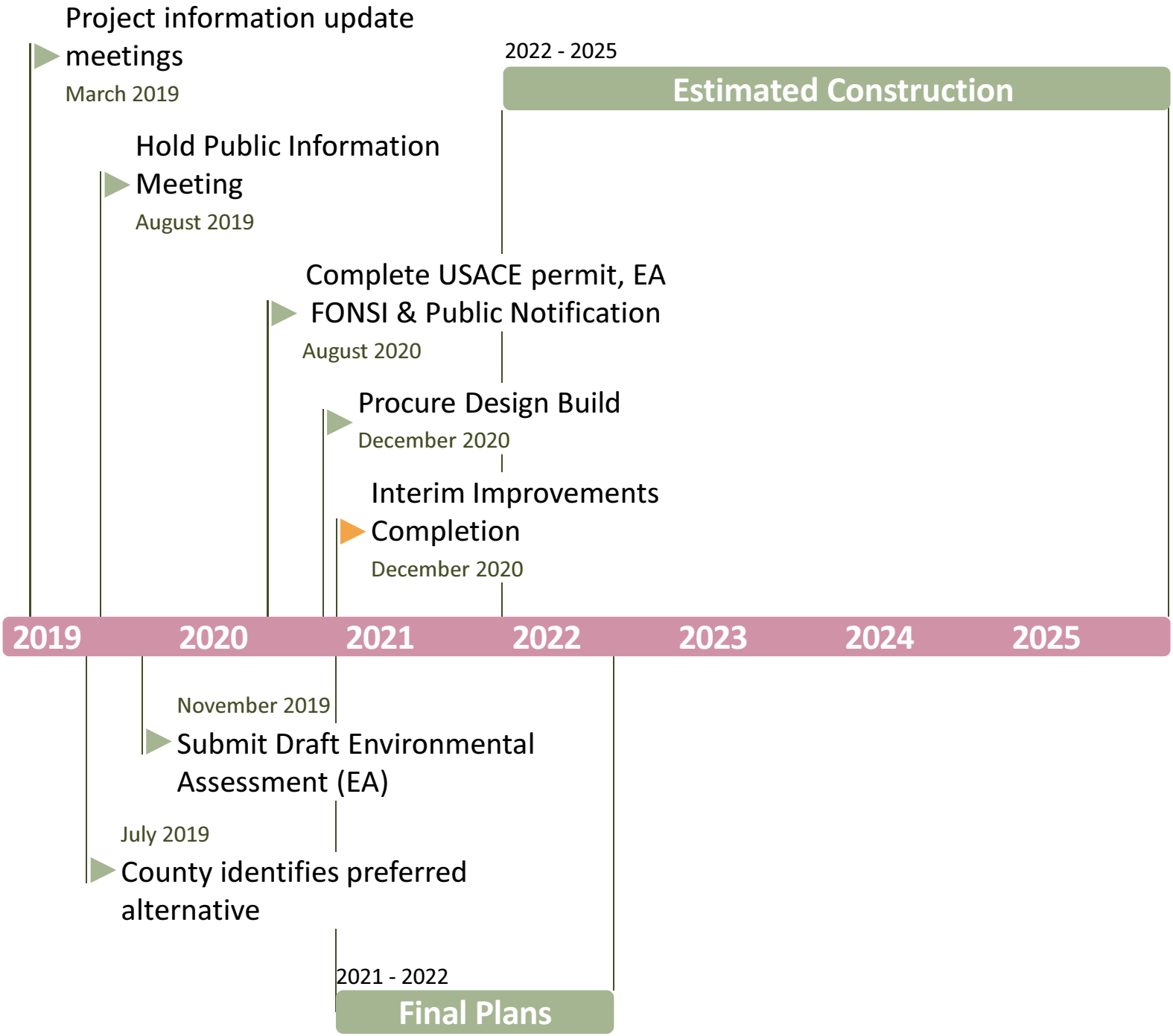
Cost Estimates

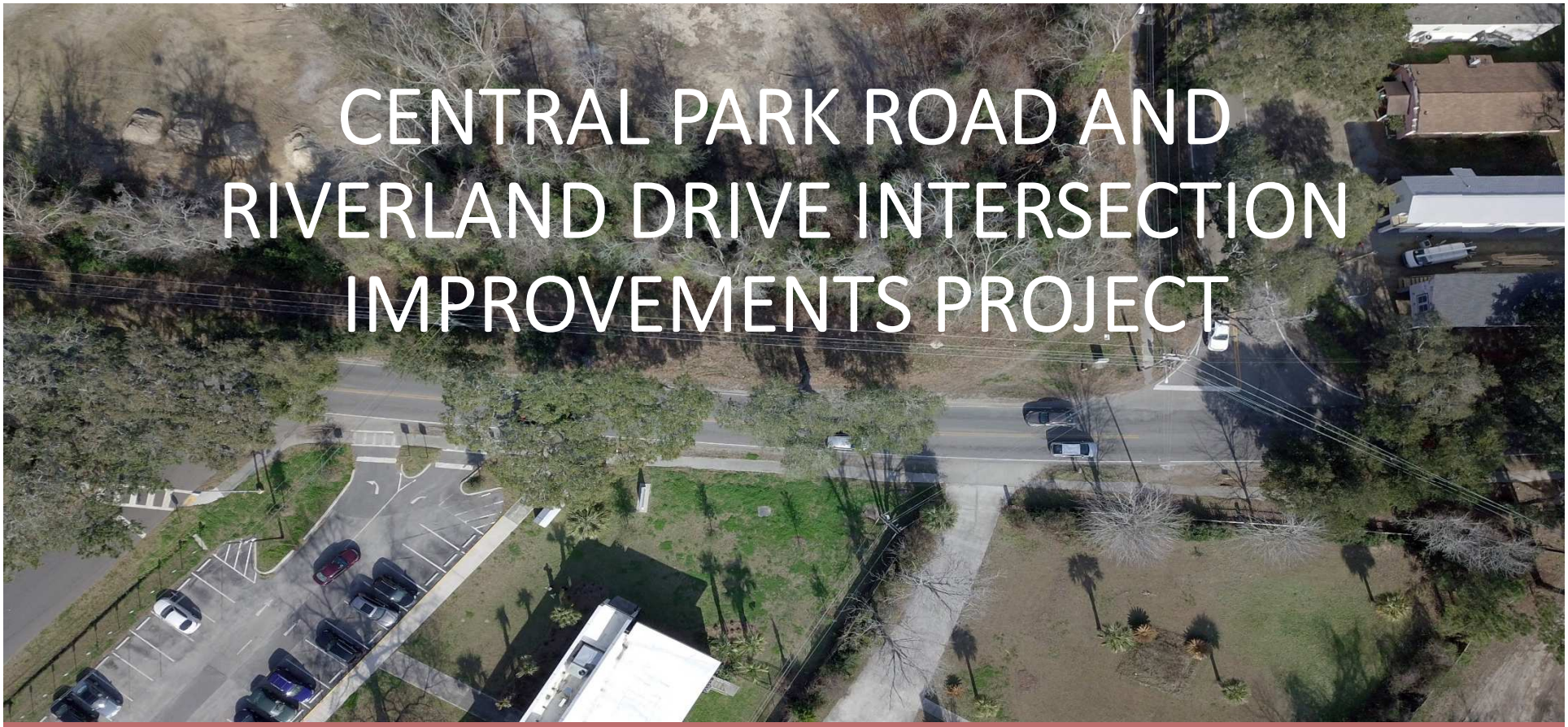
$200,000 – Design & Permitting (Town)

$3 Million – Construction, Utility Relocation, and Right of Way

Approval

Yellow Sheet to County Council for February 21, 2019 meeting. Town Council second reading to provide funding is scheduled for March 12, 2019.


Project information update meetings
March 2019
2022 - 2025
Estimated Construction
Hold Public Information Meeting
August 2019
Complete USACE permit, EA FONSI & Public Notification
August 2020
Procure Design Build
December 2020
Interim Improvements Completion
December 2020
2019
2020
2021
2022
2023
2024
2025
November 2019
Submit Draft Environmental Assessment (EA)
July 2019
County identifies preferred alternative
2021 - 2022
Final Plans



# CENTRAL PARK ROAD AND RIVERLAND DRIVE INTERSECTION IMPROVEMENTS PROJECT

Project Manager: Devri DeToma, P.E.

# PURPOSE

To improve safety and traffic flow for all modes of transportation at the intersection of Central Park Road and Riverland Drive while minimizing impacts to grand trees.

The South Carolina Department of Transportation (SCDOT) deemed this intersection a high priority due to the 23 crashes and 1 fatality in a 3-year period.

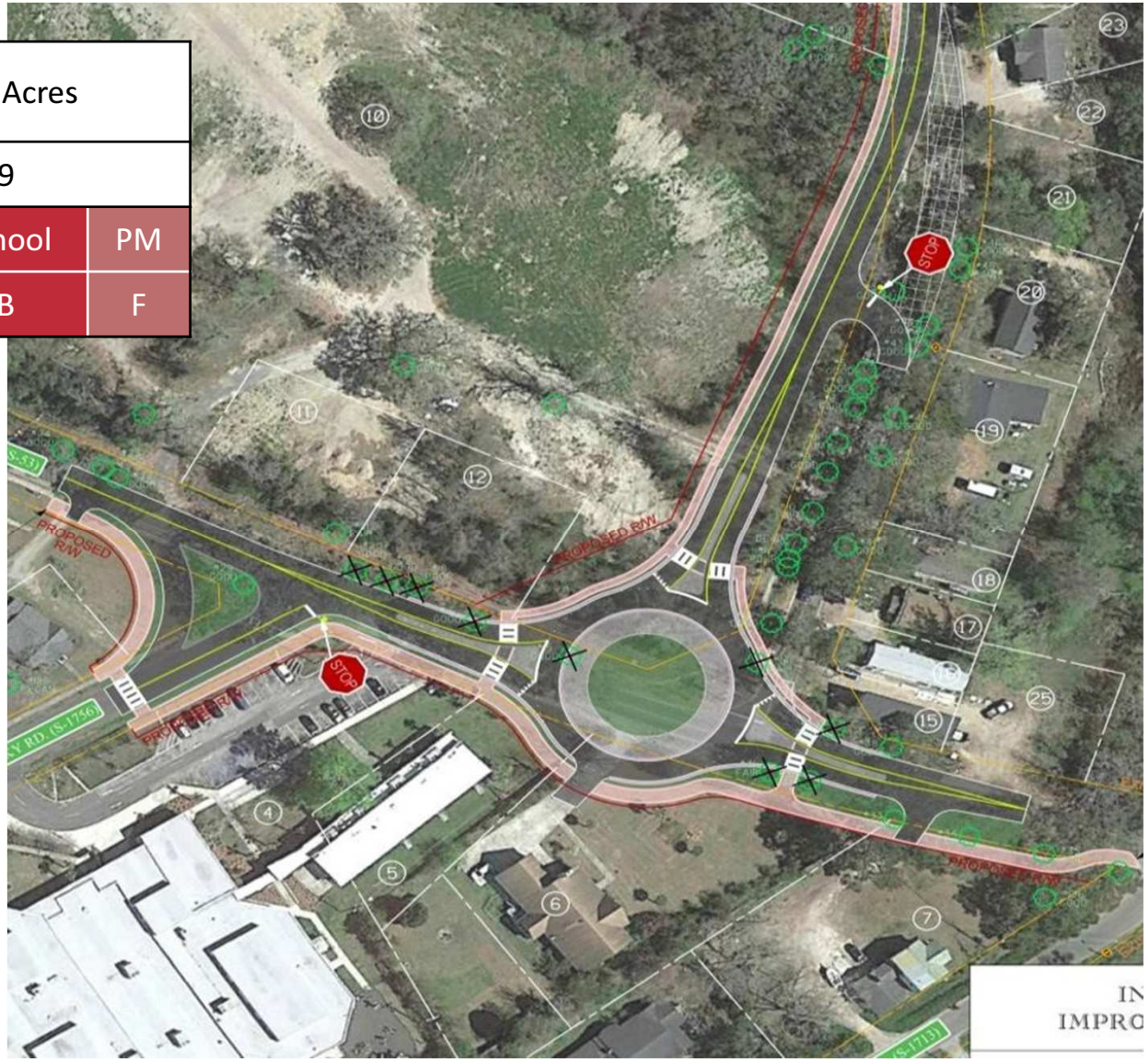
# PROJECT ALTERNATIVES

The Transportation Development Department **studied 8 alternatives**. The project team **eliminated 5 alternatives** that either failed to improve traffic flow or impacted more than 10 grand trees.

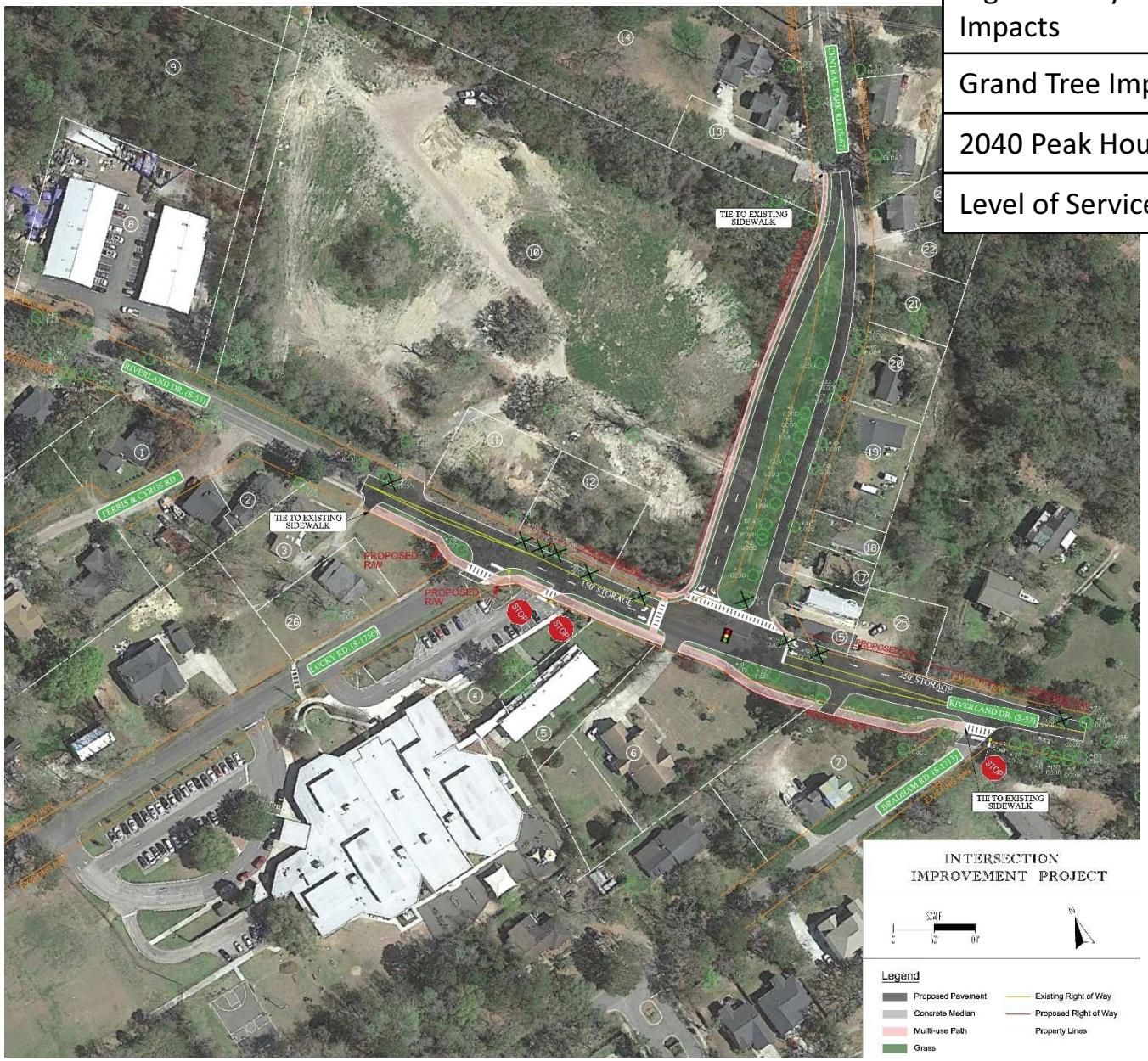
Staff held a Public Meeting on October 24, 2018 to present the **3 reasonable alternatives** and to receive the public's feed back.

# ELIMINATED ALTERNATIVE EXAMPLE

| | | | |
|---|---|---|---|
| Right of Way Impacts | 1.12 Acres | | |
| Grand Tree Impacts | 9 | | |
| 2040 Peak Hours | AM | School | PM |
| Level of Service | B | B | F |



# ALTERNATIVE 1

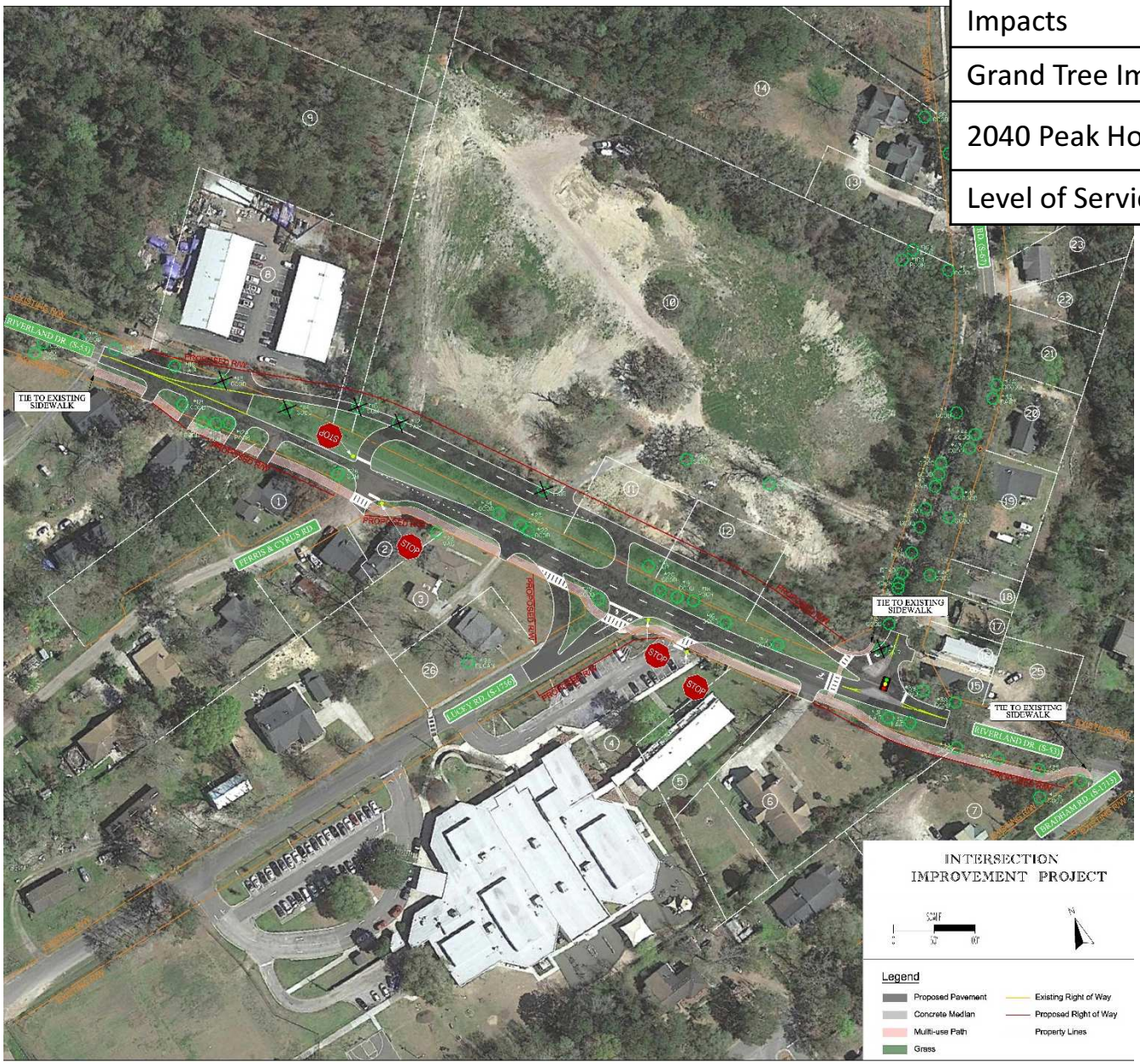



| | | | |
|---|---|---|---|
| Right of Way Impacts | 0.77 Acres | | |
| Grand Tree Impacts* | 10 (10) | | |
| 2040 Peak Hours | AM | School | PM |
| Level of Service | B | B | B |

*The first number represents the total number of grand trees impacted and the number in parenthesis indicates how many of those are Grand Oaks.

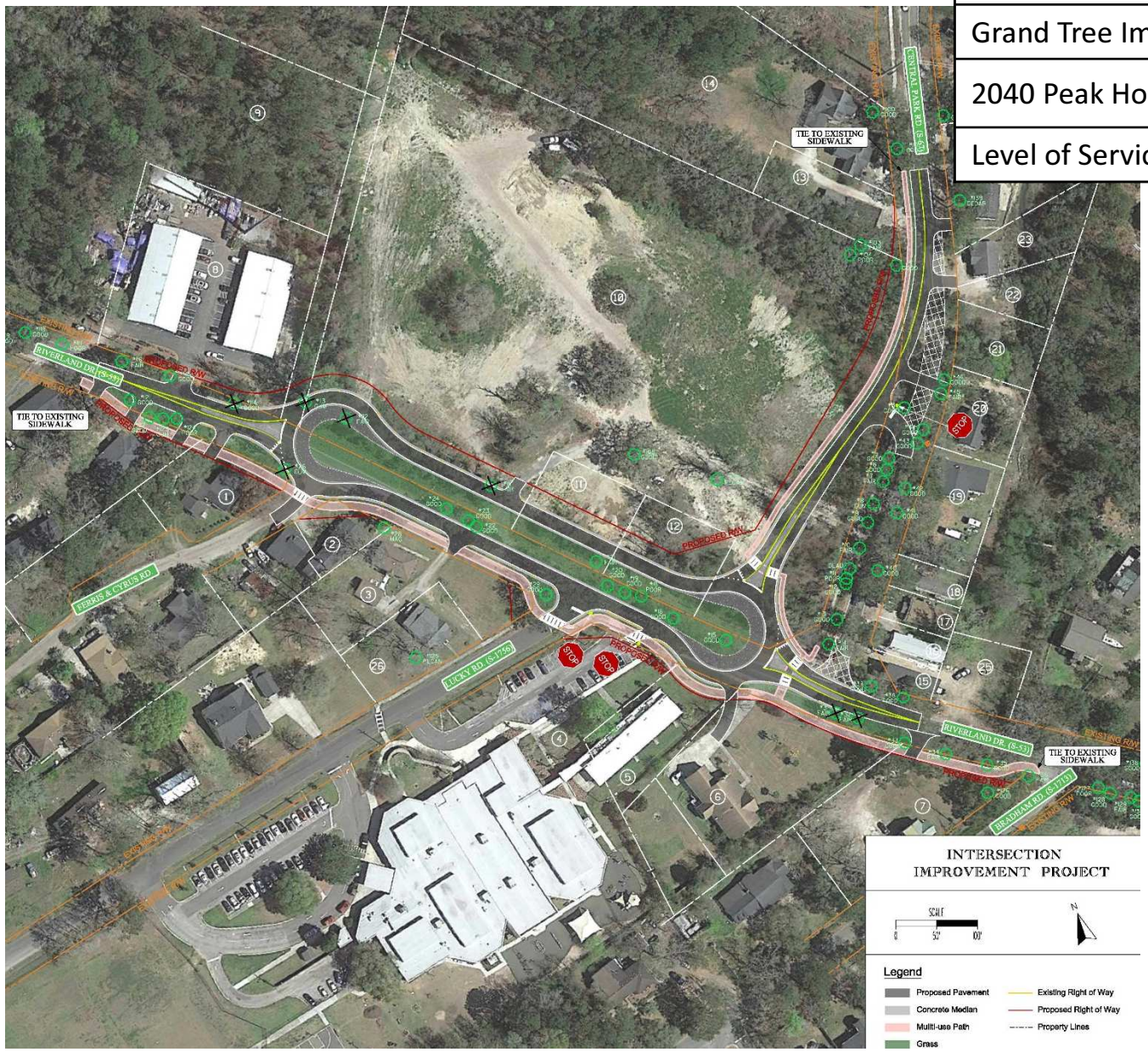
# ALTERNATIVE 2

| Right of Way Impacts | 1.23 Acres | | |
|---|---|---|---|
| Grand Tree Impacts* | 6 (5) | | |
| 2040 Peak Hours | AM | School | PM |
| Level of Service | B | B | B |



# ALTERNATIVE 3

| | | | |
|---|---|---|---|
| Right of Way Impacts | 2.16 Acres | | |
| Grand Tree Impacts* | 7 (3) | | |
| 2040 Peak Hours | AM | School | PM |
| Level of Service | C | B | B |



# This project received 307 comments during a 36-day period: 79 paper and 228 online.

| Alternative Preferences | | |
|---|---|---|
| Alternative | Number in Favor | Percentage in Favor |
| Alternative 1 | 44 | 14.33% |
| Alternative 2 | 10 | 3.26% |
| Alternative 3* | 231 | 75.24% |
| Combination of Alternatives | 2 | 0.65% |
| No Options | 20 | 6.51% |

*Alternative 3 also received the most support from Stakeholders.

# PUBLIC COMMENT

| Important Factors | Number in Favor | Percentage in Favor |
|---|---|---|
| Improved Safety | 211 | 68.73% |
| Improved Traffic Flow | 195 | 63.52% |
| Bike/Pedestrian Options | 149 | 48.53% |
| Minimized Tree Impacts | 110 | 35.83% |
| Anti-Traffic Light | 44 | 19.30% |
| Minimized Property Impacts | 32 | 10.42% |

# COST ESTIMATE

Least Expensive

| Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|
| $4,105,000 | $4,278,000 | $4,630,000 |

Cost estimates include construction, right of way, inspection, and utilities. The difference in cost between Alternative 1 and 3 is $525,000.

# RIGHT OF WAY IMPACTS

| | Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|---|
| Number of Impacted Parcels | 9 | 12 | 14* |
| Acquisition Area | 0.77 Acres | 1.23 Acres | 2.16 Acres |
| Displacements | 1 | 0 | 0 |

*This alternative will make two parcels undevelopable.

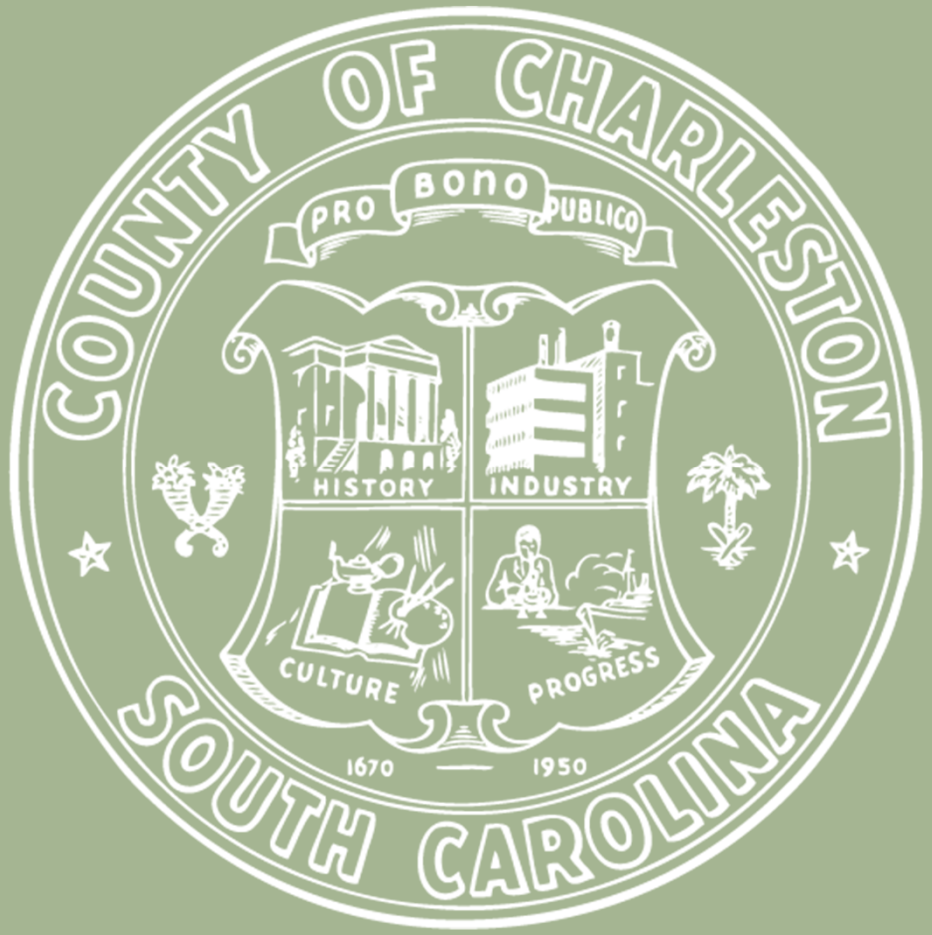
# SAFEST ALTERNATIVE

Safest Design

| Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|
| Probability for all crash types reduced, except rear end collisions | Probability for all crash types reduced, angle collisions still possible | Overall number of crashes and crash severity reduced |

Staff recommends Alternative 3 because it best meets the purpose of the project and has the most public support.

# Thank You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