

## Purpose of the Community Meetings and Public Hearing

- Present the Recommended Preferred Alternative
- Present the Supplemental Environmental Impact Statement (SEIS)
  - The SEIS is available to view on the project website or in hard copy at the public hearing events, South Carolina Department of Transportation (SCDOT) Headquarters, SCDOT District 6 Office, Cynthia Graham Hurd/St Andrews Regional Library, West Ashley Library, John's Island Regional Library, and James Island Library
- Ask for YOUR comments, feedback, and concerns



### Project Purpose

- Increase the capacity of the regional transportation system
- Improve safety
- Enhance mobility to and from the West Ashley, Johns Island, and James Island areas of Charleston

## Project Overview

The original plan for the Mark Clark Expressway dates back to the 1970s and included a phased approach to building the Charleston Inner Belt Freeway from Mount Pleasant connecting through North Charleston, to James Island. This included a connection between West Ashley, Johns Island, and James Island. Since the Expressway was proposed, 19.4 miles have been constructed, creating a semicircle around Charleston, with the western end currently located at Savannah Highway (U.S. 17) in West Ashley and the eastern end located at Johnnie Dodds Boulevard in Mount Pleasant. This project, the Mark Clark Extension, is the last segment and the final phase that would connect I-526 at Savannah Highway in West Ashley to Johns Island and tie into the James Island Expressway.

Since the signing of the 2010 Draft Environmental Impact Statement (DEIS), SCDOT and the Federal Highway Administration (FHWA) determined a Supplemental Environmental Impact Statement (SEIS) was needed to identify any new information or changes in potential environmental impacts that might affect the conclusions of the 2010 DEIS, including the determination of the Recommended Preferred Alternative.

## Mark Clark Extension & Other I-526 Projects



# SEIS Alternatives Evaluation Overview

The SEIS reanalyzed the 39 preliminary alternatives previously identified and analyzed in the 2010 DEIS. The SEIS Tier 1 Preliminary Alternatives Analysis included evaluation criteria for traffic performance and environmental impacts. Based on this analysis, Build Alternatives C, E, and G were found to meet the purpose and need of the project and carried forward for further evaluation. The SEIS Tier 2 Build Alternatives Analysis was conducted to check the reasonableness of each of the Build Alternatives. Alternative C was found not reasonable; therefore, it was eliminated from further evaluation. Impacts to cultural resources, communities, threatened and endangered species, noise, air quality, wetlands, water quality, floodplains, land use, environmental justice, and parks and recreational facilities were compared for Alternatives E and G, and **Alternative G moved forward as the Recommended Preferred Alternative.**



# Reasonable Alternatives Matrix

— No-Build    ✗ Worse than No-Build    ✓ Better than No-Build



## Comparing Alternatives E & G

Traffic	No-Build	Alternative E	Alternative G
<b>Vehicle Miles of Travel</b>	—	✗	✓
<b>Vehicle Hours of Travel</b>	—	✓	✓
<b>Delay</b>	—	✓	✓
<b>Total Length</b>		10.9 Miles	9.5 Miles
<b>Length of Bridges</b>		5.8 Miles	6.1 Miles
<b>Bike/Ped Facilities</b>		No	Yes
<b>Relocations</b>		84	20
<b>Noise Impacts</b>		265 Receptors	182 Receptors
<b>Total Wetland Fill</b>		40.25 Acres	31.05 Acres
<b>Wetlands Being Bridged</b>		49.65 Acres	43.98 Acres
<b>Threatened &amp; Endangered Species</b>		No Impacts	No Impacts

### Why is Alternative G the Recommended Preferred Alternative?



Shorter travel distances, less congestion, and faster travel times



Multi-use Path Connecting to the West Ashley Greenway & James Island County Park



Fewer Relocations



Fewer Noise Impacts



Fewer Wetland Impacts



No Threatened or Endangered Species Impacts



## Recommended Preferred Alternative: Alternative G

The map below shows the Mark Clark Extension Recommended Preferred Alternative. Alternative G is 9.5 miles long, includes 2 crossings of the Stono River and 2 connector roads on Johns Island. It is the only reasonable alternative that reflects the strong public support for a parkway, connecting the islands with a protected bicycle and pedestrian path. This multi-use path would provide enhancements and additional access to the James Island County Park and the West Ashley Greenway, while providing bicycle connections across the region.

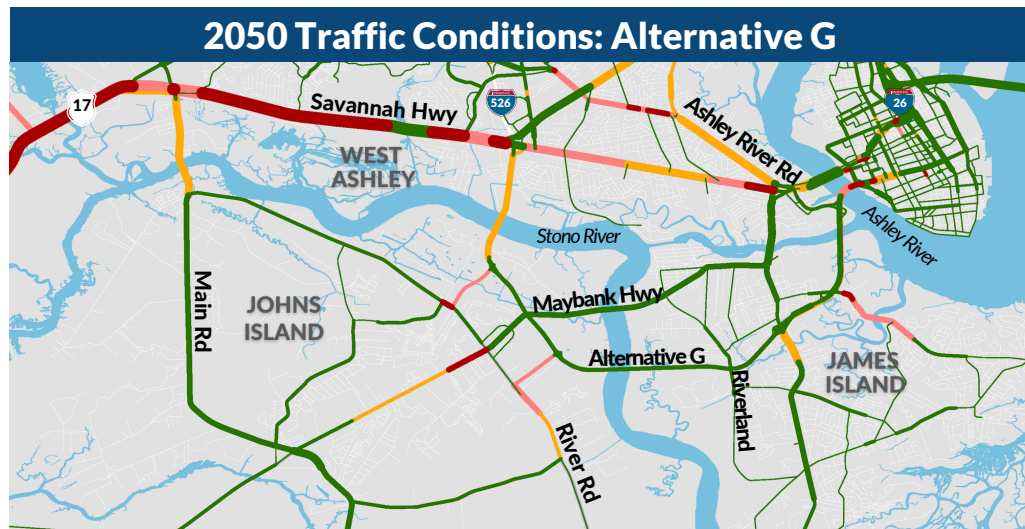
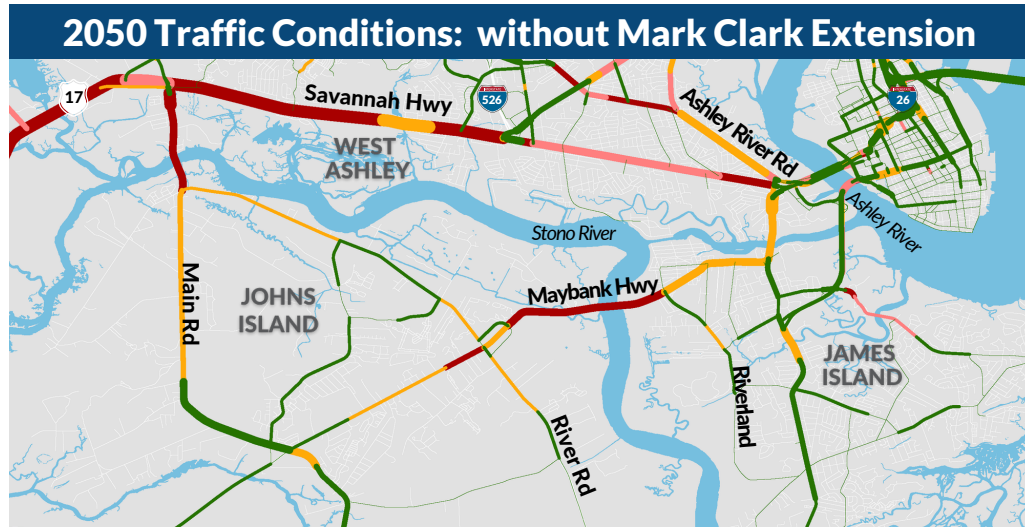
Alternative G provides the highest potential to improve the travel efficiency for the roadway network. This means people would have shorter travel distances, faster travel times, and experience less delay. Additionally, Alternative G would have fewer relocations and noise impacts compared to Alternative E. Alternative G would improve the performance of Maybank Highway on Johns Island because there are two connector roads, compared to a direct connection with Maybank Highway which would only add to the current congestion. **SCDOT, Charleston County, and FHWA determined that Alternative G best meets the purpose and need of the project, while balancing impacts to the natural and human environments. As a result, Alternative G is the Recommended Preferred Alternative.**

### Benefits of Alternative G:



# Regional Traffic Improvements

Alleviating traffic congestion is at the core of the Mark Clark Extension project. When conducting a traffic analysis, the project team does not just look at what is happening today. The project team also looks at projected growth and changes in the area, such as population growth, future land uses, and other planned transportation projects.



Source: 2019 CHATS Travel Demand Model

## What impacts traffic conditions?



Population Growth



Planned Transportation Projects



Future Land Uses

## What do these maps mean to me?

These maps show what traffic might be like in 2050 during an average rush hour:

- Line colors indicate the potential flow of the traffic.
- Line sizes indicate the number of total cars that would use the roadway on an average day.

### 2050 Daily Traffic Volumes



*Wider lines represent roadways that carry more cars on average, each day*

### Level of Mobility for Average Peak Times



Free Flow

Acceptable Flow



Congested

Severely Congested



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## Estimated 2050 Travel Times to Popular Destinations

On average, how long might it take you to get somewhere if the Mark Clark Extension were or were not completed? This table compares estimated travel times to popular destinations for morning and evening rush hours.

			Mark Clark Extension NOT Completed		Mark Clark Extension IS Completed	
			AM	PM	AM	PM
 Intersection of River Rd & Maybank Hwy (Johns Island)		 Charleston International Airport	134 Minutes	40 Minutes	41 Minutes	24 Minutes
		 MUSC (Downtown)	114 Minutes	19 Minutes	28 Minutes	13 Minutes
 Citadel Mall (West Ashley)		 Intersection of Folly & James Island Connector	24 Minutes	24 Minutes	13 Minutes	15 Minutes
 James Island County Park		 Charleston International Airport	42 Minutes	35 Minutes	35 Minutes	26 Minutes
		 Citadel Mall (West Ashley)	24 Minutes	33 Minutes	16 Minutes	16 Minutes

Source: 2019 CHATS Travel Demand Model

## Noise Analysis

SCDOT conducted a detailed noise analysis of the project to understand existing and future noise levels if the project were constructed. If the anticipated future noise levels exceeded levels defined by FHWA as a traffic noise impact, the project team considered how those noise levels might be reduced, including the construction of a noise barrier, if applicable. **Noise walls were recommended in three locations: near the Abberly Apartments (West Ashley), Quarterdeck Apartments (James Island), and Peninsula Condos (James Island).**



The following factors were considered as part of this evaluation:

- Is a noise wall technically feasible?
- How effective would a noise barrier be at reducing noise? Would the noise barrier effectively reduce noise for the majority of residents impacted behind the barrier?
- How much would a noise barrier cost to construct? Is the cost of the noise barrier a reasonable cost as compared to the anticipated reduction in noise?

*View the SCDOT Traffic Noise Abatement Policy online.*

*Visit [www.SCDOT.org/Business/Environmental-Toolshed.aspx](http://www.SCDOT.org/Business/Environmental-Toolshed.aspx) and select "Traffic Noise."*

# Project Schedule + Next Steps

After the Public Hearing, the project team will incorporate your feedback, as well as input received from federal and state agencies, to revise the project. If approved by FHWA, the project team would begin creating a more detailed design that would be used for construction. Then, the project team could begin purchasing any additional right-of-way with the goal of starting construction in 2024.

## Right-of-way Questions?



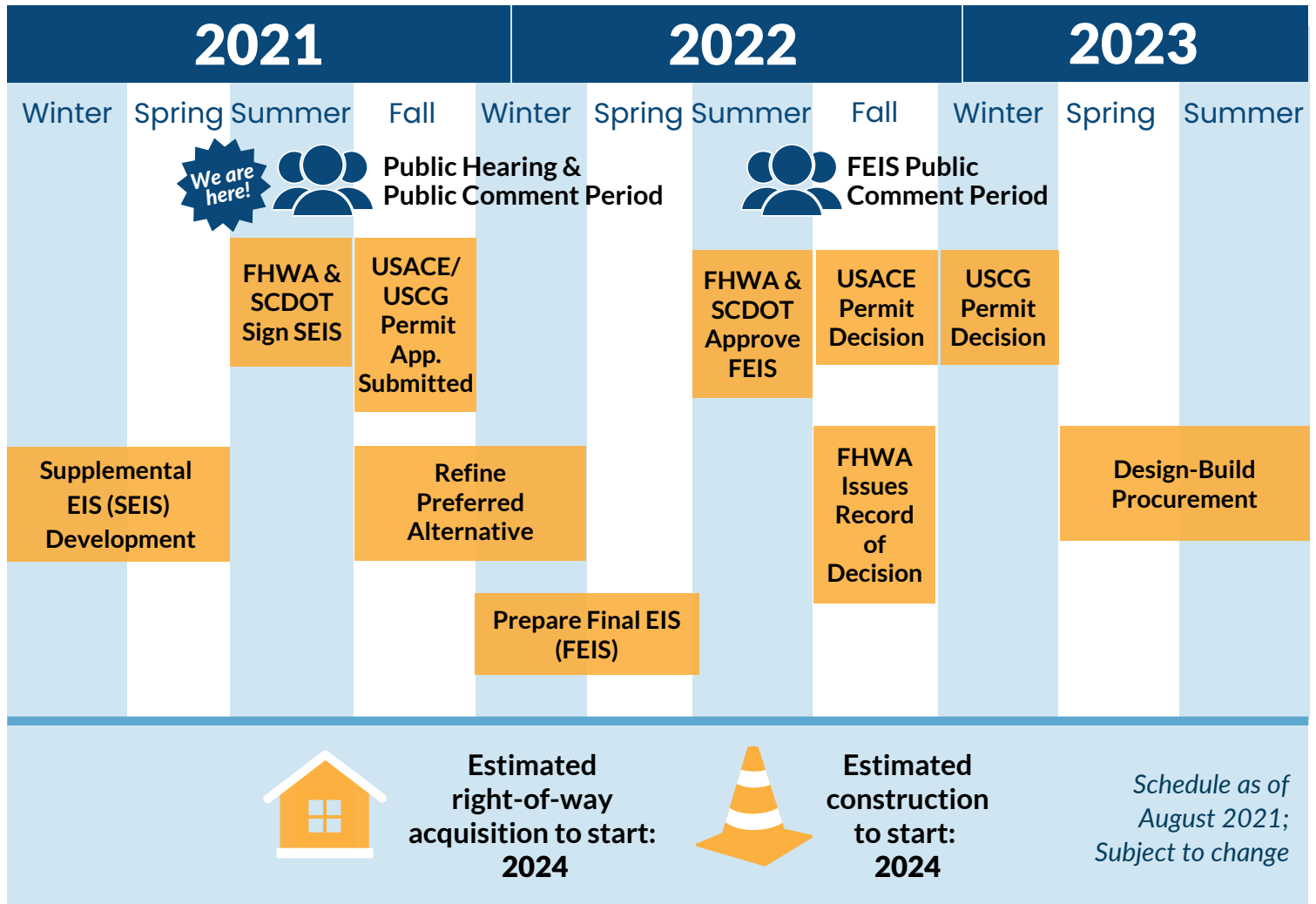
If you are concerned about potential impacts to your property, please check out the right-of-way property look-up map online or speak with a right-of-way agent by calling/emailing the project team.

<https://gather.cdmsmith.com/v/YojXLKM2j8e>



Interested in learning about the right-of-way acquisition process? Watch SCDOT's right-of-way video:

[www.SCDOTMarkClark.com/resources.com](http://www.SCDOTMarkClark.com/resources.com)



USCG: United States Coast Guard

USACE: United States Army Corps of Engineers



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## How to Participate



### Online ([www.SCDOTMarkClark.com](http://www.SCDOTMarkClark.com))

All Public Hearing materials are available online until October 15, 2021. View the verbal comment session live online on September 14, 2021 at 6:00 PM.



### In-person Public Hearing

**Essex Village Church (West Ashley)**  
September 14, 2021 | 736 Savage Rd, 29414

Join us from 11:00 AM to 6:00 PM to view project materials in an open-house format! Formal presentation and verbal comment session will occur at 6:00 PM with the close of the open house. Sign up to speak online by September 13 or in-person prior to 5:55 PM. Verbal comment session also available to view live online.



### In-person Community Meetings

**Hart Meadows Ranch (Johns Island)**  
August 31, 2021 | 2837 Edenvale Rd, 29455

**Edisto Hall at James Island County Park**  
September 1, 2021 | 871 Riverland Dr, 29412  
*Mention Mark Clark Extension at gate for free admission*

Join us from 4:00 to 7:00 PM to view project materials in an open-house format at either location above! ALL materials will be the same at the Community Meetings, Public Hearing, and online.

*Translation services available at all meetings*

## How to Comment



### Project Website

[www.SCDOTMarkClark.com](http://www.SCDOTMarkClark.com)  
Fill out a comment form on the project website.



### Project Email

[info@SCDOTMarkClark.com](mailto:info@SCDOTMarkClark.com)

All formal comments received during the comment period will be evaluated and included in the project record. Please note, only written comments will receive a written response. All information provided will be published and subject to disclosure under the Freedom of Information Act.



### Mail

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Official comment  
period runs through  
October 15, 2021