

## STAKEHOLDER MEETING

**Date:** November 29, 2022

**Time:** 10:00 am – 11:30 am

**Location:** Virtual Teams Meeting

**Attendees:**

Name	Affiliation
1. Councilman Herb Sass	Charleston County Council
2. Steve Thigpen	Charleston County
3. Katie Zimmerman	Charleston Moves
4. Gerald Bresnihan	C.H. Powell Company
5. Betsy La Force	Coastal Conservation League
6. Angie Anderson	Grassy Creek
7. Craig Anthony	Grassy Creek
8. Daniel Senden	Grassy Creek
9. Bobby Houck	Hobcaw Creek Plantation
10. Richard Lloyd	Lloyd Soccer
11. Robert Pickard	Oak Park HOA
12. Kenneth Passarella	Passarella & Associates, Inc.
13. Hampton Lee	SC Ports
14. Jordi Yarborough	SC Ports
15. Stuart Whiteside	Seamon Whiteside
16. David Owens	SC Senate Transportation Committee, Senator Larry Grooms Representative
17. Mayor Will Haynie	Town of Mount Pleasant
18. Councilman Howard Chapman	Town of Mount Pleasant

19. Eric DeMoura	Town of Mount Pleasant
20. Brad Morrison	Town of Mount Pleasant
21. Christiane Farrell	Town of Mount Pleasant
22. Matt Brady	Town of Mount Pleasant
23. Mike Mixon	Town of Mount Pleasant
24. Mark Arnold	Town of Mount Pleasant
25. Conference 304	Unknown
26. LWC	Unknown
27. Steve Cordina	Unknown
28. Shane Belcher	FHWA
29. Emily Lawton	FHWA
30. Joy Riley	SCDOT
31. Syrees Oliver	SCDOT
32. Tyler Clark	SCDOT
33. Chris Lacy	SCDOT
34. Chris Gaskins	SCDOT
35. Amy Livingston	CDM Smith
36. Jenny Humphreys	CDM Smith
37. Mark Lester	CDM Smith
38. Mike Fendrick	CDM Smith
39. Victoria Wornom	CDM Smith

### Meeting Objectives:

*Provide updates on:*

- *Summer 2022 public information meeting summary*
- *Alternative analysis update*
- *Reasonable alternative refinements*
- *Preliminary noise analysis*
- *Next steps in the project development process*

## Agenda:

1. Welcome
2. Presentation - Joy Riley provided a project update which addressed the following. A copy of the presentation is available on the project website: [www.526lclongpoint.com/stakeholders](http://www.526lclongpoint.com/stakeholders)
  - a. Project Overview
  - b. Public Information Meeting Summary
  - c. Alternatives Analysis Update
  - d. Preliminary Noise Analysis
  - e. Next Steps
3. Wrap-up

## Questions:

1. Katie Zimmerman – Can you further explain what you mean by “750 feet for controlled access?”
  - a. Joy Riley – Control of access around an interchange is to prevent backups from occurring onto the ramp terminal intersection. SCDOT evaluates what is happening at the ramp terminal access, and for 750 feet on either side of it, you will have controlled access. For left turns, drivers have to stop, so controlled access is there to prevent the left turns from causing intersection backups. In the model, we have a visual simulation that we can have available at the public hearing. You will be able to see how the backup builds on the interstate. This is driver behavior. Some people will go down to the next intersection and take a left, but some people do not and backup builds.
  - b. Hampton Lee – You are talking about when you are coming off the ramp and making a left turn off of the exit. If you are coming from Mount Pleasant and you are taking a right, this starts to block all of Long Point Road including those coming off the ramp to go to Belle Hall Parkway.
2. Bobby Houck – We are hoping to get noise walls that go from Long Point Road to Mount Pleasant for our neighborhood (Hobcaw Creek Plantation). You mentioned walls between the Wando Bridge and Long Point Road. Does that mean they are not considering them for our neighborhood?
  - a. Joy Riley – SCDOT will model noise impacts for the entire extent of the project. We will evaluate anywhere there are proposed modifications. In the future, if the interstate is widened, then SCDOT will evaluate everywhere that may be affected by that as well. A lot of communities will get noise walls with this interchange improvements project ahead of the interstate widening. If you would like to follow-up and send me an email, then I will show you the extent of our project work on your neighborhood’s side.
3. Councilman Howard Chapman – In the presentation, I did not hear anything about issues dealing with the waterways in and around Grassy Creek and Tidal Walk. It appears you would have much fewer impacts on the waterways. Is this correct? Also, what are the revisions and how wide are they compared to the existing interchange for I-526 and Long Point Road?

- a. Joy Riley (answering part 1) – Correct, we are no longer impacting the ponds at Shoals Drive and Seacoast Parkway. However, we still have to do our full drainage design. SCDOT heard concerns about increased runoff, and we will design for that. We will be able to address those concerns later in the project development process.
  - b. Joy Riley (answering part 2) – This project would improve the loop ramps and existing ramps, so the interchange operates better. We are working to handle the increased heavy volumes of traffic going to Mount Pleasant. For the ramp on the southeast corner of the interchange (closest to Belle Hall Shopping Center), we are separating the loop ramp out, so it puts traffic on a parallel collector-distributor road rather than merging directly onto the I-526 bridge crossing over Long Point Road. We are widening each of the direct ramps to allow for additional lanes because we need three left lanes on the westbound off-ramp for better operations. The southwest loop ramp on the opposite side (the SC Ports side) would be expanded to meet design criteria. However, we are still exploring if we really need to expand this loop ramp with this project. The loop ramp would need to be expanded to accommodate the widening eventually, but we may be able to wait on this expansion.
  - c. Councilman Howard Chapman – The drawing does not give dimensions. How much wider is the expansion? What happens at Lone Tree Drive and Long Point Road?
    - i. Joy Riley – Lone Tree Drive is a “right-in, right-out.” We heard concerns about that. However, given the shift of the port traffic, it will be easier for drivers to go down to make a left movement. We will be further evaluating these designs. When we show these maps at the public hearing, they will have all of the detail you need to see.
4. Richard Lloyd – Do you have a list of the eight commercial buildings that will be impacted?
- a. Joy Riley – Yes, many of the businesses are on this call, and I would be happy to meet with you individually.
5. David Owens (representing Senator Grooms) – Would you mind talking about the key dates remaining in this project?
- a. Joy Riley – We are in full preparation for the upcoming public hearing in March 2023. It is tentatively set for March 14, 2023, but we are still confirming logistics. The public hearing will be the opportunity to view the recommended preferred alternative. After the public hearing, we will make revisions to the recommended preferred alternative based on public input and anticipate an FHWA decision in Summer 2023. We will move quickly to right-of-way acquisition in that timeframe, as well. We will be working with some commercial businesses that will be impacted as early as next summer. Some impacts may change, so we plan to work with those who would be impacted in early 2024 if they could be potentially deferred or saved.
  - b. David Owens – Were you able to design something that does not affect residents?
    - i. Joy Riley – Yes, we have eliminated all residential relocation impacts.

- c. Bobby Houck – Is it a possibility that there would be a redesign of the ramp that would instead take it through the Wendy’s, if you are coming from Mount Pleasant to Long Point Road?
  - i. Joy Riley – We modeled one scenario like that, but it deteriorated the performance of the interchange ramp and impacted the interstate operations. We met with the property owners that made these suggestions.
- 6. Jordi Yarborough – I would like to say thank you from the Port. This has been a great deliberative process you have implemented.