

INTERSECTION IMPROVEMENTS AT S-76 (MIDWAY ROAD), L-616 (CRESTVIEW ROAD), AND L-617 (HARRIETT CIRCLE) PROJECT UPDATE - P038292

SCDOT comment response from February 27, 2024 Public Information Meeting held in Anderson

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Project website address

- <https://arcg.is/14Gr8D0>



Thank you for your participation in the commenting process

The South Carolina Department of Transportation (SCDOT) appreciates your interest and comments regarding the Intersection Improvements at S-76 (Midway Road), L-616 (Crestview Road), and L-617 (Harriett Circle) project. The proposed project involves the improvement of the intersection at Midway Road, Harriett Circle, and Crestview Road in Anderson County. This intersection was identified and selected for improvements by the Anderson Clemson Area Transportation Study (ACATS), with the design being completed by the SCDOT. Two single-lane roundabouts are proposed: one at the intersection of Crestview Road and Midway Road, and a second at the intersection of Harriett Circle and Midway Road. All comments obtained through the public involvement process are being considered in the development of the project and your comment will also be retained as part of the project file and public record.

Roundabout Design and Options Considered

Comments received regarding the operation and design of the roundabout included questions about alternative designs, the center of the roundabout, large vehicles, and emergency service navigation.

One single large roundabout was considered during early stages of this project. However, a large traffic circle is not feasible due to the presence of Midway Presbyterian Church and cemetery, as well as the impacts of obtaining substantial amounts of right of way. Additionally, two connected roundabouts were proposed. Having several roads converging into one roundabout would not be consistent with current design and safety standards.

While widening existing roadways would increase capacity on those roads, a roundabout will more effectively improve traffic operations at the intersections.

The use of signalized intersections (traffic lights) was considered during early stages of the project. This alternative would not improve traffic operations as much as a roundabout at these intersections. Roundabouts improve traffic operations by reducing vehicle collision conflict points, typically associated with four way stops or traffic signals.

Roundabouts improve the level of service at intersections by keeping traffic moving at a safe and steady pace. The diameter of the roundabouts and curvature of roadway sections are designed to accommodate the projected traffic volumes and types of vehicles using these roadways. SCDOT recognizes the importance of preserving the community and environmental resources near the project area and has made efforts to minimize impacts to Midway Presbyterian Church and other important resources.

SCDOT completed a comprehensive traffic study including peak hour traffic counts of these intersections. The traffic study indicated that the intersections that presently exist are not providing desired levels of service to reduce delay in this area. Future traffic volumes were also modeled and the level of service for the intersection is projected to improve with the construction of the roundabouts. The intersection improvements have been designed to keep traffic moving, reduce delays, and decrease potential conflict points.

The roundabout center median will be grassed to ensure proper visibility for motorist safety. Large vehicles like buses, trucks, and emergency providers can make use of the "turning apron" that is located on the interior of the roundabout. This paved area is slightly elevated to allow vehicles with a large turning radius adequate room to maneuver. Roundabouts are designed to keep traffic moving and avoid the start and stop associated with typical intersections. This will provide space for emergency vehicles to enter and exit efficiently and effectively from the intersecting roads.



Roundabout Design and Options Considered (Continued)

The ACATS Metropolitan Planning Organization (MPO) identified these two intersections at Midway Road and Crestview Road as well as Midway Road and Harriett Circle as the top intersection priorities in the region. This organization is comprised of leaders from the region who are charged with prioritizing transportation needs. The organization follows best practices related to transportation planning, public involvement, and project ranking criteria. To learn more about this organization, visit ACATS website at:

<https://www.cityofandersonsc.com/transportation/>

Roadway Design Elements

To assist drivers, typical directional signage will be posted to ensure smooth navigation of the roundabout. Two-foot paved shoulders are proposed for increased safety improvements. Several hundred linear feet of new alignment roadway are proposed for this project. Existing roads within the project limits will be resurfaced. A curb and gutter drainage system is proposed for the project. This closed drainage system will more effectively move stormwater away from the roadways.

Pedestrian Accommodations

Crosswalks are included on the Harriett Circle, Crestview Road, and Midway Road portions of the intersection. A concrete sidewalk is included with the proposed intersection improvements. Sidewalks are proposed only along the existing roadway.

Traffic Speeds

Comments received regarding speeds included concerns that speeding may increase without stop signs and traffic signals. However, roundabouts are a traffic calming device, slowing typical driving speed on arterial roads while reducing the stop and start traffic behavior associated with signalized intersections. Posted speed limits of Harriett Circle, Crestview Road, and Midway Road will remain the same.

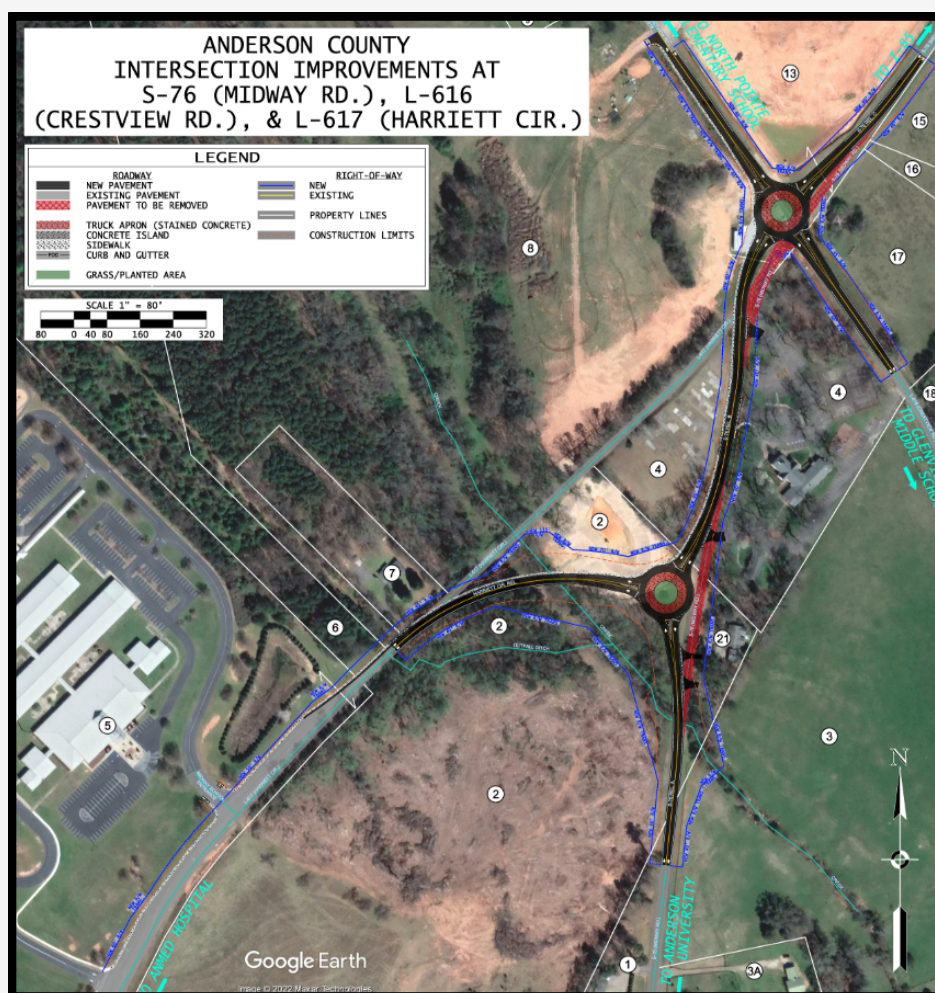
Development in the Area

The proposed intersection improvements have been designed to support the anticipated traffic volumes. A traffic study, including peak hour traffic counts, was conducted. These volumes were modeled to include both recent growth of the Midway neighborhoods as well as a regionally appropriate growth rate for future traffic volumes.

Construction

SCDOT understands the rapidly changing conditions in this area and the need for improvements. We must meet the typical milestones that are required for highway projects, and are taking measures to expedite the process where that can be done without causing unbalanced impacts or jeopardizing federal funding.

SCDOT and its contractor will work to provide limited disruption during construction, especially during peak school commuting hours. A detour is not proposed for this project although some temporary lane closures and shifting of lanes may occur. During construction, we expect to maintain access in all directions.



Funding

Funding for this project and the need for the intersection improvement effort is identified by the ACATS MPO. This study identified these two intersections at Midway Road and Crestview Road as well as Midway Road and Harriett Circle as the top intersection priorities in the region. The expected construction cost is \$9.0 million and federal funds from the system upgrade program will be used.



Midway Elementary School Traffic

SCDOT conducted a traffic study including a vehicle count during peak traffic flow hours. These volumes were modeled to include both the recent growth of the Midway neighborhoods as well as regionally appropriate growth rate for future traffic volumes. Midway Elementary is a noted traffic generator during key commute times. The proposed project has been designed to support the anticipated traffic volume, including the increased school traffic volumes.

The project has also been designed to maintain traffic flow, as well as Midway Elementary's dedicated right lane. SCDOT is coordinating with Midway Elementary throughout development of the project. SCDOT and its contractor will work to provide limited disruption, especially during peak school commuting hours.

Midway Presbyterian Church and Cemetery

SCDOT continues to work closely with Midway Presbyterian Church and other project neighbors. Both during construction and in the future, we expect to maintain appropriate access to the church and cemetery. Temporary barrier fencing will also be used at the church during construction to ensure that sensitive areas are protected.

Oak Hill Drive

Regarding feedback related to improving Oak Hill Drive via intersection improvements, widening, resurfacing and extending the roadway, the ACATS MPO identified the two intersections at Midway Road and Crestview Road and Midway Road and Harriett Circle as the top intersection priorities in the region. Oak Hill Drive is not identified for funding by the MPO, and it is not a state facility and is locally owned and maintained. SCDOT shared this comment with the local agencies.

Next Steps

The next step of the project is to complete the National Environmental Policy Act document. After approval by the Federal Highway Administration, right of way acquisition and final construction plans will be completed. The project will be advertised for bid and the winning contractor will begin work, estimated in early 2026.

Thank You

Thank you for taking the time to provide feedback. We value your local knowledge and experience. Please feel free to contact me at RedfearnWT@scdot.org or 803-737-1430 if you have any additional concerns or visit our website for project updates: <https://arcg.is/14Gr8D0>.