

# Stakeholder Working Group Meeting 3

November 14, 2018



# The goals of today's meeting are to:

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- Provide you with an update since the Alternatives Open House in May 2018.
- Present refined reasonable alternatives for the project.
- Provide information on next steps and interim improvements.
- Gather your input and feedback.

# Project Phases

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## PHASE 1

- Introduction of the Project Letter of Intent
- Traffic Analysis and Field Data Collection
- Development of Conceptual Alternatives
- Determine NEPA Class of Action

## PHASE 2

- Perform preliminary alternatives development
- Conduct alternatives analysis
- Identify proposed alternative(s)
- Environmental Assessment or Impact Statement & Completion of NEPA process

## PHASE 3

- Design and Permitting
- Procurement

## PHASE 4

- Construction

# National Environmental Policy Act (NEPA)

A NEPA document is required for projects requiring a federal action to:

- Provide for an informed decision-making process
- Include partners in the process
- Consider a wide variety of factors

## STEP 1

### Initiate the Environmental Process

- Develop purpose and need
- Collect baseline data
- Conduct agency and public scoping meetings
- Begin developing alternatives

## STEP 2

### Collect Data

- Analyze existing conditions
- Identify needed studies
- Begin preparation of the environmental report

## STEP 4

### Publish Draft Environmental Document

- Release Draft environmental report
- Conduct public meetings
- Hold public comment period
- Review all public/agency comments received

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## STEP 3

### Analyze Alternatives

- Begin alternatives analysis
- Analyze the environmental impacts of alternatives

## STEP 5

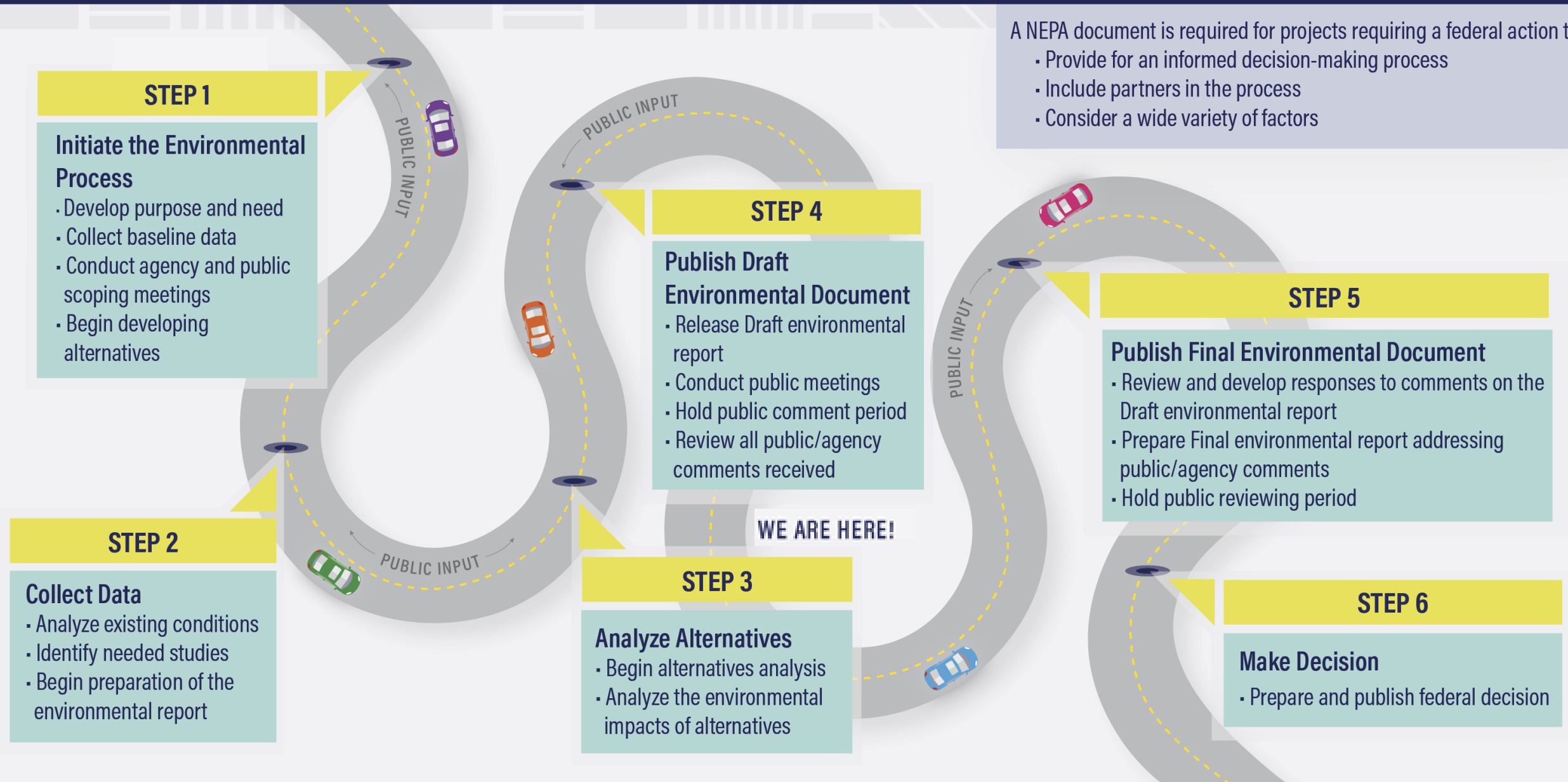
### Publish Final Environmental Document

- Review and develop responses to comments on the Draft environmental report
- Prepare Final environmental report addressing public/agency comments
- Hold public reviewing period

## STEP 6

### Make Decision

- Prepare and publish federal decision



# Preliminary Purpose & Need

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- The primary purpose of the proposed SC 41 Corridor Improvements project is to **reduce traffic congestion within the SC 41 corridor** to accommodate future traffic projections.
- The secondary purposes of the proposed SC 41 Corridor Improvements project are to **enhance safety** throughout the corridor, **improve transportation system and community connections**, and **provide bicycle and pedestrian accommodations**, while **minimizing community and environmental impacts**.
- The proposed project is needed to **address anticipated local and regional growth**, increased traffic congestion, **safety and emergency response concerns**, and inadequate interconnections of transportation modes, including pedestrian and bicycle facilities.

# Reasonable Alternatives



# Alternatives Process

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**12**

**Alternatives**

We looked at a range of 12 alternatives.



**03**

**Reasonable Alternatives**

Three alternatives plus the no build option were carried forward for further analysis of impacts on the natural environment and community based on their abilities to meet the Purpose and Need.



# Traffic: Level of Service

A standard measurement based on vehicle delay and speed, which reflects the relative ease of traffic flow on a scale of A to F.



Stable Traffic Flow

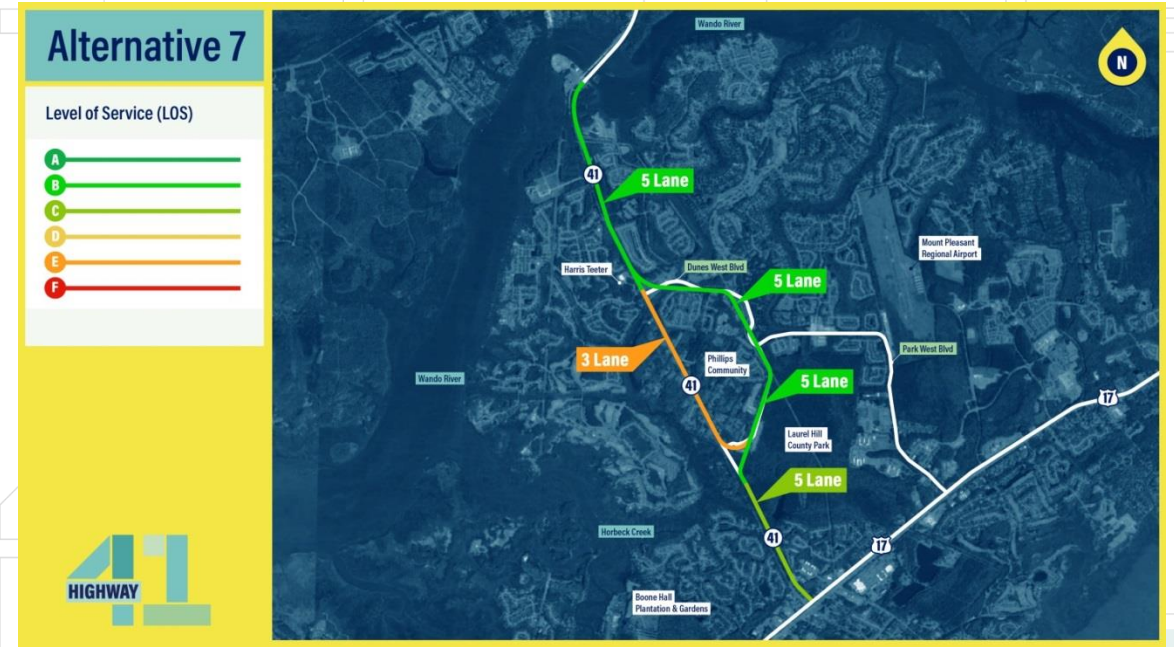
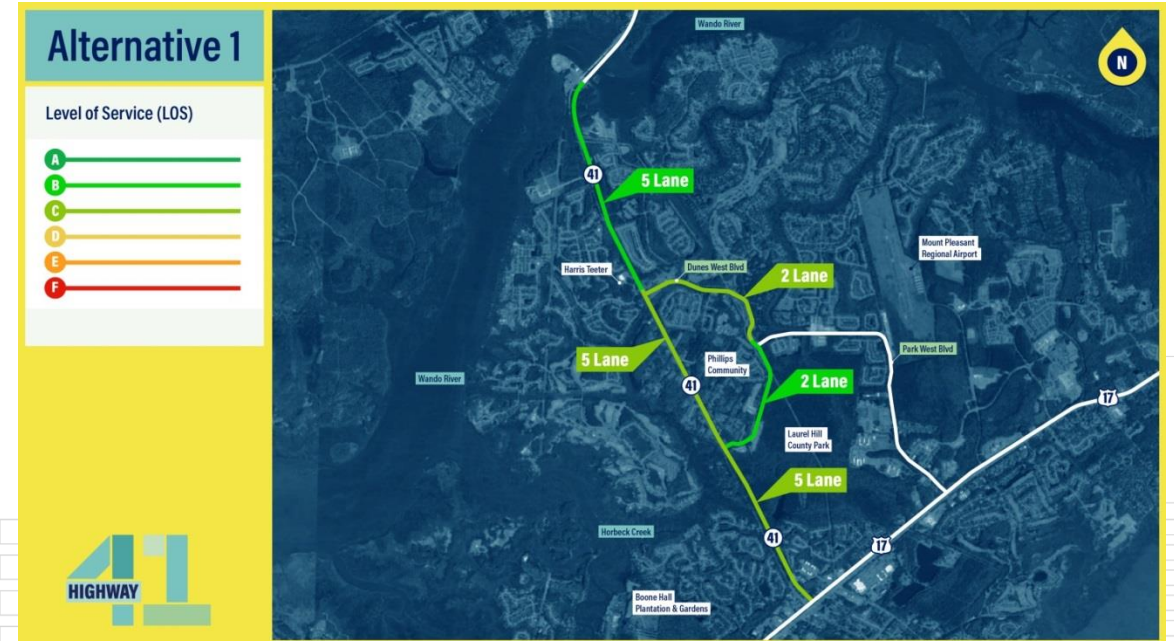
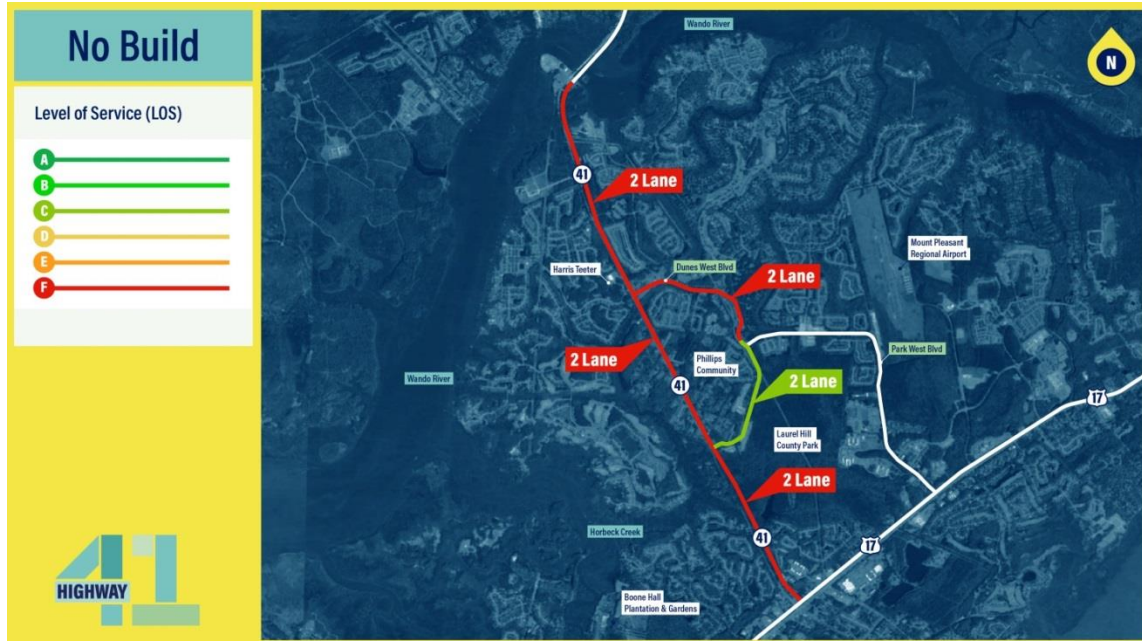


Unstable Traffic Flow





# Reasonable Alternatives Presented in May 2018





# Alternatives Open House Comment Summary

**283**

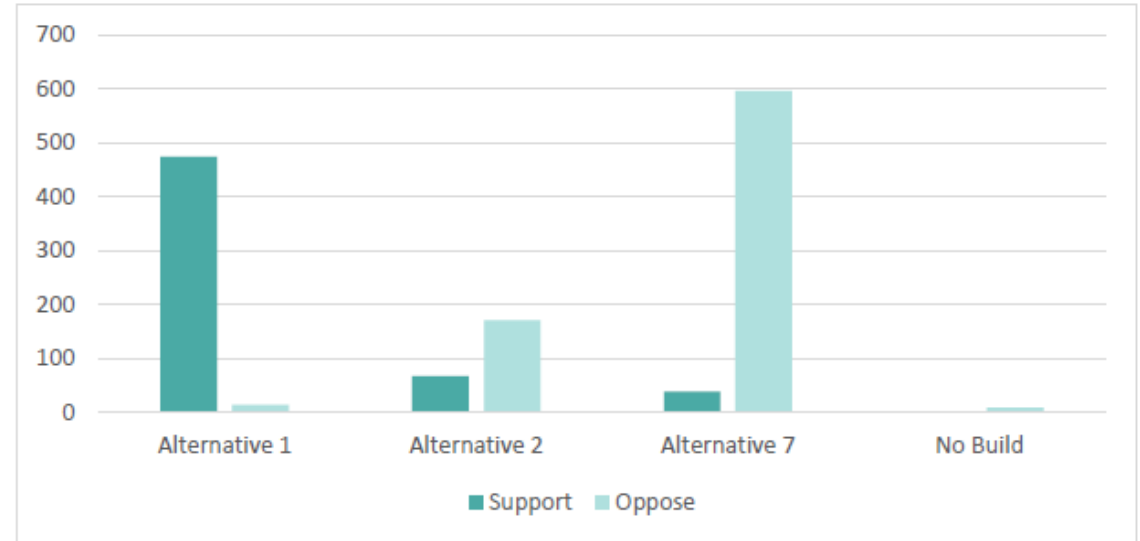
Attendees (May 16, 2018)

**1,911**

Online Meeting Visitors (May 16 - June 16)

**1,248**

Total Comments Received During the 30-Day Comment Period



# Top Comment Themes

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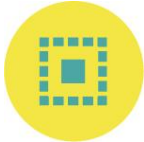
Traffic / Safety



Residential Areas



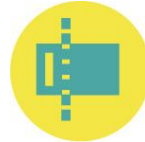
Historic/Cultural Resources



New Developments



Noise



Right-of-Way

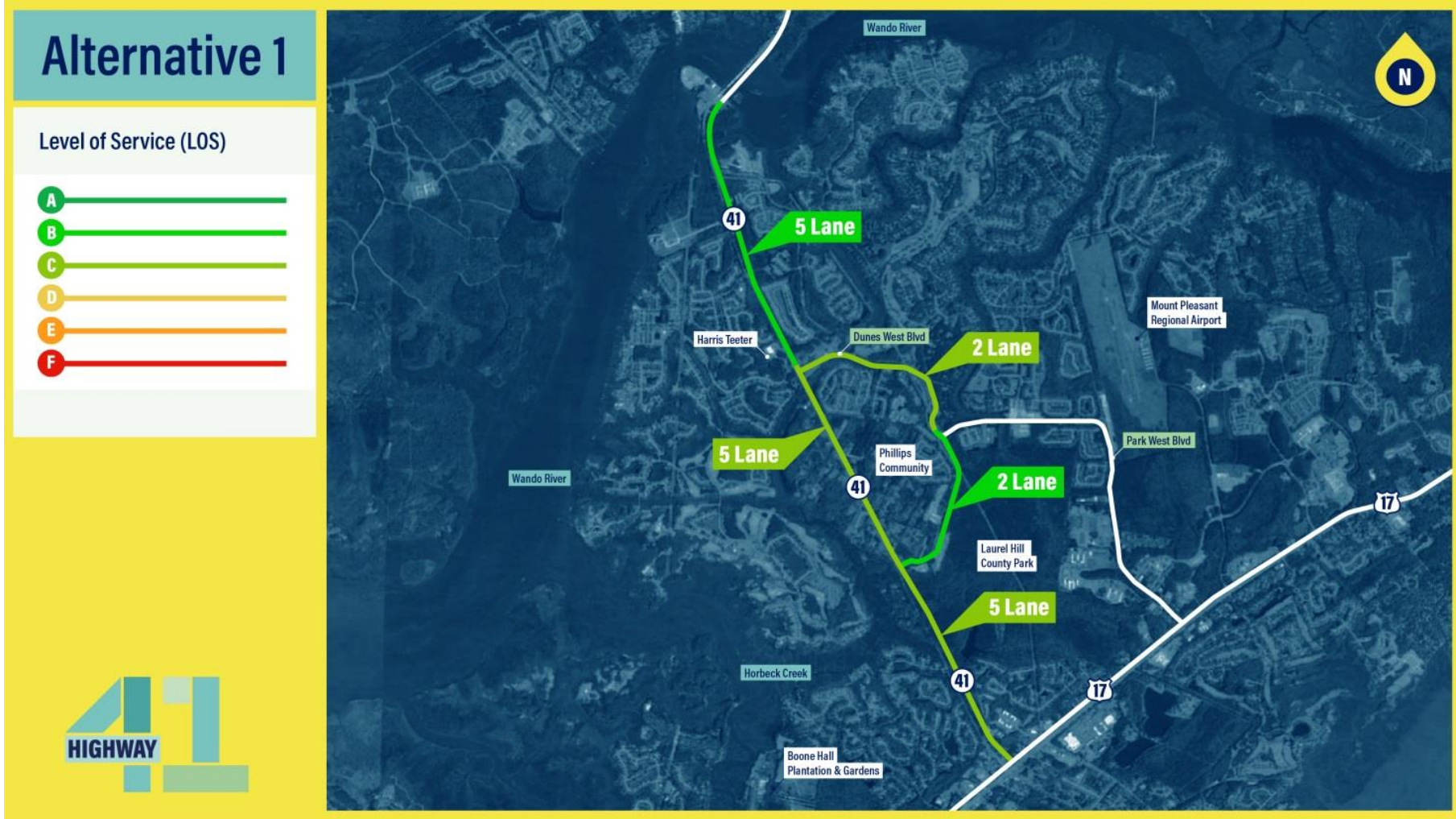


Cost

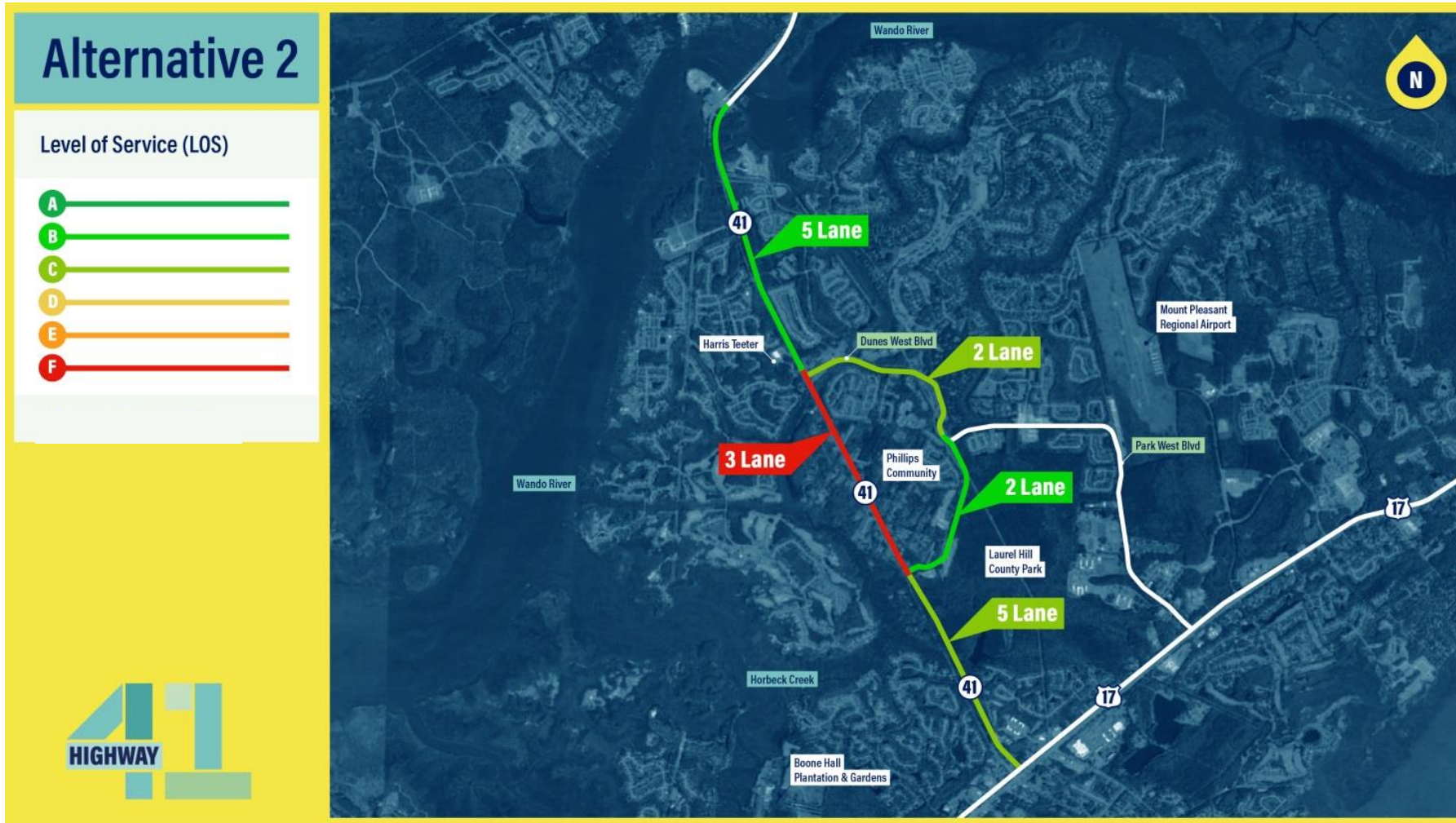
A Comment Summary Report and Comment Period FAQs are available at [www.hw41sc.com](http://www.hw41sc.com)







- Alternative 1 meets the purpose and need of the project
- Alternative 1 is being evaluated in further detail for right-of-way, cost, and environmental impacts



- The more detailed traffic analysis confirms a three-lane section through the Phillips Community would fail
- Reasonable Alternative 2 is **not** moving forward because it does not meet the purpose and need of the project



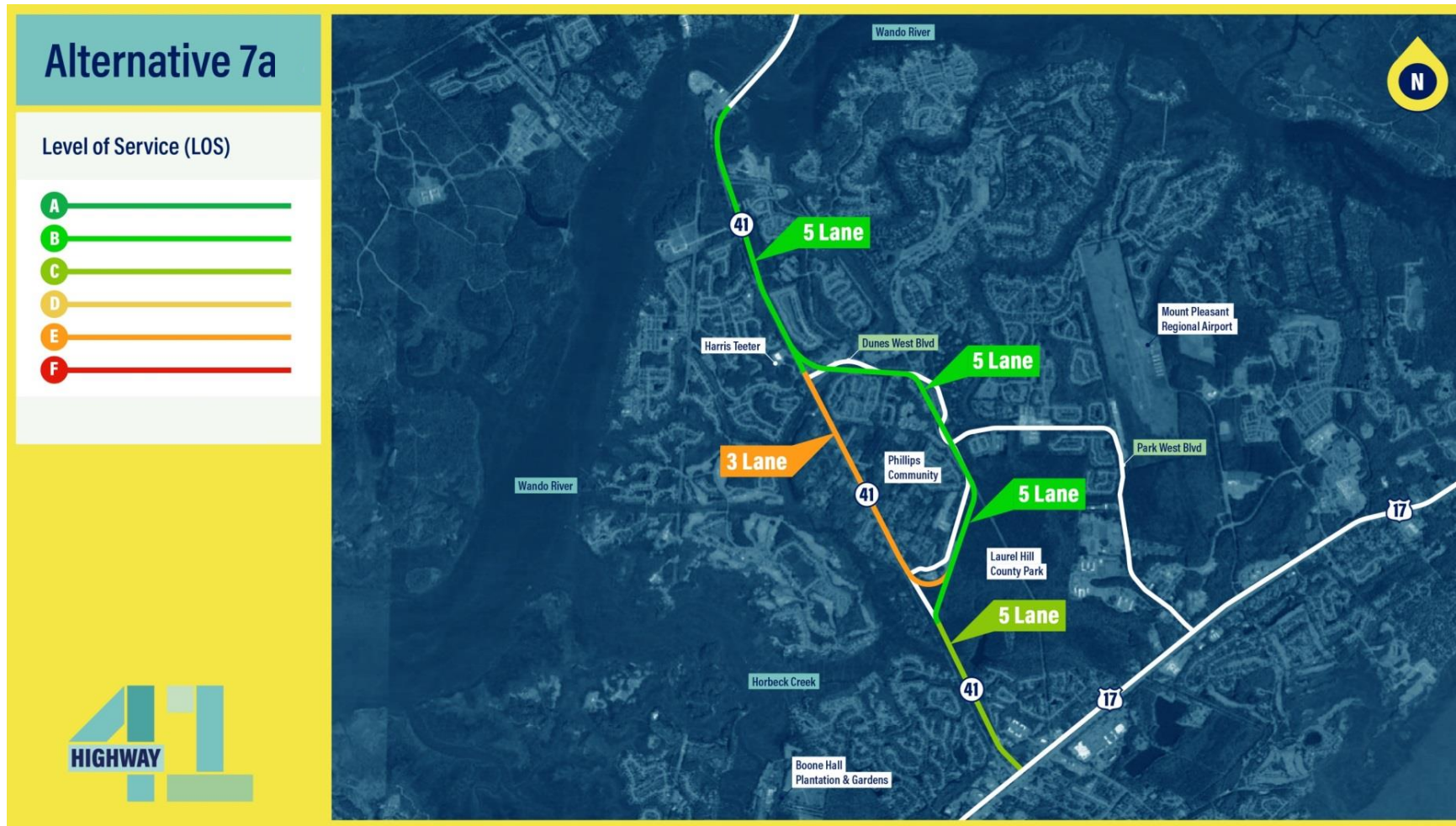
## Alternative 5a

Level of Service (LOS)



- Re-evaluated Alternative 5 in an effort to look at alternate ways to distribute traffic in the area, which resulted in Alternative 5a
- Alternative 5a would create a parallel five lane roadway primarily along a power line easement running from Highway 17, through Laurel Hill County Park, Dunes West and tying into Highway 41 near Harpers Ferry Way
- Alternative 5a is being evaluated in further detail for right-of-way, cost, and environmental impacts





- Refined Reasonable Alternative 7a was developed due to public comments and to lessen impacts on residential areas along Bessemer Road.
- Alternative 7a has been modified to reroute Highway 41 parallel to Bessemer Road and onto Laurel Hill County Park property, turn along the power line easement, and then back along Dunes West Boulevard.
- Alternative 7a is being evaluated in further detail for right-of-way, cost, and environmental impacts.

# Refined Reasonable Alternatives

May 2018 Public Meeting

## Reasonable Alternatives

No Build

Alternative 1

Alternative 2

Alternative 7



Summer/Fall 2018  
Based on Public Comments

## Refinement & Modification

Evaluation of:

Alternative 5a

Alternative 7a



We are here

## Refined Reasonable Alternatives

No Build

Alternative 1

Alternative 5a

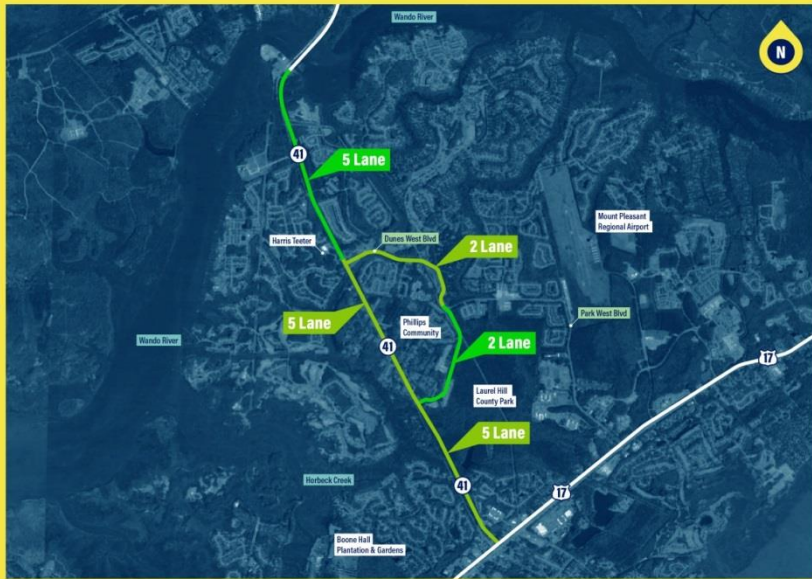
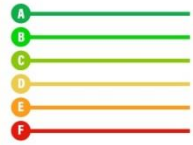
Alternative 7a





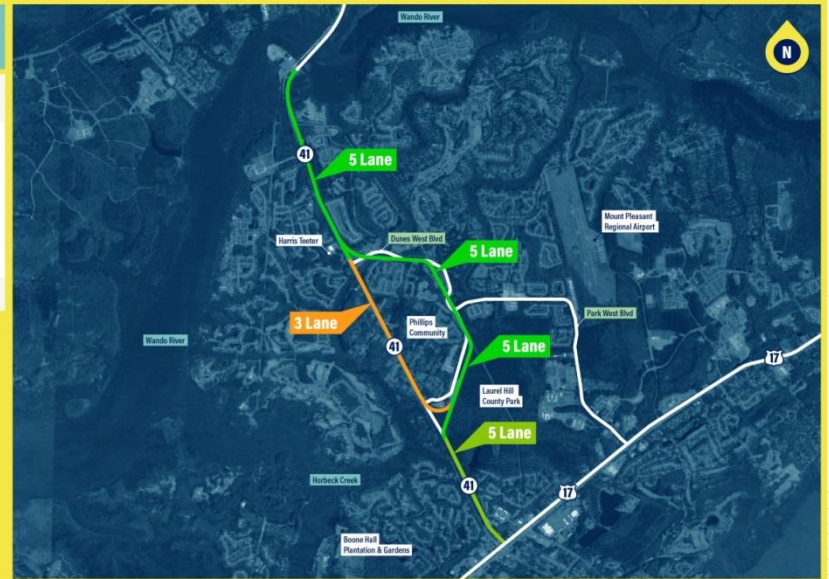
## Alternative 1

Level of Service (LOS)



## Alternative 7a

Level of Service (LOS)

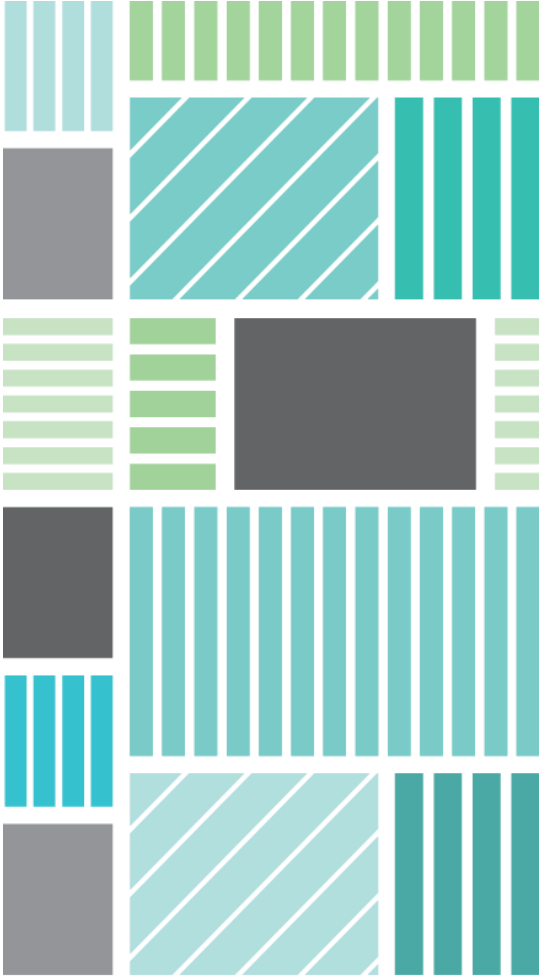


## Alternative 5a

Level of Service (LOS)



# Design





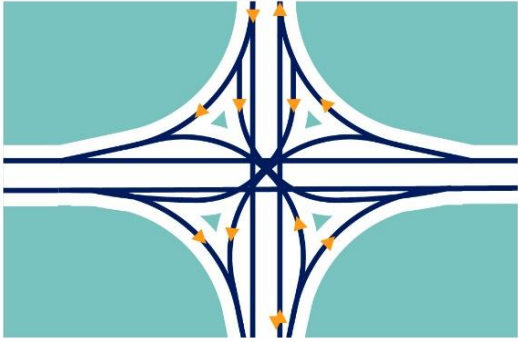
# Connection to Billy Swails Boulevard

- Corridors are being considered to connect Highway 41 with Billy Swails Boulevard
- The distance between Highway 17 and Billy Swails Blvd. is approximately half a mile

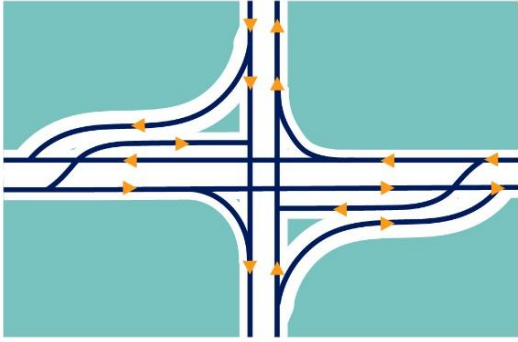


# Intersection Concepts – Highway 41 at Highway 17

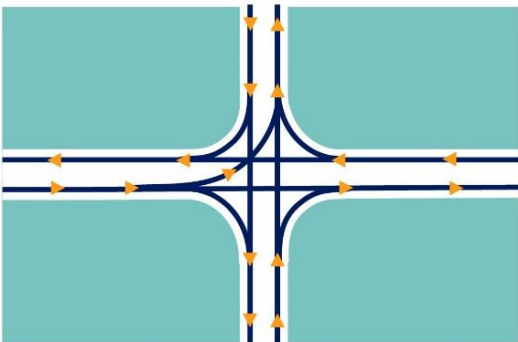
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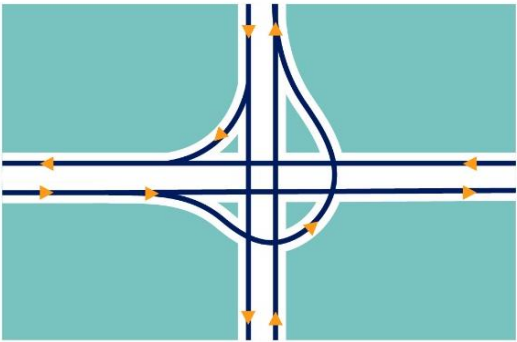
Single Point Urban Interchange



Continuous Flow Intersection



Flyover Left Turn Mid



Flyover Left Turn

Traffic is currently being evaluated to determine a viable intersection option.





# Interim Improvements

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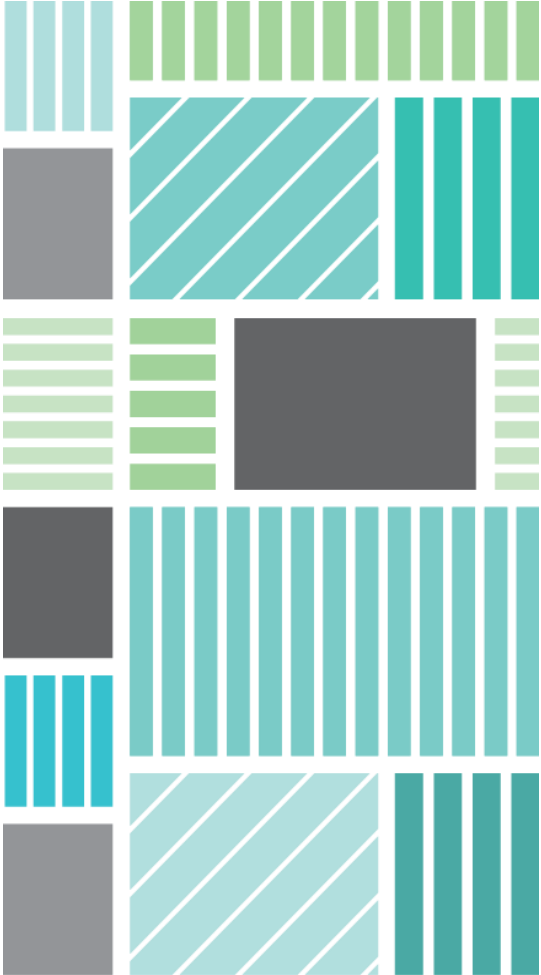
Improvements to Highway 41 from Joe Rouse Road to Highway 17 with minor intersection improvements at Highway 41 and Highway 17

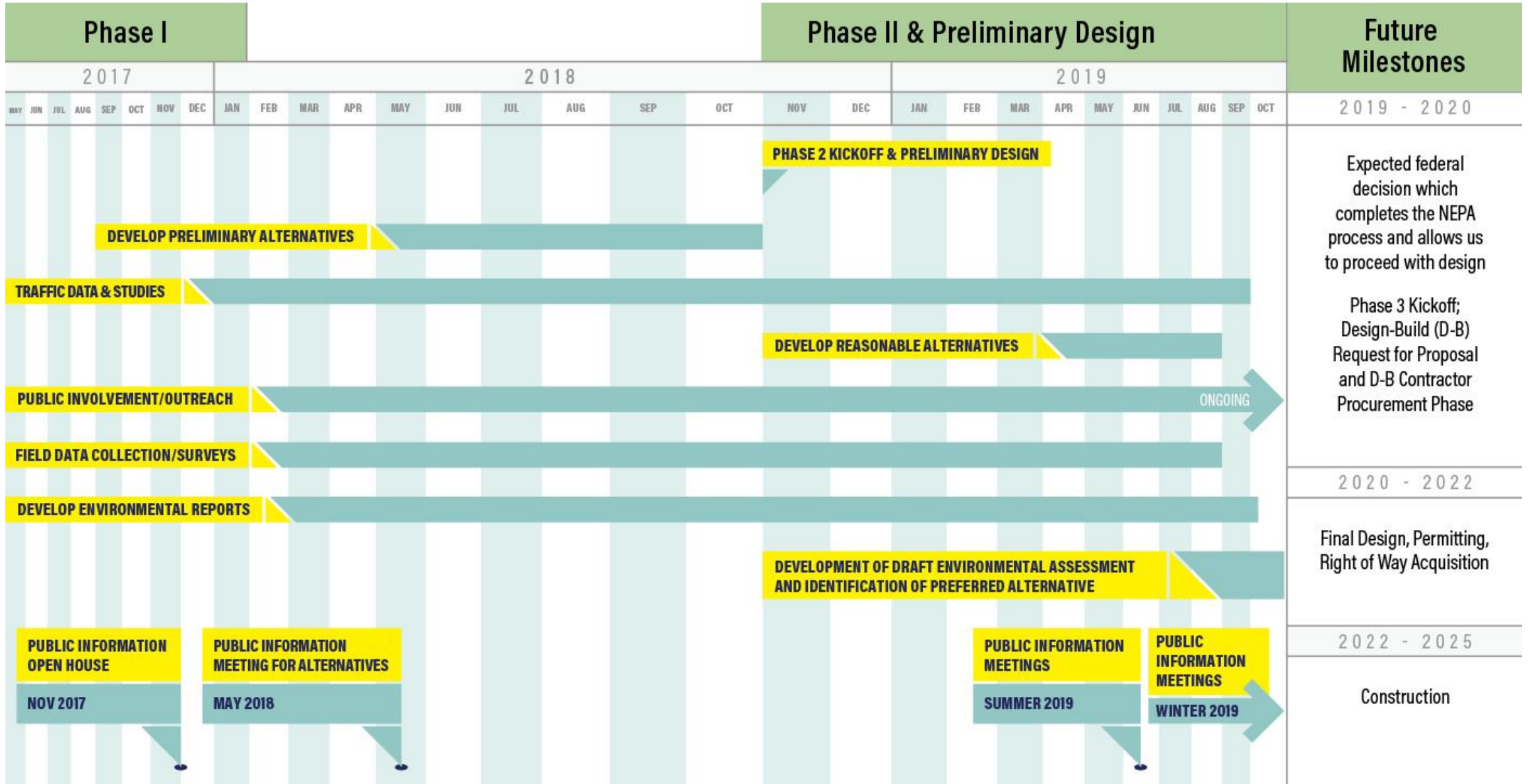
- Evaluated cost estimates
- Reviewed traffic analysis
- Evaluating options internally to determine best or most feasible





# What's Next





# Next Steps

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- Further evaluate refined alternatives
  - Alternative 1
  - Alternative 5a
  - Alternative 7a
- Refinements to the interchange alternatives of Highway 41 at Highway 17
- Draft Environmental Assessment for review by USACE
- Community Leadership Meetings, spring 2019
- Public Meeting on the recommended preferred alternative, summer 2019



# Contact Us



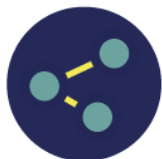
Visit: [www.Hwy41SC.com](http://www.Hwy41SC.com)



Email us to leave comments or join the project mailing list: [Hwy41SC@gmail.com](mailto:Hwy41SC@gmail.com)



Leave a message for the project team  
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