

# Compromise Alternative Update

December 10, 2021



# Hwy. 41 Compromise Highlights

## UPDATED DESIGN



## UPDATED CONCEPT HIGHLIGHTS



Minimizes impacts to the Phillips Community



Updates the 41/17 connection based on community feedback from stakeholders



Eliminates property impacts to Seven Mile at the 41/17 connections



Provides a 2 lane parkway around Park West and along the edge of Laurel Hill County Park



Leaves Dunes West Blvd. mostly as is



Provides a multi-use path connecting 17 to the new path built by Berkeley County's Clements Ferry project



Cost Estimate is \$148 million



Meets purpose and need for the next 20+ years, does not meet the full 2045 design year goal

# Environmental Impacts

Compromise Alternative	
Freshwater Wetlands	7.2 acres
Tidal Wetlands	3.4 acres
Streams	0 linear feet
Cultural Resources	Potential Impacts to archeological site within Laurel Hill Park
Laurel Hill County Park	18 acres*
Environmental Justice Concerns	No disproportionate impacts
Noise	105 impacted residential receptors**
Cost	\$148 million

\*Based on the optimized design as shown in August 2021.

\*\*Impacts from August 2020 analysis. Noise modeling currently being updated to include updated traffic and refined design. Noise walls TBD.



# Hwy. 41 Compromised Right of Way Impacts

## UPDATED DESIGN



Project includes construction along 9 m of roads, either new location or widened



Zero residential or business relocations



50 acres of right of way is required, including 18 acres from Laurel Hill County Park



Remaining property is primarily strip taken from commercial property



Limited residential property is required in Seven Mile or Phillips Community residential areas



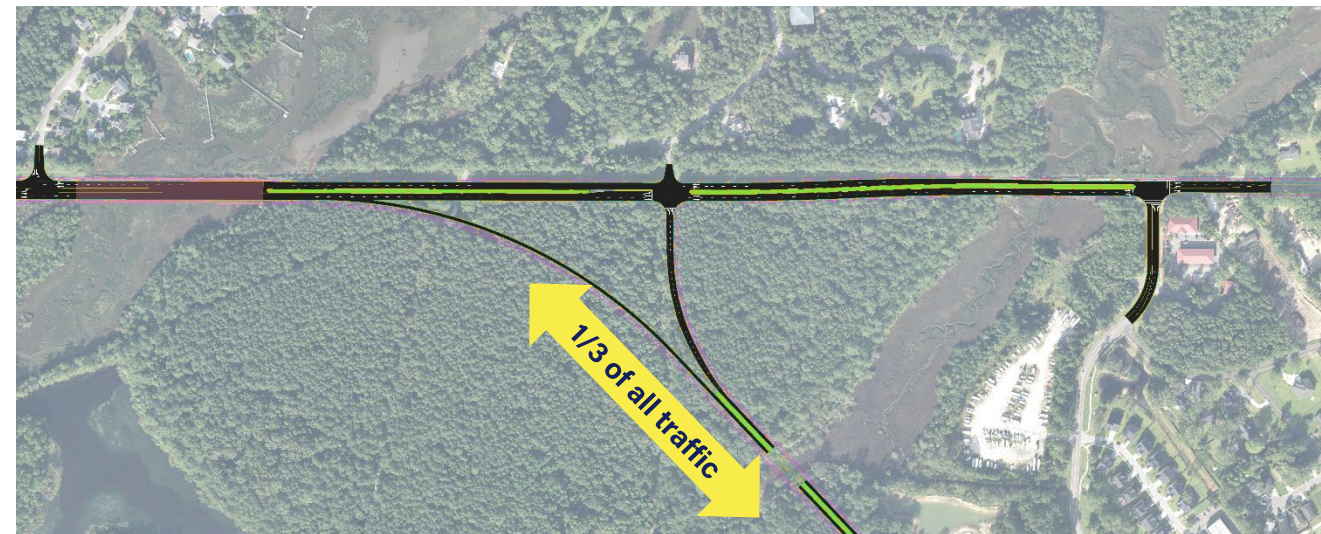
# Laurel Hill Parkway Need



To operate at an acceptable LOS, this intersection would require widening of SC41 for a significant distance into the Phillips Community



Moving the SC 41 access point for Dunes West and Park West traffic will help overcome the lack of capacity through the Phillips Community







# Laurel Hill Parkway Design



Requires approx. 18 acres of park land



Current alignment is 120-200 feet from homes along Bessemer Rd



Construction may impact Native American artifacts that will be mitigated



Bessemer Rd will see a dramatic reduction in traffic

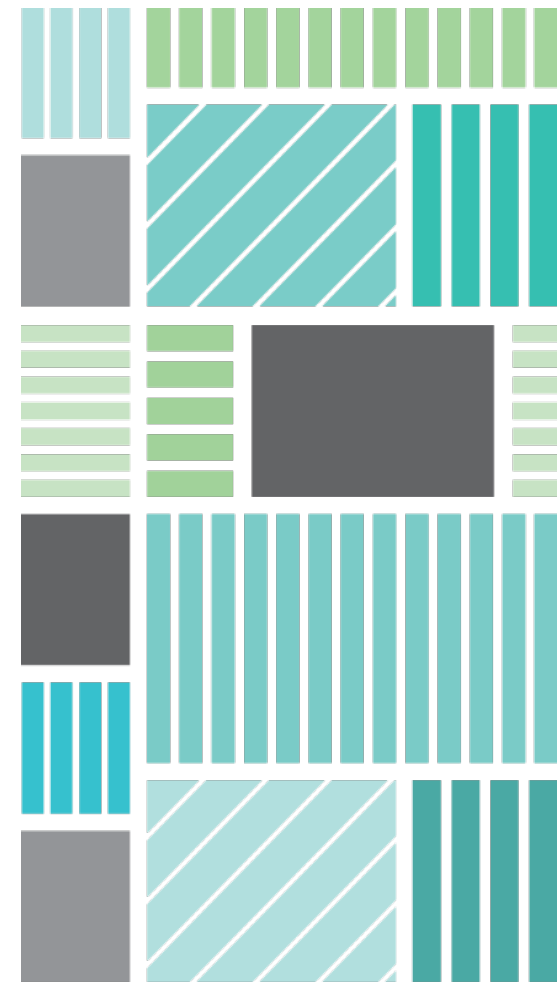


A new connection to the Parkway from Bessemer Rd will be provided so neighborhoods are not cut off from Dunes West/Park West Boulevards



Congestion at Joe Rouse Rd and SC 41 is greatly reduced

# Realignment of Better Review



# Laurel Hill Parkway vs. Bessemer Road Realignment



	Laurel Hill Parkway	Bessemer Road	Difference
Freshwater Wetlands	1.17 acres	0.26 acres	-0.91 acre
Tidal Wetlands *	0 acre	0 acre	0 acre
Streams	0 linear feet	160 linear feet	+ 160 linear feet
Cultural Resources	Impacts to Arch Site	No impacts to Arch Site	0 impact
Laurel Hill County Park	18 acres	3.3 acres	-14.7 acres
Bessemer Road & Boat Storage ROW	0 acres	6.1 acres	+6.1 acres
Cost (Bridge & Park ROW & Bessemer Road ROW)**	\$10.6 million	\$6.2 million	-\$4.4 million

\* Assumes a bridge is constructed to avoid permanent fill impacts to tidal wetlands.

\*\* The two alternatives are estimated to have comparative construction costs. Estimates \$1 million for ROW costs along Bessemer Road.



# Other Considerations Laurel Hill vs. Bessemer

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- Our analysis shows that traffic would not choose to take the Parkway unless that is their destination
- Traffic will follow the straightest, quickest path (41) rather than the slower bypass (Parkway)
- Example

# Schedule

- Interim Improvements **Early 2022**
- 30% Design **Spring 2022**
- Environmental Document & Permit Application Submitted to USACE **Spring 2022**
- USACE 30 Day Public Notice **Summer 2022**
- ROW Plans Approval **Summer 2023**
- Begin Construction **Early 2025**

## Next steps with stakeholders/public:

- Meetings with leaders from Bessemer Park, The Arlington and Park West and CCPRC
- *To be determined* Meetings with County Council, SCDOT, USACE



# Thank You

