



Appendix O – Agency Coordination





Cal Oyer, P. E.
Construction Project Manager I
Transportation Development

843.202.6148
Fax: 843.202.6152
coyer@charlestoncounty.org
Lonnie Hamilton III Public Services Building
4045 Bridge View Drive, Suite C204
North Charleston, SC 29405

July 10, 2017

Electronic Correspondence: You are receiving this document in electronic format in an effort to save resources and expedite delivery.

Re: Letter of Intent for the Proposed SC Highway 41 Corridor Improvements in Charleston and Berkeley Counties, South Carolina.

Dear Sir/Madam:

Charleston County proposes improvements to the approximately 4.6-mile-long SC Highway 41 (SC 41) corridor in Charleston and Berkeley Counties, South Carolina from US 17 in Mt. Pleasant, South Carolina across the new Wando River Bridge to Clements Ferry Road. SC 41 is a two-lane highway that provides vehicular access between US 17 and Clements Ferry Road, as well as north to Huger, South Carolina. The purpose of the proposed project is to accommodate an increase in traffic volume by improving roadway capacity and system continuity throughout the corridor. This section of SC 41 serves as a minor arterial that has experienced an increase in traffic due to regional growth, and currently sustains operations that exceed capacity and are projected to worsen over time.

The purpose of this letter is to solicit information that you may have related to the potential social, economic, and environmental impacts of the proposed project on the area. Charleston County, in consultation with the South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA), will be evaluating the benefits and impacts from the proposed project, in accordance with the *National Environmental Policy Act* (NEPA) and implementing regulations. Due to the unknown impacts of the corridor improvements, the project is being completed in multiple phases, with notice of intent and project scoping being the first phase. Based on the outcomes of Phase 1, the project team will determine whether an Environmental Assessment (EA) or Environmental Impact Statement (EIS) is the appropriate level of NEPA documentation required for the project.

The project study area has been defined as a mainline corridor of SC 41 from US 17 in Mt. Pleasant, South Carolina across the new Wando River Bridge to Clements Ferry Road. The project also includes improvements to the intersection of SC 41 and US 17 and completion of the tie in of Gregory Ferry Road to SC 41 near US 17. Field studies and surveys will be conducted within 300 feet of the existing SC 41 centerline (Figure 1). The study corridor also includes US 17 from intersection with Hamlin Road to entrance to Oakland Plantation and an expanded study area around Laurel Hill County Park and the Phillips Community between Bessemer Road and Dunes West Boulevard. The purpose of the expanded study area is to fully evaluate the potential project effects on the County Park,



adjacent communities, and associated roadways. As shown in Figure 1, land adjacent to the study corridor is mostly residentially developed. Residential communities along SC 41 include the Phillips Community, Dunes West, Park West, Rivertowne, and Planter's Point. There are several areas of commercial development within the project study area, predominantly at the intersection of SC 41 and US 17. The project study area includes several areas of wetlands, largely associated with crossings over Horlbeck, Mill and Wagner Creeks.

The project will be designed to minimize impacts to wetlands and waters of the U.S., including tidal wetlands, to the maximum extent practicable. Coordination will occur with the U.S. Army Corps of Engineers, Charleston District and South Carolina Department of Health and Environmental Control (SCDHEC) Office of Ocean and Coastal Resource Management (OCRM) as the project continues.

In accordance with Section 7 of the *Endangered Species Act*, a database search and field survey will be conducted for Federally-protected species. Coordination will occur with the U.S. Fish and Wildlife Service and NOAA National Marine Fisheries Service as the project continues. An assessment of essential fish habitat in accordance with the *Magnuson–Stevens Act* will also occur and findings coordinated with the NOAA National Marine Fisheries Service.

A cultural resources survey will be conducted within the project study area and coordinated with the South Carolina State Historic Preservation Office (SHPO). In coordination with the cultural resources survey, investigators will conduct ethnohistorical, ethnographic, and archival research regarding the Phillips Community. The South Carolina SHPO previously visited the Phillips Community at the request of its members and determined the community to be a cultural landscape and a traditional cultural property (TCP), a cultural resource eligible for the National Register of Historic Places (NRHP).

A noise analysis will also be conducted for the study area to predict future noise levels in accordance with the current SCDOT Noise Policy. Shellfish beds may be located within the study area on Horlbeck, Mill and Wagner Creeks; therefore, potential water quality treatment methods will be considered.

As an integral part of the environmental process, Charleston County is soliciting input from agencies and individuals concerning the potential social, economic, and environmental impacts of the proposed project on the area. To ensure that issues of the proposed project are fully evaluated, Charleston County requests your written response concerning any beneficial or adverse impacts of the project relating to the interest of your agency. Charleston County looks forward to receiving your comments on the project within 30 days of the receipt of this letter. Comments should be addressed to the following:

Mr. Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development
4045 Bridge View Drive
North Charleston, SC 29405

Your expeditious handling of this notice will be appreciated. Should you have any questions, please contact me at (843) 202-6148.





Sincerely,

Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development


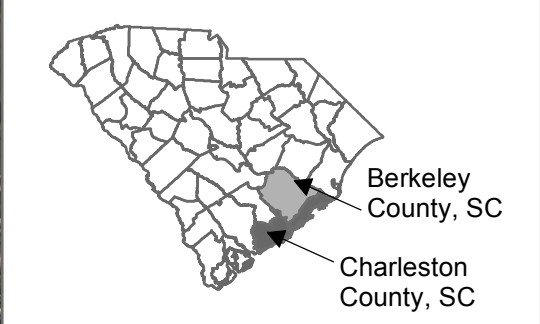
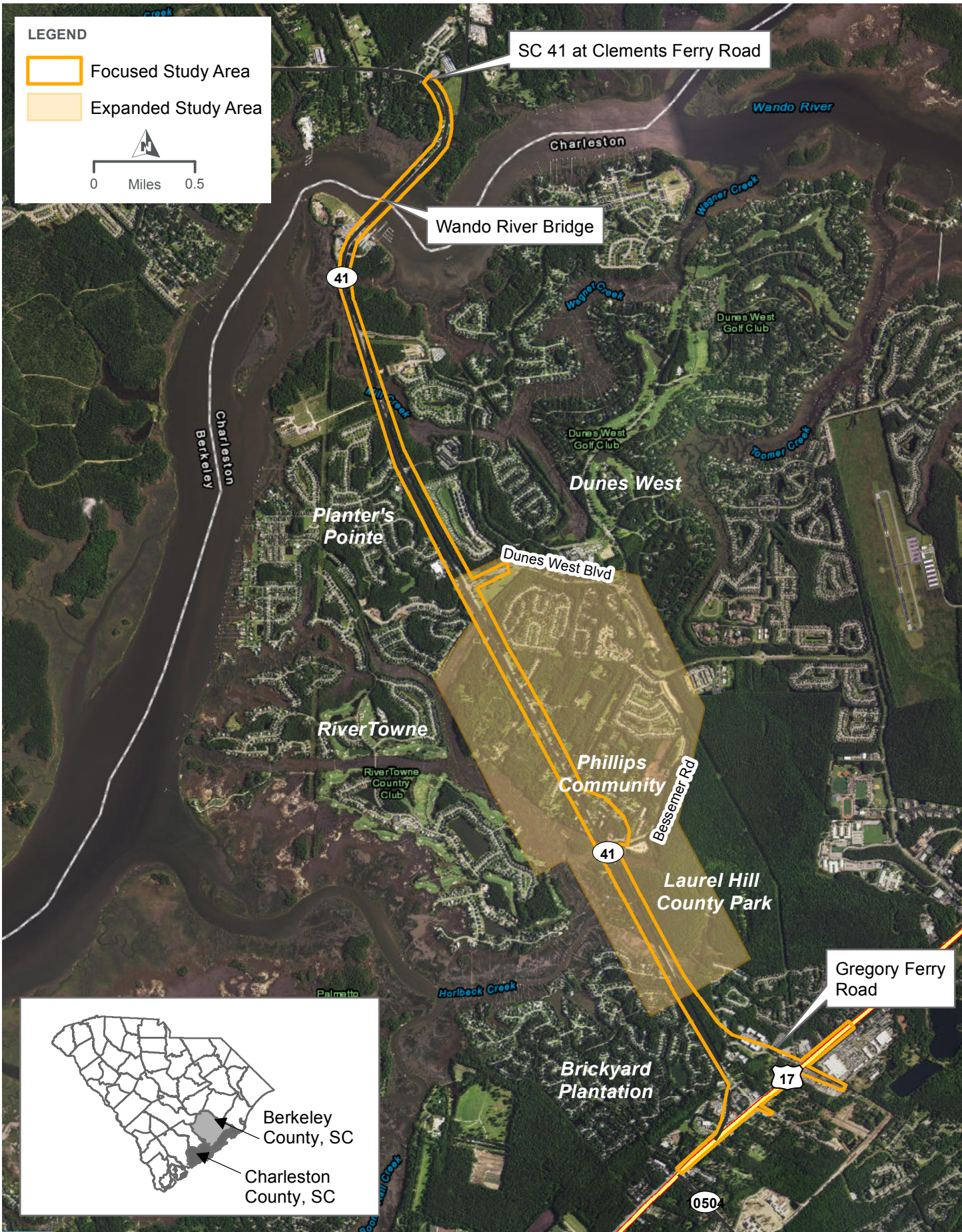
EC: File
Chad Long, SCDOT Director of Environmental Services
Michelle Herrell, FHWA Environmental Protection Specialist
Randy Williamson, HDR Project Manager

Enclosures

LEGEND

-  Focused Study Area
-  Expanded Study Area

0 Miles 0.5



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69-A HAGOOD AVENUE
CHARLESTON, SOUTH CAROLINA 29403-5107

Regulatory Division

Mr. Cal Oyer, P.E.
Charleston County Transportation Development
4045 Bridge View Drive
North Charleston, South Carolina 29405

Dear Mr. Oyer:

This is in response to your request for comments on the proposed project to widen SC Highway 41, from U.S. Route 17 to Clements Ferry Road (S-8-33), in Mount Pleasant and Wando, Charleston and Berkeley Counties, South Carolina. The project area is depicted on Figure 1, entitled "Study Area, SC 41 Corridor Improvements Project", provided by your office as part of the early coordination for this project.

Based upon an office review of submitted information, along with soils maps, NWI maps, and aerial photographs, it appears that the project may impact waters of the U.S., including wetlands. For this reason, it is strongly suggested that you conduct a wetland delineation in the areas where the proposed project may occur. Once a delineation is complete, a jurisdictional determination request should be submitted to our office with appropriate supporting information. Please be aware that a Department of the Army permit will be required pursuant to Section 10 of the Rivers and Harbors Act and/or Section 404 of the Clean Water Act if the project involves discharges of dredged or fill material into waters of the U.S., including wetlands.

Furthermore, please note that a decision whether to issue a permit will be based on an evaluation of the probable impacts of your project, including cumulative impacts of the proposed activity, and will include the application of guidelines promulgated by the Administrator of the Environmental Protection Agency in conjunction with the Secretary of the Army under authority of Section 404(b) of the Clean Water Act. "Subpart B - Compliance with the Guidelines" [40 CFR 230.10(a), (a)(1), (a)(2), and (a)(3)] states that:

"(a) Except as provided under Section 404(b)(2), no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences."

For this reason, the Corps encourages your office to closely evaluate alternatives with regard to impacts to the aquatic ecosystem. If the proposed project will be entirely constructed in uplands and will not involve work in a Navigable Water of the United States, nor will it entail the placement of dredge or fill material in waters of the U.S., including wetlands, a Department of the Army permit would not be required.

In all future correspondence concerning this matter, please refer to file number SAC-2017-01102. A copy of this letter is being forwarded to certain State and/or Federal agencies for their information. If you have any questions concerning this matter, please contact John N. Policarpo, Project Manager, at 843-329-8043, or at john.n.policarpo@usace.army.mil.

Sincerely,

Elizabeth G. Williams
Chief, Special Projects Branch

Copy Furnished:

Mr. Chad Long
S.C. Department of Transportation
955 Park Street, P.O. Box 191
Columbia, South Carolina 29202-0191

Ms. Michelle Herrell
Federal Highway Administration
South Carolina Division
Strom Thurmond Federal Building
1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201

Mr. Blair Williams
South Carolina Department of Health & Environmental Control
Office of Ocean and Coastal Resource Management
1362 McMillan Avenue, Suite 400
Charleston, South Carolina 29405

Mr. Chuck Hightower
South Carolina Department of Health and Environmental Control
Bureau of Water
2600 Bull Street
Columbia, South Carolina 29201

Mr. Randy Williamson
HDR
4400 Leeds Avenue, Suite 450
North Charleston, South Carolina 29405

Mathis, Jennifer

From: Meder, Shannon
Sent: Monday, July 17, 2017 11:32 AM
To: Wade, Blair; Dubay, Samantha
Subject: FW: SC Highway 41 Corridor Improvements - Exhibit
Attachments: LOI Figure 1_Rev 3.pdf

FYI – Cal is going to follow up and respond with info on the website link.

Shannon R. Meder, AVP
D 843.414.3708 M 843.860.1343

hdrinc.com/follow-us

From: Taylor G. Hall [<mailto:TGHall@charlestoncounty.org>]
Sent: Monday, July 17, 2017 9:56 AM
To: Cal Oyer; Meder, Shannon
Subject: FW: SC Highway 41 Corridor Improvements - Exhibit

Taylor Hall

From: Walls, Beth [<mailto:Walls.Beth@epa.gov>]
Sent: Monday, July 17, 2017 9:55 AM
To: Taylor G. Hall <TGHall@charlestoncounty.org>
Subject: SC Highway 41 Corridor Improvements - Exhibit

Hi Taylor:

Thank you for the following notice and map
Is there any internet link on the details of this proposed project?
Thank you

Beth Walls
Physical Scientist
NEPA Program Office
US EPA R4
404-562-8309

From: Taylor G. Hall [<mailto:TGHall@charlestoncounty.org>]
Sent: Thursday, July 13, 2017 3:10 PM
Subject: SC Highway 41 Corridor Improvements - Exhibit

Good Afternoon,

Please see the attached exhibit regarding the proposed SC Highway 41 Corridor Improvements.

Thank you,

Taylor Hall



Charleston County

Transportation Development

Administrative Services Coordinator I

4045 Bridge View Drive Suite C204

North Charleston, SC 29405

Phone: 843-202-6141

Fax: 843-202-6152

Mathis, Jennifer

From: Meder, Shannon
Sent: Monday, August 28, 2017 2:06 PM
To: Fletcher, Joshua
Subject: FW: SC Hwy 41 Corridor Improvements

FYI – Don't think we need to do anything more here but wanted you to be aware.

Thanks,
Shannon

From: Cal Oyer [mailto:COyer@charlestoncounty.org]
Sent: Monday, August 28, 2017 11:44 AM
To: Williamson, Randall; Dubai, Samantha
Cc: Meder, Shannon
Subject: RE: SC Hwy 41 Corridor Improvements

Thanks Randy. I'll add that in. Samantha, I'll copy you.

From: Williamson, Randall [mailto:Randall.Williamson@hdrinc.com]
Sent: Monday, August 28, 2017 11:15 AM
To: Dubai, Samantha <Samantha.Dubay@hdrinc.com>; Cal Oyer <COyer@charlestoncounty.org>
Cc: Meder, Shannon <Shannon.Meder@hdrinc.com>
Subject: RE: SC Hwy 41 Corridor Improvements

I think Samantha's comment is fine. You may want to also mention that we (Charleston County and HDR) are coordinating closely with SCDOT's Environmental Services Office throughout the life of the project. SCDOT has a strong working relationship with the Catawba Nation and that may give them additional confirmation that they will be involved throughout the process.

Randy Williamson, PE
Senior Program Manager



HDR
75 Beattie Place, Suite 805
Greenville, SC 29601
D 864.631.0426 M 864.634.4209
Randy.Williamson@hdrinc.com

hdrinc.com/follow-us

From: Dubai, Samantha
Sent: Monday, August 28, 2017 11:08 AM
To: Cal Oyer
Cc: Meder, Shannon; Williamson, Randall
Subject: RE: SC Hwy 41 Corridor Improvements

Cal,

I believe a simple response here will be fine, such as:

Thank you for your response. You have been added to our email distribution list to be notified of future project developments.

I have cc'd Randy and Shannon for input if needed.

Samantha Dubay

D 843.414.3723



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From: Cal Oyer [<mailto:COyer@charlestoncounty.org>]

Sent: Monday, August 28, 2017 11:04 AM

To: Dubay, Samantha

Subject: FW: SC Hwy 41 Corridor Improvements

How should we respond to Ms. Rogers? The NOI letter included the website address.

From: Caitlin Rogers [<mailto:caitlinh@ccppcrafts.com>]

Sent: Monday, August 28, 2017 10:27 AM

To: Cal Oyer <COyer@charlestoncounty.org>

Subject: SC Hwy 41 Corridor Improvements

Mr. Oyer,

The Catawba wish to be kept involved with this project. If you need anything else let me know. Thanks.

Caitlin

--

Caitlin Rogers

Catawba Indian Nation

Tribal Historic Preservation Office

1536 Tom Steven Road

Rock Hill, SC 29730

803-328-2427 ext. 226

Caitlinh@ccppcrafts.com

Please Note: We CANNOT accept Section 106 forms via e-mail, unless requested. Please send us hard copies. Thank you for your understanding

Mathis, Jennifer

From: Meder, Shannon
Sent: Monday, July 17, 2017 11:31 AM
To: Wade, Blair; Dubay, Samantha
Subject: FW: SC Highway 41 Corridor Improvements - Letter of Intent

Shannon R. Meder, AVP
D 843.414.3708 M 843.860.1343

hdrinc.com/follow-us

From: Taylor G. Hall [mailto:TGHall@charlestoncounty.org]
Sent: Monday, July 17, 2017 10:28 AM
To: Cal Oyer; Meder, Shannon
Subject: FW: SC Highway 41 Corridor Improvements - Letter of Intent

Taylor Hall

From: John S Huggins (Energy - 2) [mailto:John.S.Huggins@dominionenergy.com]
Sent: Monday, July 17, 2017 10:27 AM
To: Taylor G. Hall <TGHall@charlestoncounty.org>
Cc: Bernard S Deason (Energy - 2T) <Bernard.S.Deason@dominionenergy.com>; Glenn Beach (Energy - 2) <Glenn.Beach@dominionenergy.com>; Gary K Metts (Energy - 2) <Gary.K.Metts@dominionenergy.com>
Subject: RE: SC Highway 41 Corridor Improvements - Letter of Intent

Mr. Hall,

Thank you for your letter. I represent Dominion Energy Carolina Gas Transmission as the Right of Way Administrator for the lowcountry region. DECG has a natural gas transmission pipeline near the intersection of Clements Ferry Rd. and Cainhoy Rd. We also have a pipeline that crosses Hwy 41 near the intersection with Charity Church Rd. However, based on the attached letter of intent, as well as the exhibit you submitted, this project will not impact DECG assets in any way.

Thank you!

Johnny Huggins
ROW Administrator - Lowcountry Region
Dominion Energy Carolina Gas Transmission

803 206-0940
john.s.huggins@dom.com



From: Taylor G. Hall [<mailto:TGHall@charlestoncounty.org>]
Sent: Thursday, July 13, 2017 3:03 PM
Subject: [External] SC Highway 41 Corridor Improvements - Letter of Intent

Good Afternoon,

Please see the attached letter regarding the proposed SC Highway 41 Corridor Improvements.

Thank you,

Taylor Hall



Charleston County

Transportation Development

Administrative Services Coordinator I

4045 Bridge View Drive Suite C204

North Charleston, SC 29405

Phone: 843-202-6141

Fax: 843-202-6152

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July 27, 2017

Mr. Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development
4045 Bridge View Drive
North Charleston, SC 29405

**Proposed SC Highway 41 Corridor Improvements in Charleston and Berkeley
Counties, SC**

Dear Mr. Oyer,

Thank you for providing the opportunity for interested parties to submit comments regarding the potential social, economic, and environmental impacts of the proposed widening project of SC Highway 41. Because of the wetland features and traditional settlements along the proposed project's path, we urge the County to consider improvements to the road and transit systems that will not exceed the footprint of the existing 75' right-of-way.

Increasing capacity and improving multi-modal use along SC Highway 41 is a significant need for the East Cooper region. Approximately 23,400 cars a day were counted on this road in 2016 as recorded by the Berkeley, Charleston, Dorchester Council of Governments (BCDCOG).

SC Highway 41 serves as a connection between Charleston County and Berkeley County, crossing multiple waterways, including Horlbeck Creek (three times), Mill Creek, and tidal flats before reaching the Wando Bridge crossing. These tidal creeks and wetlands pose a unique challenge for the proposed project. This project proposal should avoid impacts to wetlands or adding any further disturbance to the environment than already occurs along the existing right-of-way.

SC Highway 41 also cuts directly through the historic Phillips community – a traditional African American settlement community developed during the Reconstruction Era by freed African Americans on a former plantation. This community was identified in Charleston County's 2016 Historic Resources Survey Update report and declared eligible for inclusion in the National Register for Historic Places by the South Carolina Department of Archives and History. If the road is widened beyond the existing 75' right-of-way, it will negatively impact and adversely affect properties in the eligible National Register historic district.

The Town of Mount Pleasant has expressed a desire for SC Highway 41 to be widened from two lanes to four lanes with a median, curbs and gutters, bike lanes, and sidewalks. The Town's website features two options, one expanding the right-of-way to a total of 115' and

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www.CoastalConservationLeague.org



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CONSERVATION
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another widening the right-of-way to a total of 165'. Both of these scenarios would be detrimental to the environmental and cultural resources adjacent to the route.

However, the existing 75' of right-of-way provides road engineers a huge amount of space to provide all of the "Complete Streets" features that the Town of Mount Pleasant seeks to achieve with this project. Within 75', the road can still feature four 12' lanes, protected bike lanes, and sidewalks. Opportunities for a future Bus Rapid Transit route and local bus stops should be incorporated into a new road design within the existing right-of-way as part of the BCDCOG's ongoing Long Range Transportation Plan update. Roundabouts should also be installed in order to provide safe left turns and to provide a steadily flow of traffic at key intersections where chokepoints currently form, such as: Gregory Ferry Road, Colonnade Drive, Tradewind Drive, Joe Rouse Road, Rivertowne Parkway/Dunes West Boulevard, Planters Pointe Boulevard/Wood Park Drive, and Harpers Ferry Way.

This approach would preserve the historic African American settlement community, while enhancing the safety and connectivity for the residents who live along SC Highway 41 without encroaching on their properties. A solution to improve capacity and multi-mobility along SC Highway 41 within the parameters of the existing 75' wide right-of-way is of the utmost importance to traffic flow and community enhancement. With the amount of development that has occurred in the East Cooper region and the proposed new development in Cainhoj across the Wando in Berkeley County, this project should be a major priority for Charleston County. Providing the best design with the least impacts to the surrounding wetlands and historic traditional community will be the key to the success of this project.

The South Carolina Coastal Conservation League is a not-for-profit environmental advocacy organization dedicated to the protection of the natural landscapes, abundant wildlife, clean water, and quality of life in South Carolina – and as such, we support improvements that will not impact land outside of the existing 75' right-of-way of SC Highway 41. We look forward to collaborating with Charleston County, the Town of Mount Pleasant, and the South Carolina Department of Transportation to make this project a success that everyone will make all parties proud.

Sincerely,

Jason Crowley
Director of Communities & Transportation
South Carolina Coastal Conservation League

"Nature and Community in Balance"



**African American Settlement Communities Historical Commission, Inc.
(AASCHC)**

**P.O. Box 1881, Mount Pleasant, SC 29465
(843)856-9732**

August 10, 2017

Mr. Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development
4045 Bridge View
Drive North Charleston, SC 29405

Dear Mr. Oyer:

Thank you for providing the opportunity for our organization to express and submit our concerns about the Highway 41 Corridor Improvement Project. The African American Settlement Communities Historical Commission, Board of Directors are reaching out to express our concerns and support for the Phillips Community residents who stand to be impacted by the proposed Highway 41 Corridor Improvement project in a negative manner in several capacities.

The Phillips community is a traditional African American settlement community developed during the Reconstruction Era, which has been negatively impacted by the recent population increase in the Town of Mt. Pleasant and surrounding communities. The recent population increase has served to bring about a significant increase in the number of vehicles traveling along the Highway 41 corridor, which cuts through the African American historic Phillips community.

In a 2016 Historic Resource Survey Update conducted by Charleston County, the Phillips Community was declared eligible for inclusion in the National Register for Historic Places in South Carolina Department of Archives and History. Additionally, the Highway 41 road expansion is located within the Gullah Geechee Culture Heritage Corridor. The proposed Highway 41 will negatively impact and adversely affect properties in the eligible National Register Historic District as well as the Gullah Geechee Culture Heritage Corridor.

The Phillips Community Association has been engaged in discussions with Charleston County and the Town of Mt. Pleasant leaders for a considerable period of time and has recommended a Highway 41 road widening for their consideration that would serve to address the need to improve the capacity for Highway 41, while at the same time providing for their residents to have a means of safe ingress and egress to and from their community as well as preserving their Phillips community African American historic characteristics. The Highway 41 Corridor widening project can and will create negative impacts on the Phillips Community African American resident's overall quality of life.

Providing a design with the least impacts to our African American historic traditional communities is of utmost importance to the residents of our Phillips community African Americans resident's, cultural, social, historic, environmental, and economic overall quality of life. We are requesting that the concerns of the Phillips Community resident be concerns be included in the Highway 41 expansion approval and decision making process.

The African American Settlement Communities Historic Commission along with the Phillips Community Association looks forward to the opportunity to collaborate with the leaders of Charleston County, Berkeley County and the Town of Mt. Pleasant to reach a decision to expand Highway 41 that will serve to address the adverse and beneficial impacts that will be in the best interest of all people.

Sincerely,

John Wright
AASC Historical Commission, President

Mathis, Jennifer

From: Meder, Shannon
Sent: Monday, July 17, 2017 7:59 PM
To: Wade, Blair
Subject: FW: No facilities: SC Highway 41 Corridor Improvements - Exhibit
Attachments: Utility Map.pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Shannon R. Meder, AVP
D 843.414.3708 M 843.860.1343

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From: Taylor G. Hall [<mailto:TGHall@charlestoncounty.org>]
Sent: Monday, July 17, 2017 4:02 PM
To: Cal Oyer; Meder, Shannon
Subject: FW: No facilities: SC Highway 41 Corridor Improvements - Exhibit

Taylor Hall

From: Provost, Patrick [<mailto:patrick.provost@level3.com>]
Sent: Monday, July 17, 2017 11:55 AM
To: Taylor G. Hall <TGHall@charlestoncounty.org>
Subject: No facilities: SC Highway 41 Corridor Improvements - Exhibit

Taylor,

Level 3 Communications, LLC ("Level 3") has received your utility notice dated 7/14/17 regarding the SC Highway 41 Corridor Improvements ("Project"). After reviewing the information you provided it has been determined that Level 3 does not have facilities within the scope of the Project. Therefore it will not be necessary for Level 3 to relocate or adjust the facilities from where they are currently located.

Any changes or additions to the Project plans or parameters should be submitted to Level 3 for review of potential new impacts to the Level 3 facilities. Please reference the file number **104701** with any future communications.

Please be sure to Always include relo@level3.com on all future project notifications/utility records inquiries sent to Level 3 Communications, LLC to insure a timely response.

Thank you,

Patrick Provost

Business Analyst, OSP Relocations

Level 3 Communications

1025 El Dorado Blvd

Broomfield, CO 80021

p: 720.888.4686

e: patrick.provost@level3.com



**Please send all future utility requests via e-mail to Relo@Level3.com with a detailed letter stating the project information and any existing plans. Electronic copies (opposed to physical copies) ensure efficient and accelerated communication between both parties. If there are outstanding circumstances in which this request cannot be met, please advise us of such. We appreciate your cooperation.*

From: Wheat, Russ

Sent: Friday, July 14, 2017 7:00 AM

To: Level3 Network Relocations <Level3NetworkRelocations@Level3.com>

Cc: Provost, Patrick <patrick.provost@level3.com>

Subject: FW: SC Highway 41 Corridor Improvements - Exhibit

Sent to my in box, passing it on to relo@level3.com

Thanks,

Russ Wheat

Relocation Project Manager

Level(3) Communications, LLC

3770 Lucius Rd.

Columbia, SC 29201

cell - 803.206.9563

off - 803.239.1116

fax - 803.733.5950

russ.wheat@level3.com



From: Taylor G. Hall [<mailto:TGHall@charlestoncounty.org>]

Sent: Thursday, July 13, 2017 3:10 PM

Subject: SC Highway 41 Corridor Improvements - Exhibit

Good Afternoon,

Please see the attached exhibit regarding the proposed SC Highway 41 Corridor Improvements.

Thank you,

Taylor Hall



Charleston County

Transportation Development

Administrative Services Coordinator I

4045 Bridge View Drive Suite C204



July 31, 2017

Mr. Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development
4045 Bridge View Drive
North Charleston, SC 29405

Re: Charleston and Berkeley Counties Highway 41 Corridor Improvements

Dear Mr. Oyer:

On July 13, 2017, we received an electronic copy of a Letter of Intent concerning proposed corridor improvements to Highway 41 in Charleston and Berkeley Counties, SC. *Based on the information provided, I am responding on behalf of the South Carolina Department of Health and Environmental Control, Bureau of Air Quality (Bureau).* Please send all future inquiries to my attention.

The Bureau is tasked with implementing the Federal Clean Air Act (1990, as amended) in the State of South Carolina. The Bureau is required to ensure compliance with the National Ambient Air Quality Standards (NAAQS) for criteria pollutants. Currently two criteria pollutants are of particular concern in South Carolina:

- o **Ozone** – The 2015 8-hour primary and secondary standards of 70 parts per billion (ppb) were finalized on October 26, 2015. The area represented in this proposal is currently meeting the 2015 ozone standards. Designations for these standards are anticipated in October 2018.
- o **Particulate Matter 2.5** (Particulates 2.5 microns in size and smaller) – The 2012 standard for maximum daily concentration is set at 35 micrograms per cubic meter. The 2012 standard for the maximum annual concentration is set at 12 micrograms per cubic meter. The area represented in this proposal is meeting the 2012 particulate matter 2.5 standards.

South Carolina is currently attaining all of the NAAQS, but may face nonattainment when designations for the new ozone standards are made. If a project is located in a nonattainment area, it may be subject to prescriptive requirements such as Transportation Conformity or air quality modeling.

An asbestos survey and project license may be required prior to any demolition activities such as deconstruction of a building or removal of structures in the right-of-way of a road project. If you have any questions regarding asbestos regulatory applicability you may contact Marc McKenna (with the Bureau's Asbestos Section) at (803) 898-4270 or mckennmt@dhec.sc.gov.

Bicycle and pedestrian travel benefit both health and air quality, and the Letter of Intent states that the corridor is mostly residentially developed. For these reasons the Bureau encourages a "Complete Streets" approach to the corridor improvement project.

All necessary environmental permits for the subject project must be obtained in accordance with applicable state and federal regulations. If you have not already done so, please contact the Bureau of Water at (803) 898-4300 and the Bureau of Land and Waste Management at (803) 898-2000 for input regarding those program areas' assessments of this proposed project.

Emissions from diesel equipment are regulated by federal standards. The Bureau would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. More importantly, these strategies are beneficial to the health of citizens of South Carolina.

- Utilize alternatively fueled equipment.
- Utilize emission controls applicable to your equipment.
- Reduce idling time on equipment.
- Fugitive dust emissions should be minimized through good operating practices.

The Bureau can provide model clean construction contract language. A vendor may need to retrofit, repower or replace older and more polluting diesel construction equipment in order to satisfy clean construction requirements. These types of projects can be financed with Congestion Mitigation and Air Quality (CMAQ) funds, and are in fact a high priority for CMAQ funding. Please contact our office if assistance is needed.

Thank you for the opportunity to comment on this project. Should you have any further questions or comments concerning this matter, please do not hesitate to contact me at (803) 898-4122 or at robertln@dhec.sc.gov.

Sincerely,



L. Nelson Roberts, Jr., Manager
Air Initiatives and Mobile Sources Section
Bureau of Air Quality

cc: Wendy Boswell, Lowcountry EQC McMillan Office boswelwm@dhec.sc.gov

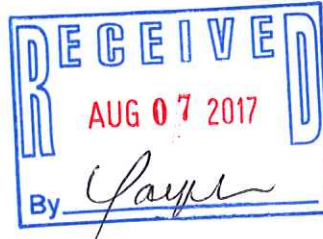
South Carolina Department of Natural Resources

PO Box 12559
Charleston, SC 29422
843.953.9003 Office
843.953.9399 Fax
Daviss@dnr.sc.gov



Alvin A. Taylor
Director
Lorianne Riggan
Director, Office of
Environmental Programs

August 3, 2017



Mr. Cal Oyer, P.E.
Construction Project Manager
Charleston County Transportation Development
4045 Bridge View Drive
North Charleston, SC 29405

Re: Letter of Intent for the Proposed SC Highway 41 Corridor Improvements in
Charleston and Berkeley Counties, South Carolina

Dear Mr. Oyer:

Personnel from the South Carolina Department of Natural Resources have reviewed the proposal for highway corridor improvements and offer the following comments.

Based on the limited information provided about the proposed project, we are unable to provide any specific comments on potential impacts to natural resources at this time. We would, however, like to express some general comments regarding highway widening projects. As you are well aware, coastal South Carolina contains extensive acreage of both salt and freshwater wetlands. Wetland areas provide valuable habitat for fish and wildlife and are essential in maintaining water quality in adjoining water bodies. Careful consideration should be given to avoiding wetland impacts whenever possible and minimizing unavoidable impacts to the maximum extent possible.

Means for avoiding and minimizing wetland impacts should be incorporated early on in the planning and design stages and should include such things as bridging and culverting wetland crossings, reduced median and shoulder widths, and the use of top down construction methods. Mitigation for unavoidable wetland impacts should be addressed in the planning and environmental review stages of the project and should focus on the in-kind replacement of lost wetland functions. An environmental review process should also consider potential impacts to threatened and endangered species. Information concerning known populations of federal and/or state endangered or threatened species and other sensitive species can be obtained by contacting Kathy Boyle at 803-734-4032 and boylek@dnr.sc.gov.

We ask that you consider the above outlined issues in the preparation of a National Environmental Policy Act (NEPA) document for this project. Please contact us for

further comment when additional information becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan F. Davis". The signature is fluid and cursive, with a large initial "S" and "D".

Susan F. Davis
Coastal Environmental Coordinator

Mathis, Jennifer

From: Meder, Shannon
Sent: Monday, July 24, 2017 1:44 PM
To: Wade, Blair; Darby, Michael M.
Cc: Dubay, Samantha
Subject: FW: SC Highway 41 Corridor Improvements - Letter of Intent

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Shannon R. Meder, AVP
D 843.414.3708 M 843.860.1343

hdrinc.com/follow-us

From: Taylor G. Hall [<mailto:TGHall@charlestoncounty.org>]
Sent: Monday, July 24, 2017 1:39 PM
To: Cal Oyer; Meder, Shannon
Subject: FW: SC Highway 41 Corridor Improvements - Letter of Intent

Taylor Hall

From: BEALL, CONSTANCE J (CONNIE) [<mailto:CONNIE.BEALL@scana.com>]
Sent: Monday, July 24, 2017 11:50 AM
To: Taylor G. Hall <TGHall@charlestoncounty.org>
Cc: NICHOLS, GARRETT F <GARRETT.NICHOLS@scana.com>
Subject: FW: SC Highway 41 Corridor Improvements - Letter of Intent

Taylor:

Garrett Nichols will be your point of contact for our electric distribution facilities in conflict on this project. He is copied on this email so you will have his email address.

Thanks,
Connie

From: Taylor G. Hall [<mailto:TGHall@charlestoncounty.org>]
Sent: Thursday, July 13, 2017 3:01 PM
Subject: SC Highway 41 Corridor Improvements - Letter of Intent

***This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source.

Good Afternoon,

Please see the attached letter regarding the proposed SC Highway 41 Corridor Improvements.

Thank you,

Taylor Hall



Charleston County

Transportation Development

Administrative Services Coordinator I

4045 Bridge View Drive Suite C204

North Charleston, SC 29405

Phone: 843-202-6141

Fax: 843-202-6152

Mathis, Jennifer

From: Meder, Shannon
Sent: Monday, July 17, 2017 11:33 AM
To: Wade, Blair; Dubai, Samantha
Subject: FW: SC Highway 41 Corridor Improvements - Letter of Intent
Attachments: Letter of Intent.pdf; LOI Figure 1_Rev 3.pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

SCANA response.

Shannon R. Meder, AVP
D 843.414.3708 M 843.860.1343

hdrinc.com/follow-us

From: Taylor G. Hall [mailto:TGHall@charlestoncounty.org]
Sent: Monday, July 17, 2017 9:46 AM
To: Cal Oyer; Meder, Shannon
Subject: FW: SC Highway 41 Corridor Improvements - Letter of Intent

Taylor Hall

From: BEALL, CONSTANCE J (CONNIE) [mailto:CONNIE.BEALL@scana.com]
Sent: Monday, July 17, 2017 9:44 AM
To: Taylor G. Hall <TGHall@charlestoncounty.org>
Cc: TALLEY, MATT THOMAS <MATT.TALLEY@scana.com>
Subject: FW: SC Highway 41 Corridor Improvements - Letter of Intent

Taylor:

Our Transmission group has reviewed the information you sent for the Highway 41 expansion project. While they are not completely sure how, or if, it will impact our transmission facilities, we wanted to let you know that we definitely have transmission facilities in this area.

When the plans are complete, please forward to Matt Talley (he is copied on this email) and also to me, so that I can make sure our Electric Distribution guys are also involved.

Thanks. Have a great day.

Connie J. Beall
Right of Way Highway Coordinator
Connie.Beall@scana.com
(803) 217-4733 Office
(803)960-3929 Cell

From: TALLEY, MATT THOMAS

Sent: Monday, July 17, 2017 8:08 AM

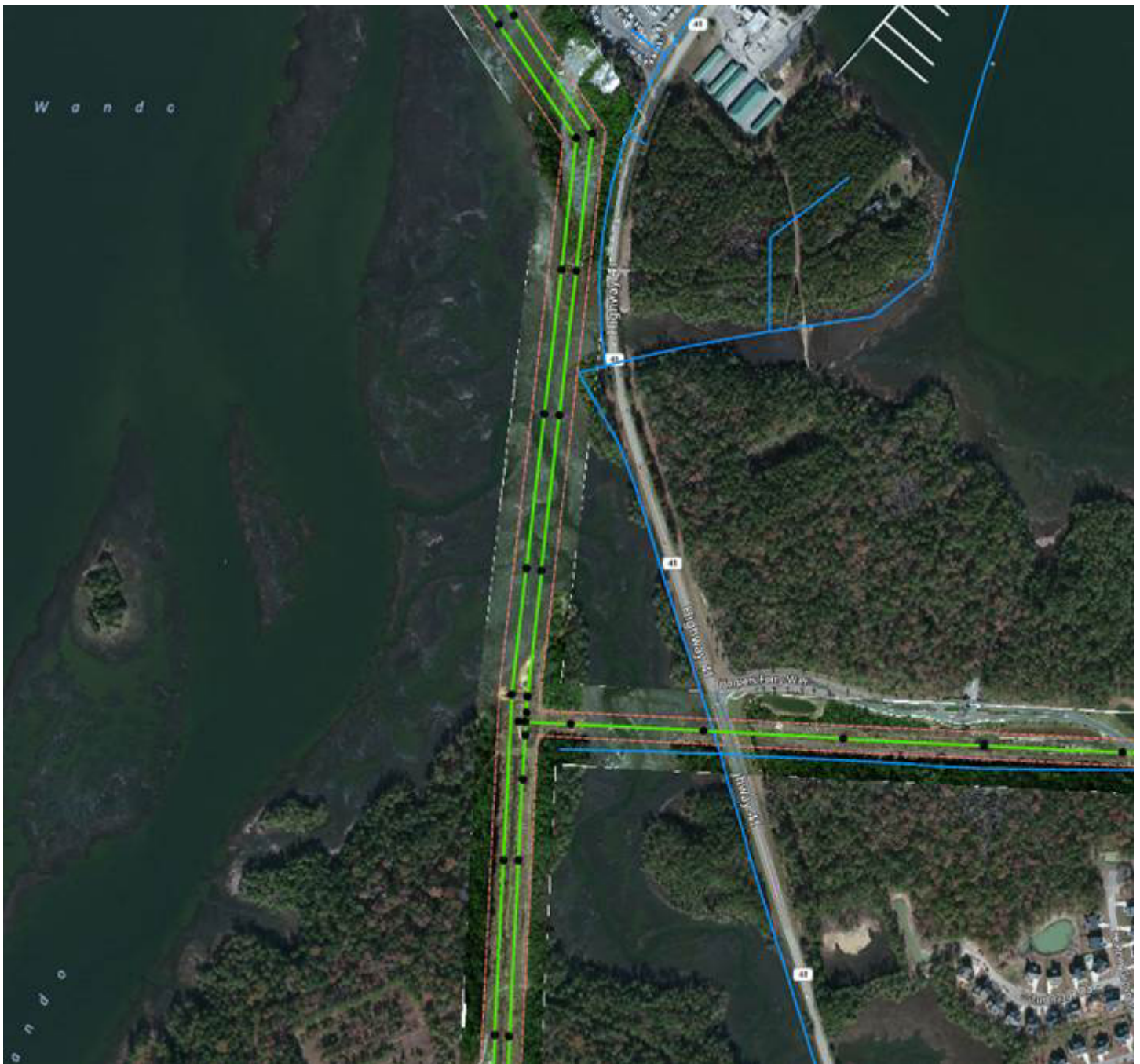
To: VETTER, BRIAN L <BVETTER@scana.com>

Cc: APPLE, JOSEPH WILSON <JOSEPH.APPLE@scana.com>; VARNER, BRETT J <BVARNER@scana.com>; SWITTENBERG, JAMES L JR <JSWITTENBERG@scana.com>; LANDER, GEORGE W JR <GEORGE.W.LANDER@scana.com>

Subject: RE: SC Highway 41 Corridor Improvements - Letter of Intent

Brian – The only places the 41 expansion is going to be remotely close to us is just south of the Wando on the newly rebuilt lines as well as the Hamlin 115 kV Tap. I don't expect it to impact our R/W but they said the project study limits is 300' from either side of the Hwy 41 centerline. Because of that, I think we should respond to let them know we have facilities in the area.

Jim and Joe Apple – Copying you on this to make sure y'all were sent the letter of intent. This will affect y'all much sooner than us.



From: VETTER, BRIAN L
Sent: Monday, July 17, 2017 7:36 AM
To: TALLEY, MATT THOMAS <MATT.TALLEY@scana.com>
Subject: FW: SC Highway 41 Corridor Improvements - Letter of Intent

FYI – not sure if this affect our facilities

From: Taylor G. Hall [<mailto:TGHall@charlestoncounty.org>]
Sent: Thursday, July 13, 2017 3:01 PM
Subject: SC Highway 41 Corridor Improvements - Letter of Intent

***This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source.

Good Afternoon,

Please see the attached letter regarding the proposed SC Highway 41 Corridor Improvements.

Thank you,

Taylor Hall



Charleston County

Transportation Development

Administrative Services Coordinator I

4045 Bridge View Drive Suite C204

North Charleston, SC 29405

Phone: 843-202-6141

Fax: 843-202-6152



UNITED STATES DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office

263 13th Avenue South

St. Petersburg, Florida 33701-5505

<http://sero.nmfs.noaa.gov>

August 18, 2017

F/SER47:KH/pw

(Sent via Electronic Mail)

Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development
4045 Bridge View Drive
North Charleston, SC 29405

Mr. Chad Long
Director of Environmental Services
South Carolina Department of Transportation
P.O. Box 191
Columbia, South Carolina 29201

Attention: Nicole Riddle and Mark Mohr

Dear Mr. Long:

NOAA's National Marine Fisheries Service (NMFS) reviewed the request by Charleston County, dated July 13, 2017, requesting input on the Letter of Intent and Exhibit for the proposed SC Highway 41 Corridor Improvements in Charleston and Berkeley Counties. Charleston County coordinated this request with the South Carolina Department of Transportation (SCDOT) and Federal Highway Administration (FHWA). Charleston County proposes to improve approximately 4.6 miles of SC 41 from US 17 in Mt. Pleasant across the new Wando River Bridge to Clements Ferry Road. While Charleston County, SCDOT, and FHWA have yet to identify all proposed improvements, the project will likely include widening the highway and realigning some intersections. As the nation's federal trustee for the conservation and management of marine, estuarine, and anadromous fishery resources, the NMFS provides the following comments and recommendations pursuant to authorities of the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

Essential Fish Habitat in the Project Area

The project study area (shown in Exhibit Figure 1) includes high quality tidal salt marsh with tidal creeks and oyster reef/shell. Additionally, tidal freshwater wetlands may be present. The South Atlantic Fishery Management Council (SAFMC) designates these habitats as essential fish habitat (EFH) within the fishery management plans for penaeid shrimp and the snapper-grouper complex. Also, please note the fishery management plan for the snapper-grouper complex includes oyster/shell habitat as a Habitat Area of Particular Concern (HAPC). HAPCs are a subset of EFH that are either rare, particularly susceptible to human-induced degradation, especially important ecologically, or located in an environmentally stressed area. The SAFMC



provides additional information on EFH for federally managed species in Volume IV of the *Fishery Ecosystem Plan of the South Atlantic Region*¹.

The waters of the Wando River, Mill Creek, Horlbeck Creek, the tidal creeks connected to them, and the surrounding coastal marsh also serve as nursery and forage habitat for other species, such as red drum (*Sciaenops ocellatus*), black drum (*Pogonias cromis*), Atlantic menhaden (*Brevoortia tyrannus*), and blue crab (*Callinectes sapidus*). Many of these species are prey for fish managed under the Magnuson-Stevens Act, such as mackerels, snappers, groupers, billfish, and sharks. Red drum is an important state-managed fishery, and estuarine wetlands within the project area provide habitat necessary for development and survival of several life stages of red drum. The NMFS recommends the project's environmental documentation address these species as well as those managed under the Magnuson-Stevens Act.

Comments on Potential Effects to EFH and Federally Managed Fisheries

While the County, SCDOT, and FHWA are at the early planning stages for many project elements, the NMFS anticipates temporary and permanent impacts to EFH from the proposed project based on the information provided. These impacts will result from clearing, grading, filling, and stabilizing the shoreline for roadway widening and bridge construction. Where the highway intersects or is in close proximity to tidally influenced waters or wetlands, the NMFS recommends use of bridges to the maximum extent practicable to avoid and minimize impacts to marsh habitat. On the northern end of the study area near Mill Creek, there are large sections of the roadway where marsh and tidal creek habitat occurs directly adjacent to the existing side slopes. This is also true on the southern side of the study area near Horlbeck Creek, though to a lesser extent. The NMFS recommends the environmental documentation include a detailed alternatives analysis for various bridging and widening options and for the analysis to include detailed information on the type, amount, and site-specific function of wetlands directly and/or indirectly impacted by each alternative.

Generally, the NMFS recommends designing projects to affect the minimum amount of wetlands necessary to accomplish the project purpose. Activities that may adversely affect fishery habitat should be avoided when less environmentally harmful alternatives are available. For example, projects should avoid filling aquatic habitats, avoid temporary fills for construction purposes, and use only clean fill when filling is necessary. In many locations, permanent fill can be avoided or minimized by bridging aquatic areas. The project should also avoid construction practices that smother marsh vegetation. The NMFS has documented the impacts to salt marsh vegetation from barges and barge mats lasting longer than three years at Shem Creek Park and the Folly River Bridge. These and similar projects should be reviewed for adjusting best management practices to improve impact forecasts.

Comments on Potential Compensatory Mitigation

Compensatory mitigation may be necessary for the proposed project. The NMFS prefers onsite, in-kind mitigation for impacts to salt marsh habitat at this location. Should there be unavoidable impacts to oyster reef/shell habitat, mitigation could be coordinated with the South Carolina Department of Natural Resources South Carolina Oyster Restoration and Enhancement or Shellfish Research Section and may be one component of a larger mitigation plan. The NMFS

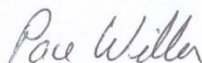
¹ Available at <http://safmc.net/EcosystemLibrary/FEPVolumeIV>

would be happy to assist Charleston County, SCDOT, and FHWA by providing preliminary reviews of any mitigation plan during its development.

The Magnuson-Stevens Act requires federal agencies to consult with NMFS regarding actions that may adversely affect EFH. Based on the information provided, NMFS believes adverse impacts to EFH are likely, and this project will benefit from an EFH assessment. The level of detail in the EFH assessment should be commensurate with the complexity and magnitude of the potential adverse effects of the action. The SCDOT and FHWA may provide the EFH assessment as a stand-alone document or within documents addressing obligation under the National Environmental Policy Act. In either case, the NMFS recommends coordination during development of the EFH assessment to ensure all issues are adequately covered and to avoid unnecessary delays in final evaluations.

The NMFS appreciates the opportunity to provide these comments. Please direct related questions or comments to the attention of Keith M. Hanson at our Charleston Area Office, 219 Fort Johnson Road, Charleston, South Carolina 29412-9110, Keith.Hanson@noaa.gov or by phone at (843)762-8622.

Sincerely,



/ for

Virginia M. Fay
Assistant Regional Administrator
Habitat Conservation Division

cc: SCDOT, LongCC@scdot.org, RiddleNL@scdot.org,
MohrAM@scdot.org
Charleston County, Coyer@charlestoncounty.org
FHWA, Jeffery.Belcher@dot.gov
F/SER47, Keith.Hanson@noaa.gov



United States Department of Agriculture

August 24th, 2020

Cal Oyer, P.E.
Project Manager
Charleston County Public Works
Highway 41 Corridor Improvements
4400 Leeds Ave., Suite 450
North Charleston, SC 29405

RE: Highway 41 Corridor Improvements Project

Dear Mr. Oyer,

Attached is a completed AD-1006 form for the proposed corridor project in Charleston County, South Carolina. The proposed site includes 13.6 acres of prime farmland and 36.3 acres of statewide important farmlands. There will be minimal impact to prime and statewide important farmlands in the county since .019% will be converted by the proposed project.

For future reference, NRCS policy and procedures on prime and unique farmlands are published in the Code of Federal Regulations 7CFR657. The website is: https://www.ecfr.gov/cgi-bin/text-idx?SID=a5afcfaf7f6185ee7c835d365b1d478c&mc=true&tpl=/ecfrbrowse/Title07/7tab_02.tpl. Detailed information can be found in Section 657.5 on this website.

If you have any questions, please call me at 803.253.3896 or email Kristine.ryan@usda.gov

Sincerely,

Kristine Ryan
State Soil Scientist

Natural Resources Conservation Service
1835 Assembly Street, Room 950
Columbia, South Carolina 29201
(803) 253-3935
Fax: (855) 565-9308
Helping People Help the Land
An Equal Opportunity Provider and Employer





MEETING MINUTES

Project: SC 41 Corridor Improvements

Subject: Pre-application meeting with the U.S. Army Corps of Engineers (USACE)

Date: Tuesday, October 17, 2017

Location: USACE Charleston District Office
69A Hagood Avenue
Charleston, South Carolina 29403
3rd Floor Conference Room

Attendees: Travis Hughes, USACE
John Policarpo, USACE
Will McGoldrick, SCDOT
Cal Oyer, Charleston County
Randy Williamson, HDR
Shannon Meder, HDR
Samantha Dubay, HDR
Renee Mulholland, HDR
Michael Darby, HDR

Introductions

Project Background

- Public Scoping meeting to be held November 13, 2017 at Park West Gym
- Community meetings and a stakeholder meeting were held in September 2017.
- Funding – Federal funding is approximately 1.5% (\$2M from CHATS) of the project's current \$131.7M budget, remainder of funds are from Charleston County (\$129.3M) and the Town of Mount Pleasant (\$400K) ; therefore Federal Highway Administration (FHWA) is not confirmed as lead agency; FHWA says there is an absence of significant federal funds for their involvement.
- Existing LPA is in place between SCDOT and Charleston County:
 - Allows SCDOT to work on the County's behalf, review all documentation;
 - LPA is in place until dissolved;
 - If LPA is dissolved or FHWA pulls out, how does USACE handle that "take over" in regards to EAs versus EIS and how does the liaison process work?
 - If LPA is dissolved, SCDOT would have adjustments with its role;
- Charleston County is drafting an IGA now to take place of the LPA.

NEPA

- EIS requires third party contractor (USACE reserves the right to approve the contractor already selected by Charleston County), context and intensity factors.
- A new location could introduce elements that could elevate to EIS, need to be mindful of that.
- USACE as the lead agency may result in some savings at the permit phase, which would drive the LEDPA.



- Under an EA, USACE would take the consultant provided NEPA document and consolidate into the permit application, which would drive the LEDPA and mitigation; USACE would provide approval and comments with a less directive role.
- Mitigated FONSI – mitigating impacts to avoid an EIS (time and resources); applicant proposes a project with mitigation so that there are no longer “significant” impacts (WOUS, community, cultural resources, T&E, etc.).
 - USACE can require compensatory mitigation for wetland/WOUS impacts, but not to other resources; USACE only has regulatory authority over WOUS.
 - For non-WOUS impacts, mitigation would be handled through Memorandums of Agreement (MOAs).
 - For liability reasons, USACE would not be a party on a MOA for community impacts, but would be a party on an MOA for Section 106/cultural resources.
- USACE has statutory requirement to comply with Section 106; USACE works through effects determinations and if MOA is needed.
- USACE doesn't require public meetings/hearings for EAs; if comments during the public notice have been addressed by the County, USACE would take those into account.

Examples of NEPA projects with USACE as the lead agency

- Exit 3 EIS (Jasper County)
- Navy Base Intermodal Container Transfer Facility (ICTF) - started as EA and went to EIS due to non-WOUS impacts
- Union Pier – EA; however, USACE held a public hearing
- Port Access Road – FHWA and USACE involvement in EA
- Volvo
- BMW

Mitigation

- Restrictive covenants tied to existing permits are in place for wetlands along the SC 41 corridor, which would affect how the wetlands are mitigated.
- Most 404 permits along SC 41 corridor were farther off SC 41 (i.e. Dunes West) and not included in FOIA data/files.

The project team will coordinate USACE liaison needs through Will McGoldrick.



MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: Project Update Meeting

Date: Tuesday, July 10, 2018

Location: USACE Charleston District Office
69 Hagood Avenue, Charleston, SC

Attendees: Travis Hughes – USACE Charleston
Amanda Heath – USACE Charleston
Michelle Zulauf – USACE Charleston
Cal Oyer – Charleston County
Brad Morrison – Town of Mt Pleasant
Michael Fulmer – SCDOT

Shannon Meder – HDR
Blair Wade – HDR
Michael Darby – HDR
Jim Fisher – Stantec
Stuart Day – Stantec

Introductions

Charleston County provided overview of project history and funding

Review of public comments on Reasonable Alternatives

- HDR provided summary of participation at public meeting and online meeting and number of comments received.
- Most comments received from Dunes West, Park West, Arlington communities.
- Discussion of limited comments from Phillips Community during recent comment period.
 - USACE indicated the team would need to demonstrate that community has been engaged throughout and that specific outreach activities have included the community.
 - Phillips Community has been involved in stakeholder groups. Project team has held community meetings specifically with Phillips Community and one-on-one meetings with community leaders. Traditional Cultural Property report also engaged community and could provide basis for future mitigation if needed.
- USACE indicated EPA has oversight of EJ regulations in Section 404 permitting process. USACE may ask EPA to be cooperating agency. USACE emphasized that project team should consider what the comments contain vs. the quantity of comments.
- USACE indicated that project team would need to be able to demonstrate no disproportionate impact to an EJ community with any Alternative that impacts Phillips Community.
- Town of Mt. Pleasant Council released an official opposition to Alternative 7.
- County Councilman E. Summey submitted a letter in opposition to Alternative 7.
- **Action Item:** USACE will review Comment Summary and highlight comments that project team should address

Section 106 process

- USACE and SHPO will ask if Advisory Council of Historic Preservation (ACHP) will be involved in project.
- USACE asked if comments were received from Historic Charleston or Preservation Society.
- These groups could comment and influence ACHP involvement, which can delay Section 106 consultation process with additional requests for information.
- If mitigation is needed for Phillips Community or other cultural resource impacts, an MOA is developed that would be signed by USACE, SHPO, ACHP (possible), Charleston County as the owner, and other stakeholders.

Review of Project Website

- Stantec provided overview of 12 alternatives considered, including reasonable alternatives
- Review of typical sections and US 17 and SC 41 intersection concepts

Review of environmental screening matrix on Project Website

- Wetland and stream impacts are based on GIS-level analysis, not delineation. USACE recommended ground-truthing stream impacts since information is out in public and changes in impacts may cause future comments or concerns.
 - **Action Item:** HDR will add disclaimer to matrix on online meeting about GIS level of data.
- Discussion that several developments surrounding SC 41 put remaining wetlands under restrictive covenants as part of mitigation.
 - **Action Item:** HDR to submit FOIA request to USACE for permits and covenants within study area.
- Discussion of floodplain impacts:
 - Comments were received about flooding concerns in corridor.
 - Charleston County is working on a drainage project in Phillips Community that should be complete prior to construction of SC 41 project.
 - USACE stated that a hydraulic analysis will need to be completed and submitted with the permit application.

Status of deliverables under USACE review

- USACE PM remains to be determined. Amanda Heath and Travis Hughes currently involved.
- Wetland delineation submitted February 9, 2018
 - **Action Item:** Travis to follow up with Leslie Estill
- Cultural resource report submitted April 16, 2018
 - Michelle Zulauf has conducted initial review but cannot provide comments until a permit application is submitted and a defined permit area is identified.
- Purpose and Need report – Submitted June 11, 2018
 - No initial comments from USACE
 - Amanda Heath will review

- Traditional Cultural Property – Phillips Community report – Submitted June 26, 2018
 - Michelle Zulauf has conducted initial review but cannot provide comments until a permit application is submitted and a defined permit area is identified.

Discussion of interim improvements and connection of SC 41 to Billy Swails Boulevard

- Interim Improvements:
 - Discussion of proposed interim improvement to extend 2 left turn lanes from Bessemer/Joe Rouse to SC 41.
 - Depending on project applicant, USACE indicated this interim project could be permitted through Nationwide Permit or SCDOT General Permit.
 - Would need to include justification that project is needed as single and complete project.
 - **Action Item:** Project team to make final decision and follow up with USACE
- Connection of SC 41 to Billy Swails Boulevard
 - Town of Mount Pleasant is updating their Comprehensive Plan and Long Range Transportation Plan
 - Will likely include a recommendation to extend SC 41 to Billy Swails Blvd.
 - USACE recommended that project team make decision about project area change soon, so it can be incorporated into EA and permit application.
 - Potential concerns about EJ communities in Seven Mile community.
 - **Action Item:** Project team to make final decision and follow up with USACE

Environmental Assessment (EA)/Permit Application Process

- **Action Item:** USACE has a diagram of process and Amanda Heath will send to project team
- Project team prepares EA and submits with permit application to USACE. Permit application would be based on 30% design. Timing is early 2019. Application should indicate what the “applicant’s preferred alternative” is.
- USACE issues public notice
- USACE will review public comments and determine whether additional public meetings or community meetings are required. Public hearings are only typically held for EIS projects.
- By signing application, Charleston County indicates they have the authority to conduct the project.

NEPA Class of Action

- Based on current project, anticipate an Environmental Assessment.
- USACE does not elevate projects to EIS based on public controversy, but does consider the context and intensity of impacts.
- Project team will need to monitor how the project progresses in relation to EJ impacts.

USACE Statement of Findings/FONSI and timing with Design-Build procurement

- Submit application at 30% Design
- USACE issues Public Notice

- USACE could issue permit and Statement of Findings (FONSI) at 60% Design (if design changes substantially, may need another public notice)
- Project team would provide Design Build contractor with permitted area. Changes outside permitted area would require permit modifications.

Next steps and upcoming project schedule

- Recommend USACE, SCDOT, and project team meet every couple months.



MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: Progress Meeting

Date: Friday, November 30, 2018

Location: USACE Charleston Office, 69-A Hagood Avenue, Charleston, SC

Attendees: Cal Oyer, PE – Charleston County
Brad Morrison – Town of Mt. Pleasant
Ivan Fannin, III – USACE
Amanda Heath – USACE
Shannon Meder – HDR

Michael Darby, PE – HDR
Blair Wade – HDR
Jim Fisher, PE – Stantec

- Purpose of meeting is to provide a project update, and introduce new USACE project manager, Ivan Fannin, to the project team.
- The USACE confirmed that their agency plans enter into an agreement with County to provide a regulatory project manager position funded by the County. A public notice about the position was released on Friday November 30, 2018.
- HDR provided an overview of the project study area and current project status
 - Project is beginning Phase 2, including alternatives analysis, identification of the recommended preferred alternative, and development of the Draft EA
- HDR provided an overview of public involvement to date
 - Over 1,200 comments after May 2018 meeting, mostly in opposition to Alternative 7.
 - After stakeholder meeting on November 14, 2018, the County has received 70+ comments mostly in opposition to Alternative 5A and 7A.
 - Phillips Community supports Alternative 5A and 7A.
- Discussion of the Alternatives Analysis to Date
 - Develop range of 12 alternatives based on purpose & need for project
 - USACE will need all 12 alternatives described and compared to screening criteria either in body of Draft EA or as an appendix. USACE recommended a screening matrix be included as part of the documentation for all screening levels.
 - Screening 1 – identify reasonable alternatives (Alternative 1, 2, and 7).
 - Alternative 2 fails in the 3-lane section within the Phillips Community but was carried forward in Screening 1 because the alternative had previously been presented to the Phillips Community and minimized impacts to the NRHP community.
 - Screening 2 – refine and revise the reasonable alternatives (Alternative 1, 5A, and 7A)
 - Alternative 2 was eliminated after further traffic analysis that showed the segment within the Phillips Community would continue to fail.
 - Alternative 5 was modified from 2 to 5-lanes to create Alternative 5A in response to public input.
 - Alternative 7 was modified to avoid Bessemer Road which created Alternative 7A.

- Screening 3 – finalize reasonable alternatives for analysis in Draft EA
- Screening 4 – identify the recommended preferred alternative
- Discussion of Screening Criteria
 - Project Purpose
 - Environmental, including Waters of the U.S.
 - Logistics
 - Discussion of whether municipal consent or public opposition could be used to eliminate alternatives. The County and Town legal offices are continuing to review this issue.
ACTION ITEM: County to provide the team with an update on municipal consent at future project update meeting.
 - Public opposition alone cannot be used to eliminate an alternative
 - Because the County does not have the authority to condemn a utility, Alternative 5A could be eliminated if SCE&G does not allow the County to use the powerline easement. USACE would need to have this type of information documented in writing to justify the elimination of an alternative as not prudent.
 - **ACTION ITEM:** HDR to schedule meeting with SCE&G to discuss Alternative 5A.
 - Cost
 - USACE recommended documentation of costs across alternatives, and consider costs of ROW acquisition, utility relocations, and environmental and community mitigation. This should be shown within the overall alternatives matrix.
 - Technology – not as applicable to transportation projects
 - **ACTION ITEM:** HDR to develop a detailed breakdown of criteria that would be used to compare alternatives
- Additional Improvements Being Evaluated
 - Interim improvements
 - USACE confirmed that the interim improvement would not be considered segmentation from the overall project corridor during permitting or the NEPA evaluation.
 - County will decide on whether to proceed with interim improvements in early 2019
 - USACE did not have concerns with using NWP 14 for the interim improvements if impacts are below NWP thresholds.
 - USACE would do Section 7 and Section 106 coordination as part of NWP 14 process.
 - Connect Highway 41 with Billy Swails Blvd.
 - USACE agreed that the connection should be included in the NEPA analysis since the connection can affect the SC 41/US 17 intersection and its need based on traffic analysis.
 - Charleston County would be permit applicant and responsible for permit implementation, so an IGA with the Town may be needed for this segment of SC 41 if the County chooses not to proceed with construction of this section at this time.
- Other Topics
 - Use of multiple Nationwide Permit 14s on the project corridor
 - USACE open to use of multiple NWP 14s, if the crossings are distinct from one another.
 - If wetlands are located throughout the corridor, the USACE would prefer to process as an Individual Permit.

- Continue to monitor the permitting strategy after PJDs are complete for all alternatives.
 - Status of JDs and upcoming amendments
 - Preliminary JD of initial study area is pending approval by USACE and OCRM.
 - USACE recommended keeping JD open until additional project area is delineated.
 - PJD can be used for permitting; AJD is not needed.
 - May need to consider if a PJD is needed for permitting of interim improvements.
 - **ACTION ITEM:** HDR to follow up with Leslie Estill at USACE.
 - Restrictive Covenants
 - HDR has had difficulty identifying the location of restrictive covenants and the recorded documents.
 - **ACTION ITEM:** USACE to follow up with James Choate, USACE legal counsel about how the project team should consider restrictive covenants in the alternatives analysis.
 - **ACTION ITEM:** HDR to send list of SAC#s with restrictive covenants based on FOIA request.
 - **ACTION ITEM:** HDR to follow up with Cornerstone about ROW survey and coordination, and if it can be used to identify restrictive covenants.
 - Administrative Record: USACE-specific guidance
 - USACE does not have a specific Administrative Record guidance.
 - FHWA guidance likely provides the level of detail needed by the USACE
 - **ACTION ITEM:** HDR to send FHWA guidance to USACE
- Project schedule and next steps
 - Further evaluate refined alternatives
 - Alternative 1
 - Alternative 5a
 - Alternative 7a
 - Refinements to the interchange alternatives of Highway 41 at Highway 17
 - Prepare Draft Environmental Assessment and select preferred alternative
 - Community Leadership Meetings and Stakeholder Meetings: Spring 2019
 - Public Meeting on the recommended preferred alternative: Summer 2019
 - Submit permit application with preferred alternative and Draft EA to USACE
 - USACE 30-day public notice
 - Address public and agency comments; USACE may decide to host an additional public meeting depending on extent of public concern. However, the USACE does not have a threshold of comments that triggers a public meeting.
 - USACE issues permit and decision document



NOTES

Project: SC 41 Corridor Improvements

Subject: Progress Meeting

Date: Wednesday, June 05, 2019

Location: USACE Charleston Office, 69-A Hagood Avenue, Charleston, SC

Attendees: Cal Oyer, PE – Charleston County
Richard Darden – USACE
Ivan Fannin, III – USACE
Amanda Heath – USACE
Shannon Meder – HDR

Michael Darby, PE – HDR
Blair Wade – HDR
Samantha Dubay – HDR
Jim Fisher, PE – Stantec

1. Introductions
 - a. Richard Darden will be new project manager from USACE
 - b. Continue to copy Amanda and Ivan in the near-term during project transition to Richard
2. USACE expressed concern about public messaging of USACE role in project based on content of recent news story from Mount Pleasant Transportation Committee meeting
 - a. Discussion and agreement that USACE role is reviewing and issuing permit decision for the project based on Charleston County's recommendation of the preferred alternative.
 - b. **Action Item:** HDR to review website and public outreach materials to make sure messaging is consistent about USACE role
3. HDR provided an overview of project location and current project status. Project is currently in Phase 2, during which we conduct the alternatives analysis and complete the environmental assessment.
 - a. USACE requested the project team change "Environmental Assessment" to "Environmental Report". USACE will use the Environmental Report to support their NEPA review.
 - b. **Action Item:** HDR will update website and project materials to reflect this change in terminology.
4. Discussion of public involvement and outreach to date
 - a. Review of environmental justice community outreach to date
 - b. Stakeholder working group includes representatives from Phillips Community, Gullah Geechee Cultural Heritage Corridor, and SC African American Heritage Commission
5. Review of Purpose & Need for project
 - a. USACE was involved in developing purpose and need statement
 - b. Public input indicates that project is needed to reduce traffic congestion along SC 41
 - c. **Action Item:** HDR to send Purpose and Need Report to Richard Darden
6. Discussion of Alternatives Analysis to Date
 - a. Develop range of alternatives – 12 alternatives identified
 - b. Screening 1 – identify reasonable alternatives: Alternatives 1, 2, and 7
 - i. Alternative 2 eliminated based on additional traffic analysis which showed SC 41 failing Level of Service by 2045.
 - c. Screening 2 – refine and revise the reasonable alternatives: Alternatives 1, 5A, and 7A

- i. Alternative 5A eliminated based on additional traffic analysis, cost, impacts to SCE&G transmission line and gas line, and impacts to Charleston County's Laurel Hill County Park.
 - ii. Alternative 7A developed to reroute Highway 41 parallel to Bessemer Road and lessen residential impacts.
 - d. Screening 3 – finalize reasonable alternatives for analysis in Draft Environmental Report
 - i. Alternatives 1 and 7A being carried forward for additional analysis
 - e. Screening 4 – identify the recommended preferred alternative
 - i. Charleston County will make this decision based on results of preliminary design and environmental screening during Summer 2019
 - ii. Public meeting about recommended preferred alternative will be in Fall 2019.
- 7. Discussion of Environmental Matrix and Mitigation
 - a. Review of draft environmental matrix – greatest difference in impacts based on current information is in Right-of-Way impacts (acreage and number of parcels), freshwater wetland impacts, impacts to wetlands under restrictive covenant, Laurel Hill County Park, and utility relocation costs.
 - b. Project team will continue to update matrix as information is obtained and design progresses.
 - c. Discussion of restrictive covenants:
 - i. Project team has identified parcels with restrictive covenants using Charleston County GIS and FOIA requests
 - ii. Instead of matching the former delineation in the restrictive covenant with the current delineation, the project team will use the current delineation to determine which wetland impacts require double mitigation. USACE agreed with this approach.
 - d. Current mitigation approach is to use mitigation bank credits for freshwater wetland impacts, and to identify a Permittee Responsible Mitigation site for tidal wetland impacts. USACE did not have any concerns with this approach.
 - e. Agency Coordination
 - i. **Action Item:** USACE will confirm whether or not the Biological Assessment or Cultural Resource reports can be submitted to agencies prior to submittal of the permit application.
 - ii. USACE indicated they can assign Charleston County to be a “non-federal designee” and conduct informal consultation with agencies.
 - f. USACE recommended that the Environmental Report clearly define the impacts, but also talk about proposed mitigation and benefits of the project. By including the mitigation in the Report, the USACE may be able to issue a mitigated FONSI.
 - g. USACE will use the term “Applicant’s Proposed Alternative” instead of “Recommended Preferred Alternative”.
- 8. Interim improvements
 - a. Town and County are working together on an interim project to alleviate traffic congestion in the near-term.
 - b. Project would be a single and complete project that could be permitted under a Nationwide Permit 14.

- c. Pre-Construction Notification for Nationwide Permit scheduled to be submitted in late Summer or early Fall 2019.
 - d. SC 41 Corridor Project no longer includes connection to Billy Swails Boulevard.
9. Project schedule and next steps
- a. USACE requested the project team change the schedule to clearly indicate when the permit application is being submitted to the USACE. **Action Item:** HDR to update project schedule.
 - b. **Action Item:** Project team will let USACE know of upcoming stakeholder and public meetings.

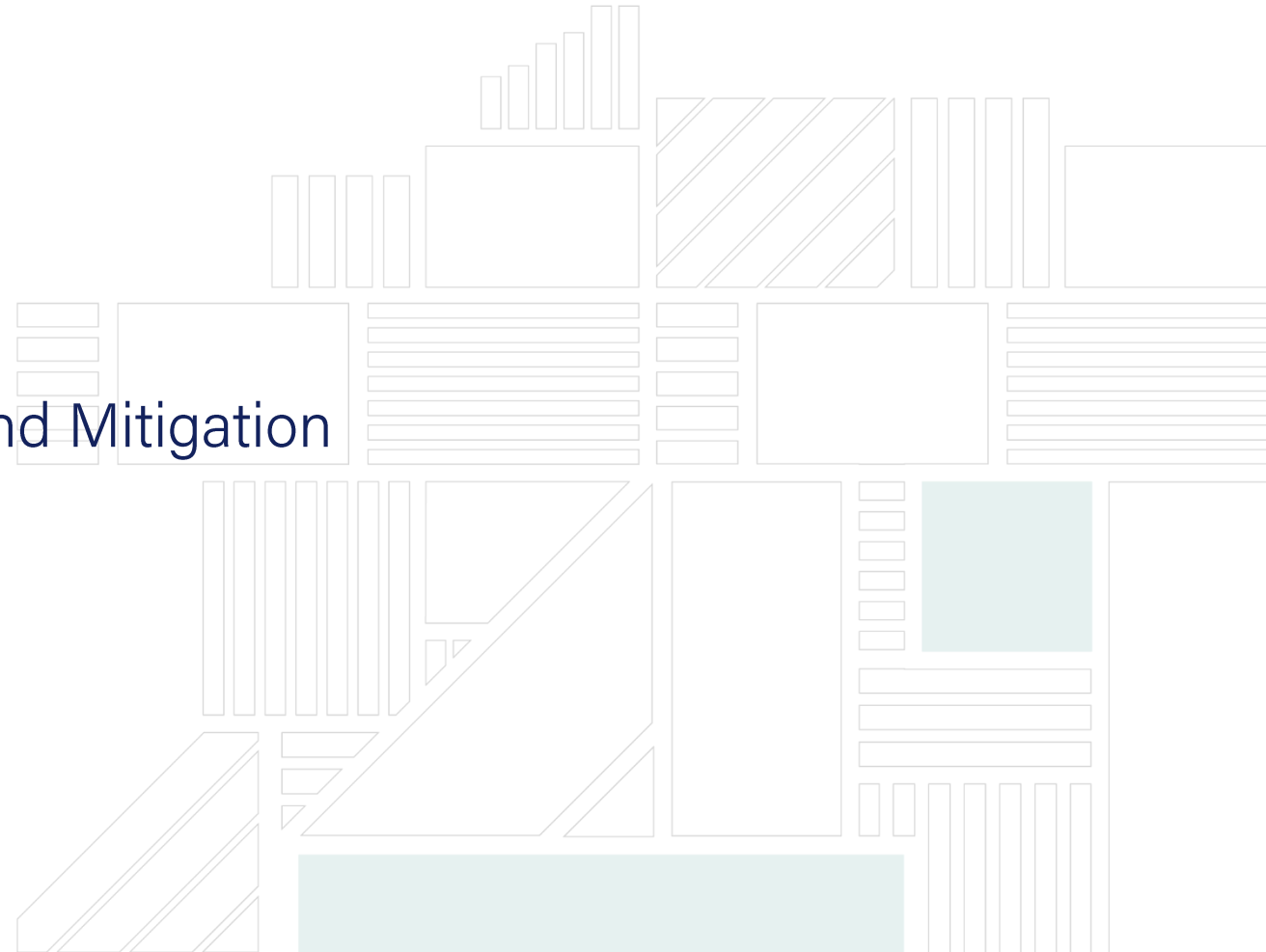
USACE Project Update Meeting

June 5, 2019

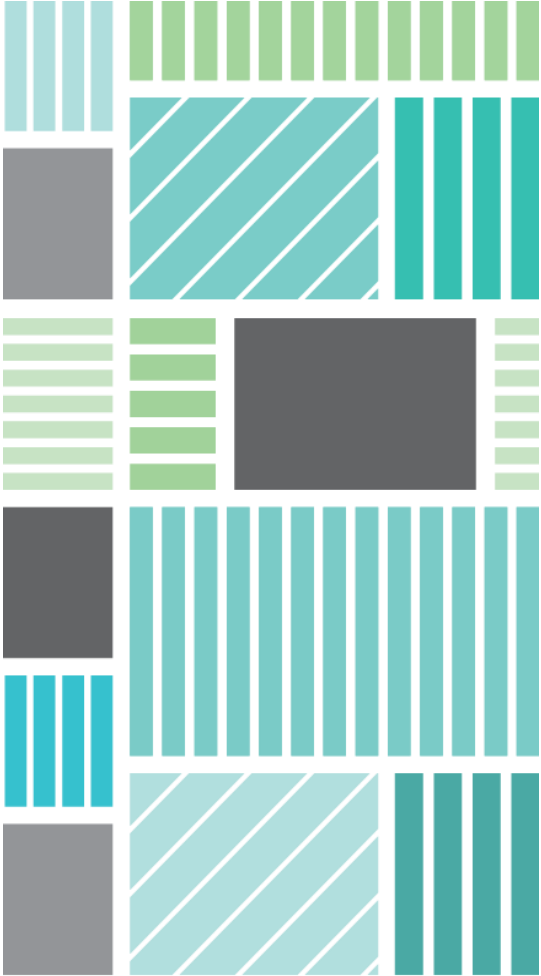


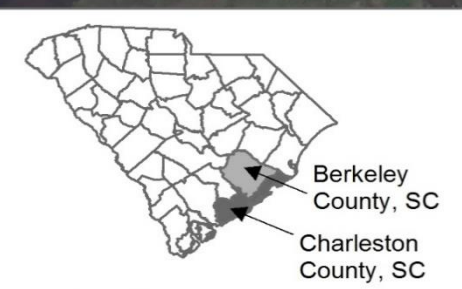
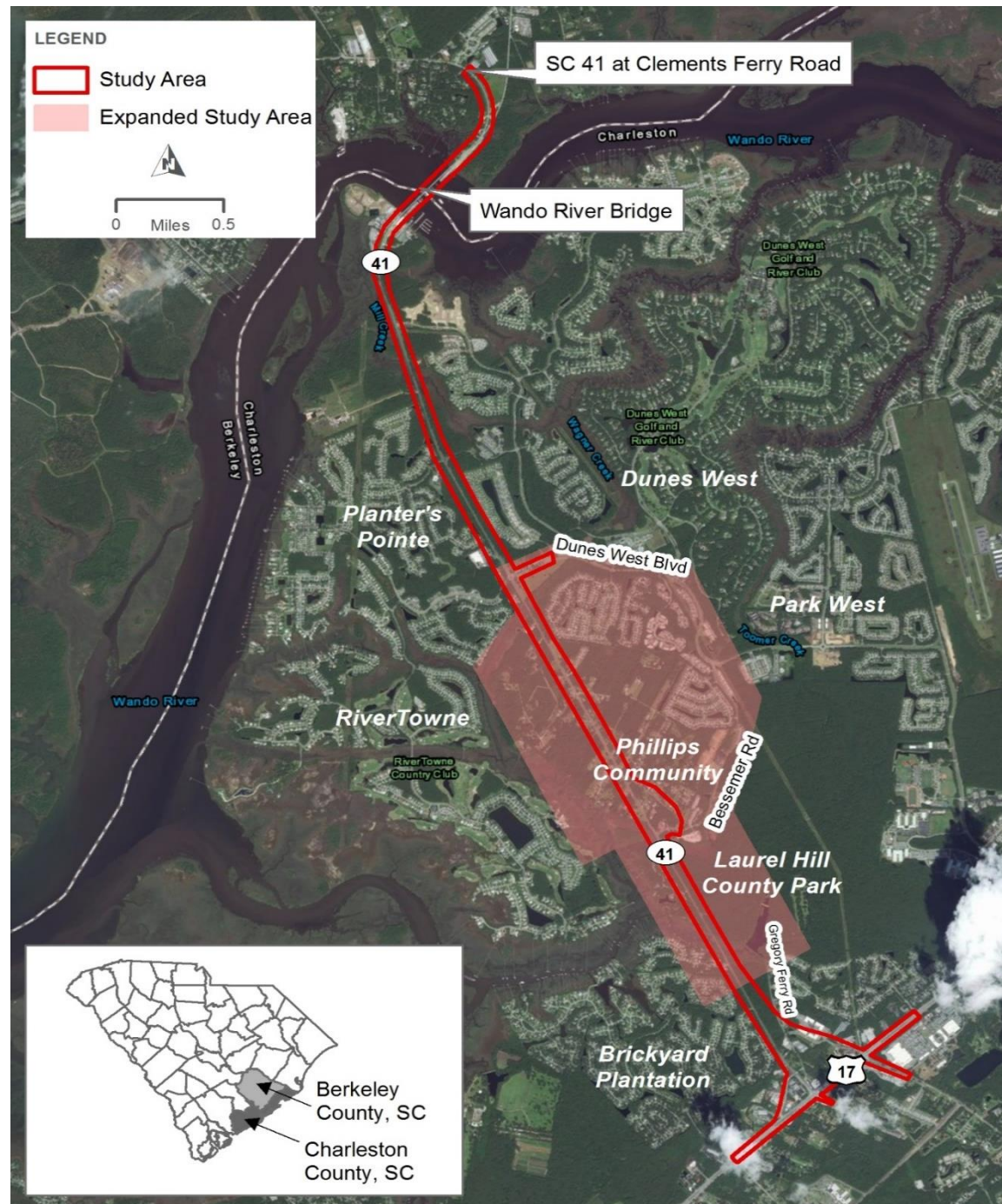
Agenda

- Current Project Status
- Public Involvement and EJ Outreach
- Alternatives Analysis to Date
- Discussion of Environmental Matrix and Mitigation
- Interim Improvements
- Project Schedule and Next Steps



Current Project Status





Project Phases

WE ARE HERE!

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

Public and Stakeholder Working Group Meetings

- September 20 – 22, 2017 – Community and Stakeholder Working Group Meetings
- November 13, 2017 - **Public Information Open House**
- April 26, 2018 – Community and Stakeholder Working Group Meetings
- May 16, 2018 – **Public Information Meeting (Alternatives)**
- November 14, 2018 – Stakeholder Working Group Meeting
- March 5 – 6, 2019 – Community and Stakeholder Working Group Meetings
- **September 2019 – Public Meeting (Recommended Preferred Alternative)**



Environmental Justice Community Outreach

- Phillips Community Meeting
- Traditional Cultural Landscape Report for Phillips Community
 - Participation in public involvement events in September and November 2017
 - Interviews with community members
- One-on-one meetings between County and Community representative
- Community, Stakeholder, and Public Meetings
- Upcoming:
 - Coordination with Seven Mile Community about US 17/SC 41 intersection
 - Outreach in Phillips Community about upcoming meeting
 - August 2019 – Public Meeting (Recommended Preferred Alternative)



Alternatives Analysis to Date



Purpose & Need

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.

ALTERNATIVES SCREENING PROCESS

DEVELOP RANGE OF ALTERNATIVES

Based on

- Preliminary traffic studies (CHATS model and planned developments)
- Regional planning documents
- Community and stakeholder working group meetings
- Agency input

ALTERNATIVE 1	ALTERNATIVE 7
ALTERNATIVE 2	ALTERNATIVE 8
ALTERNATIVE 3	ALTERNATIVE 9
ALTERNATIVE 4	ALTERNATIVE 10
ALTERNATIVE 5	ALTERNATIVE 11
ALTERNATIVE 6	ALTERNATIVE 12

SCREENING 1

IDENTIFY REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 7

SCREENING 2

REFINE THE LIST OF REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input
- Refined traffic analysis

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 2A
INTRODUCED ALTERNATIVE 5A
ALTERNATIVE 7
INTRODUCED ALTERNATIVE 7A

SCREENING 3

FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT EA

Reasonable alternatives will be refined and either eliminated or advanced based on

- Public input
- Environmental factors
- Costs
- Logistics

ALTERNATIVE 1
ALTERNATIVE 5A
ALTERNATIVE 7A

WE ARE HERE

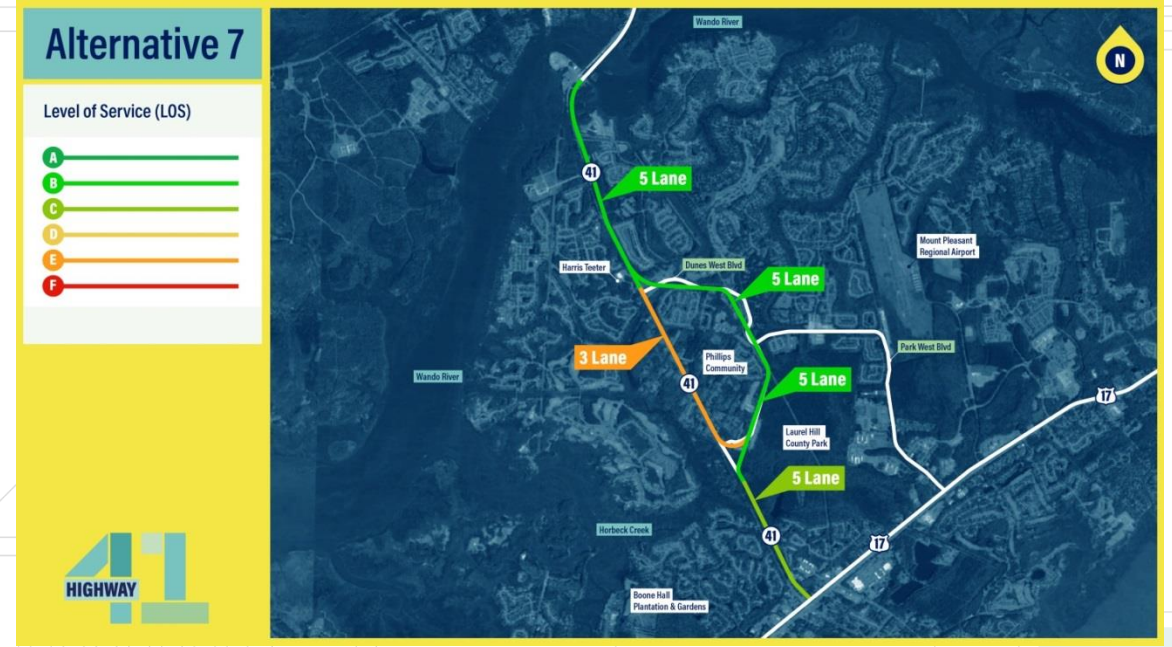
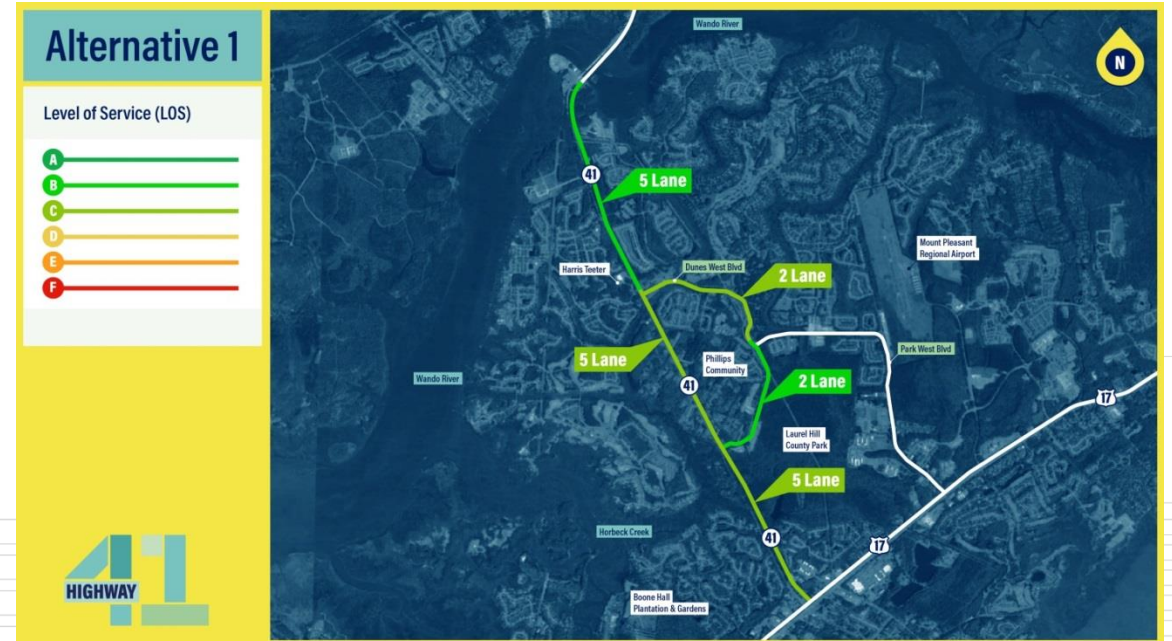
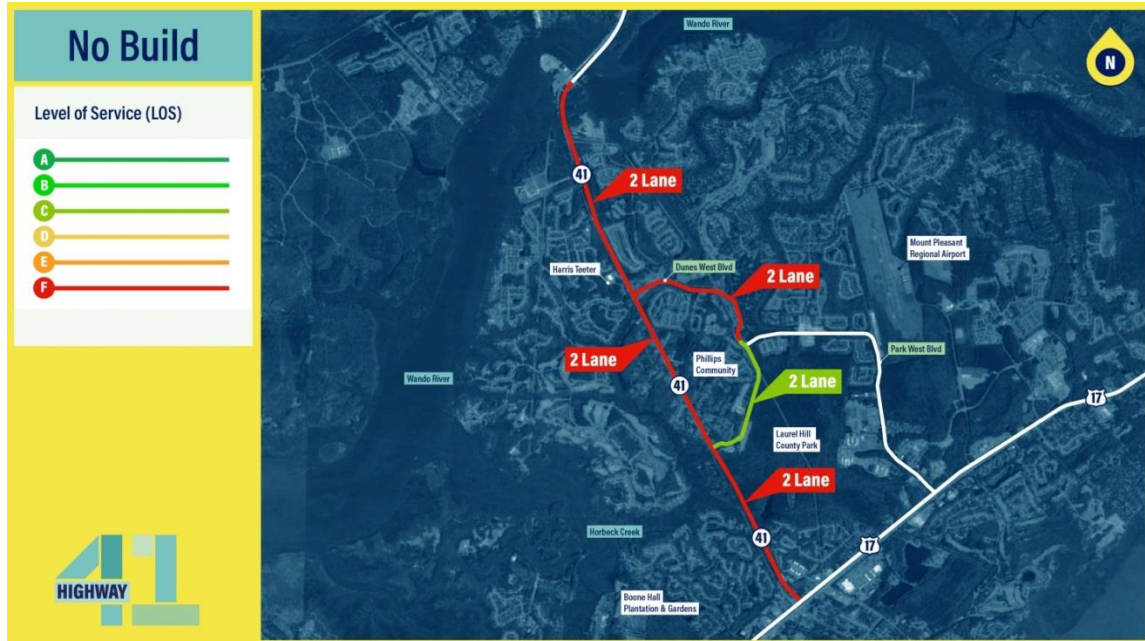
SCREENING 4

IDENTIFY RECOMMENDED PREFERRED ALTERNATIVE

Identify a recommended preferred alternative based on

- Ability to meet the purpose and need of the project
- Public input
- Environmental factors
- Costs
- Logistics

Screening 1: Reasonable Alternatives (with reduced Cainhoy projections)



ALTERNATIVES SCREENING PROCESS

DEVELOP RANGE OF ALTERNATIVES

Based on

- Preliminary traffic studies (CHATS model and planned developments)
- Regional planning documents
- Community and stakeholder working group meetings
- Agency input

ALTERNATIVE 1	ALTERNATIVE 7
ALTERNATIVE 2	ALTERNATIVE 8
ALTERNATIVE 3	ALTERNATIVE 9
ALTERNATIVE 4	ALTERNATIVE 10
ALTERNATIVE 5	ALTERNATIVE 11
ALTERNATIVE 6	ALTERNATIVE 12

SCREENING 1

IDENTIFY REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 7

SCREENING 2

REFINE THE LIST OF REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input
- Refined traffic analysis

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 2A
INTRODUCED ALTERNATIVE 5A
ALTERNATIVE 7
INTRODUCED ALTERNATIVE 7A

SCREENING 3

FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT EA

Reasonable alternatives will be refined and either eliminated or advanced based on

- Public input
- Environmental factors
- Costs
- Logistics

ALTERNATIVE 1
ALTERNATIVE 5A
ALTERNATIVE 7A

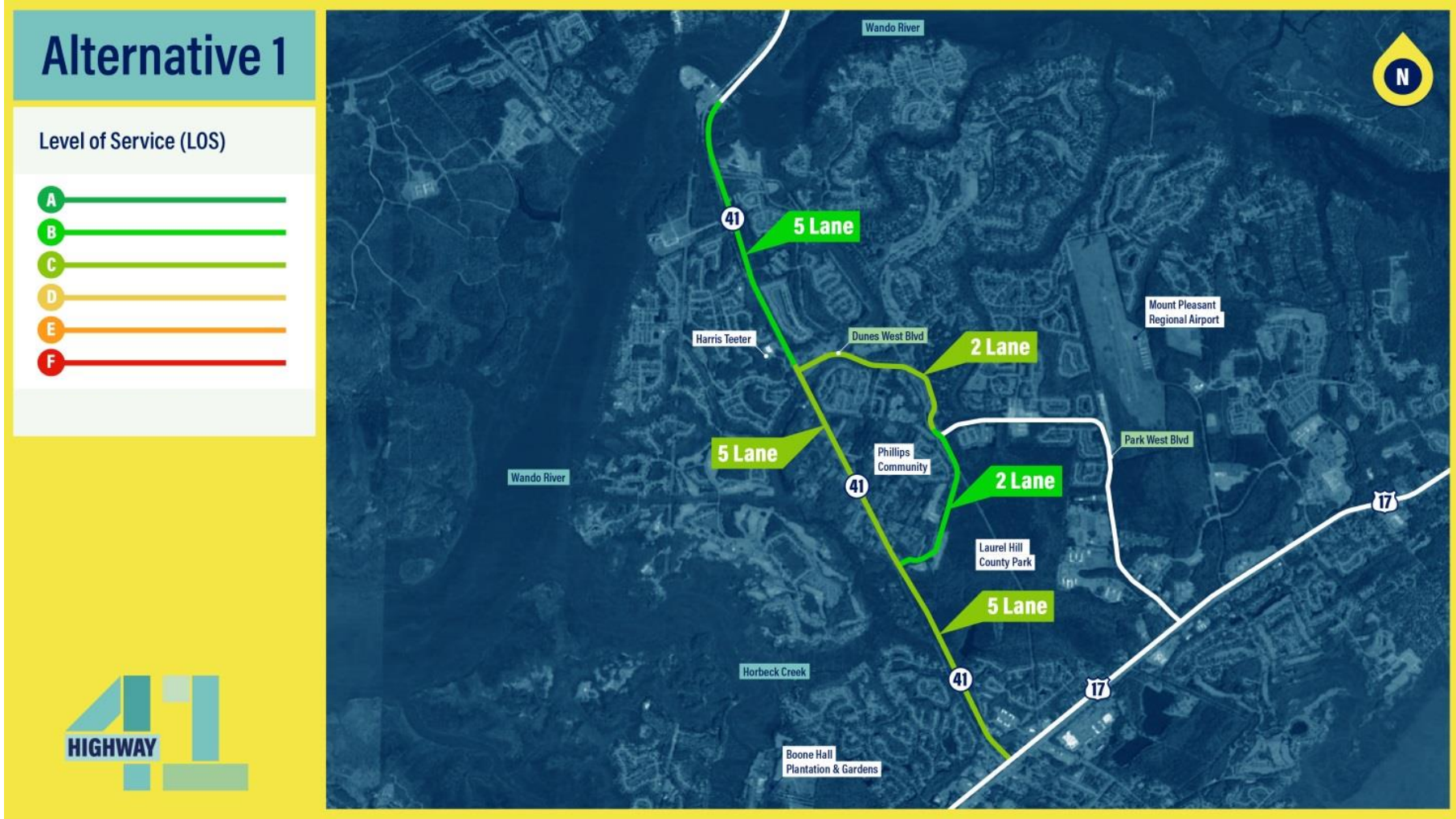
WE ARE HERE

SCREENING 4

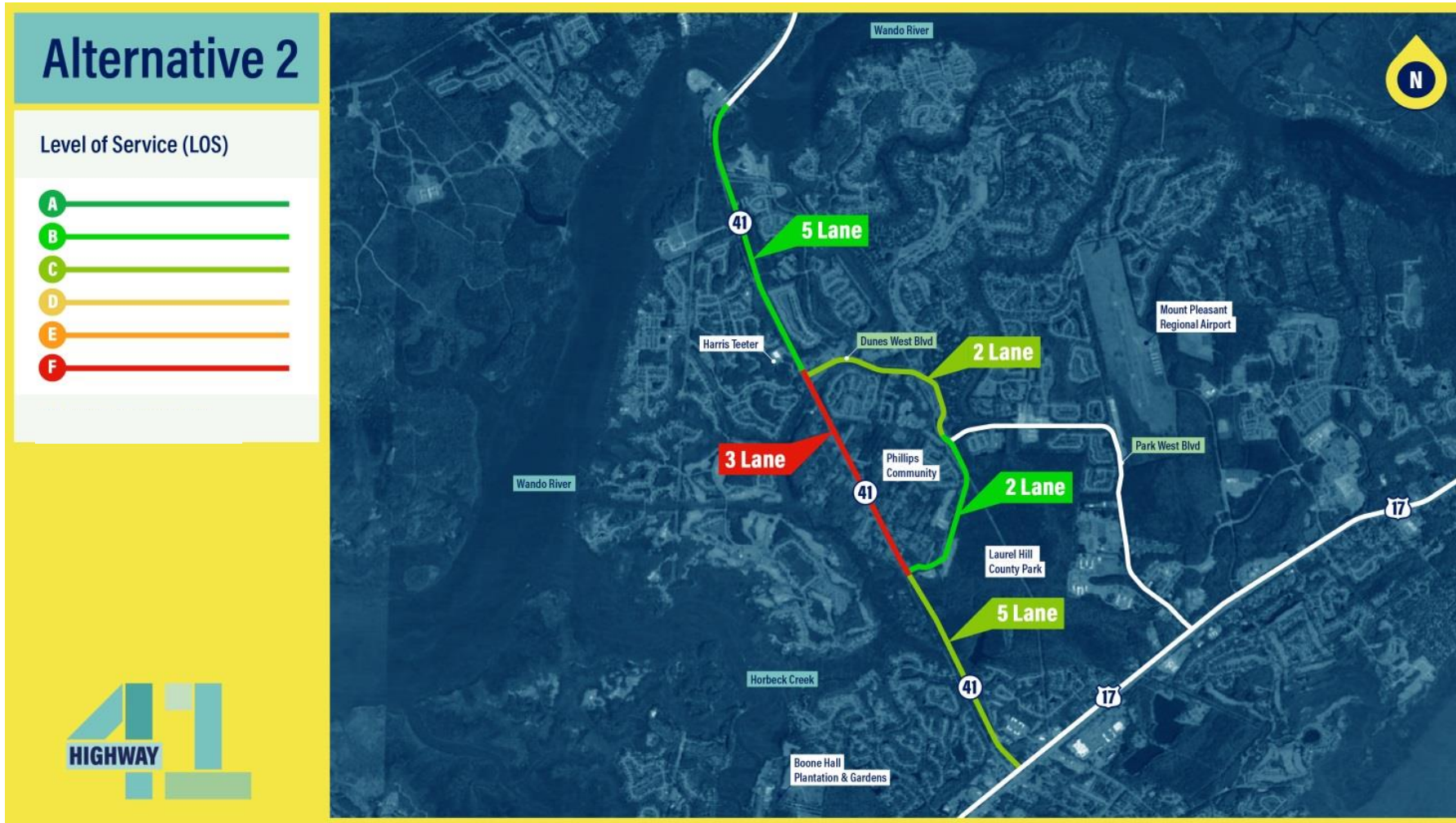
IDENTIFY RECOMMENDED PREFERRED ALTERNATIVE

Identify a recommended preferred alternative based on

- Ability to meet the purpose and need of the project
- Public input
- Environmental factors
- Costs
- Logistics



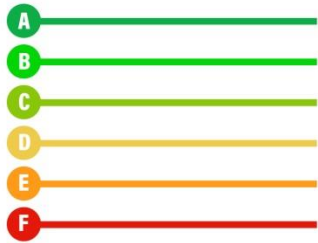
- Alternative 1 meets the purpose and need of the project
- Alternative 1 is being evaluated in further detail for right-of-way, cost, and environmental impacts



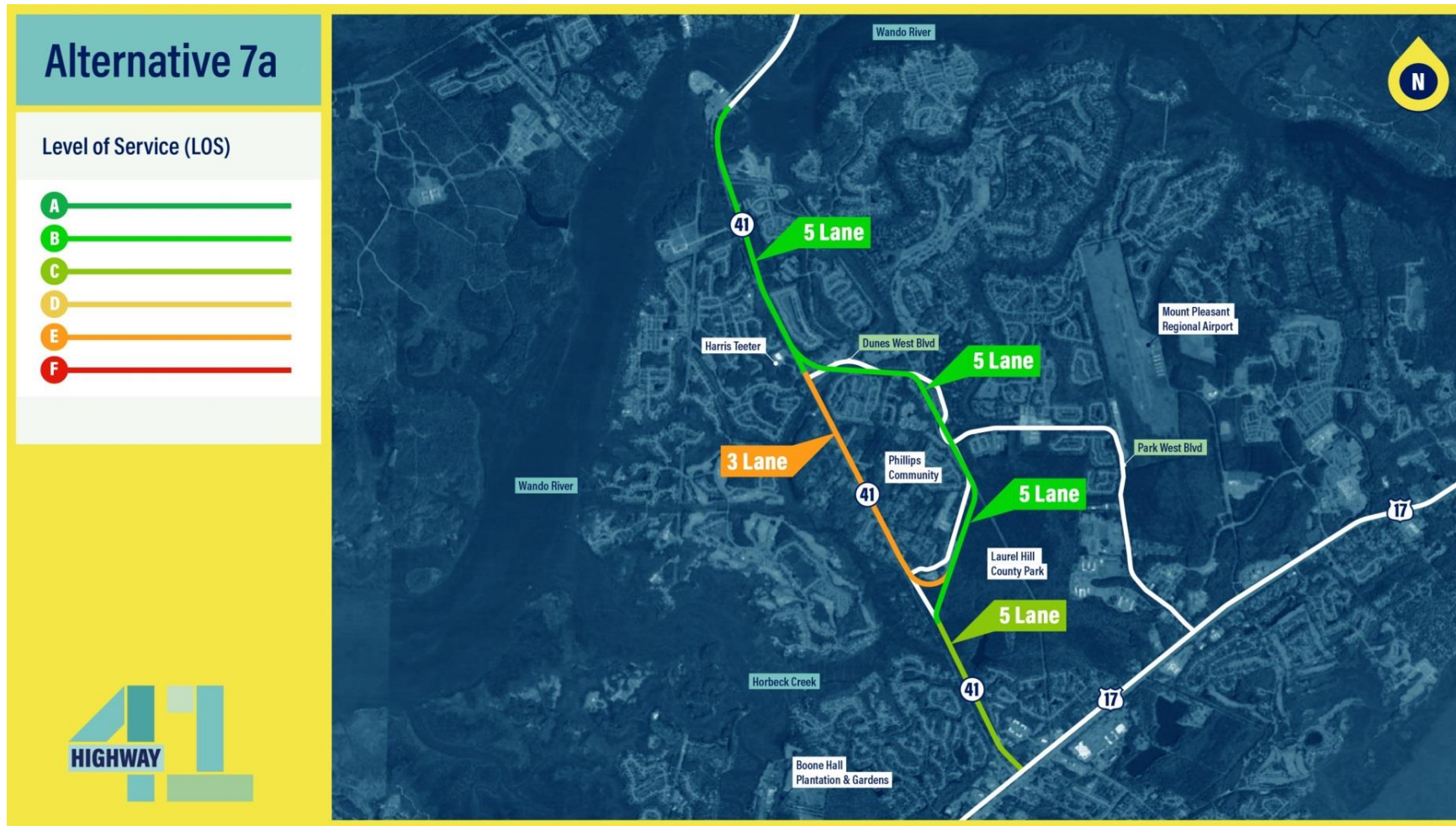
- The more detailed traffic analysis confirms a three-lane section through the Phillips Community would fail
- Reasonable Alternative 2 is **not** moving forward because it does not meet the purpose and need of the project

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 was 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.

ALTERNATIVES SCREENING PROCESS

DEVELOP RANGE OF ALTERNATIVES

Based on

- Preliminary traffic studies (CHATS model and planned developments)
- Regional planning documents
- Community and stakeholder working group meetings
- Agency input

ALTERNATIVE 1	ALTERNATIVE 7
ALTERNATIVE 2	ALTERNATIVE 8
ALTERNATIVE 3	ALTERNATIVE 9
ALTERNATIVE 4	ALTERNATIVE 10
ALTERNATIVE 5	ALTERNATIVE 11
ALTERNATIVE 6	ALTERNATIVE 12

SCREENING 1

IDENTIFY REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 7

SCREENING 2

REFINE THE LIST OF REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input
- Refined traffic analysis

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 2A
INTRODUCED ALTERNATIVE 5A
ALTERNATIVE 7
INTRODUCED ALTERNATIVE 7A

SCREENING 3

FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT EA

Reasonable alternatives will be refined and either eliminated or advanced based on

- Public input
- Environmental factors
- Costs
- Logistics

ALTERNATIVE 1
ALTERNATIVE 5A
ALTERNATIVE 7A

WE ARE HERE

SCREENING 4

IDENTIFY RECOMMENDED PREFERRED ALTERNATIVE

Identify a recommended preferred alternative based on

- Ability to meet the purpose and need of the project
- Public input
- Environmental factors
- Costs
- Logistics

Elimination of Alternative 5A

- Eliminated based on cost and logistics
- Memo to public on released on February 7, 2019
- SCE&G conflicts with transmission line ROW and high pressure gas line
- Coordination with CCPRC about Laurel Hill County Park impacts

Reasonable Alternatives 1 and 7a are being evaluated for environmental impacts, costs, logistics.



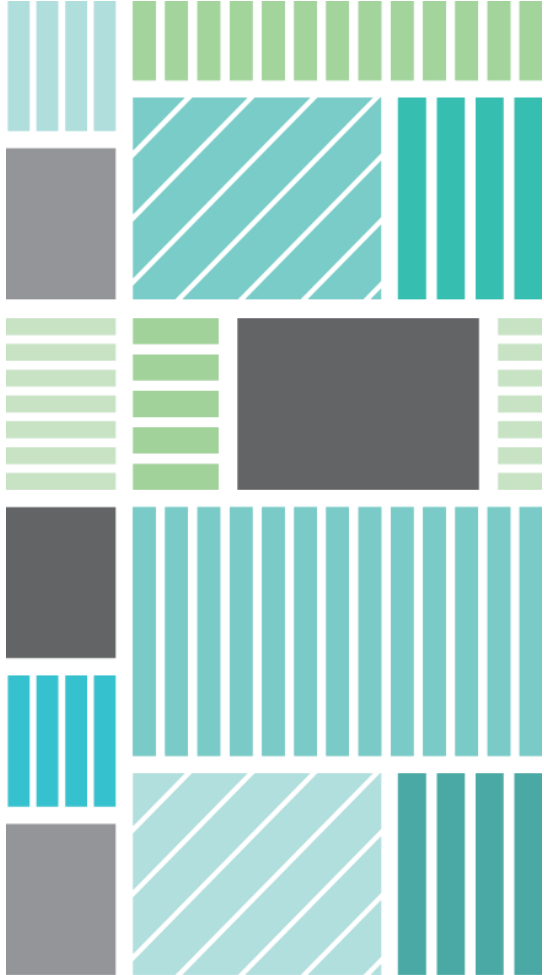
Alternative 1



Alternative 7a



Discussion of Environmental Matrix and Mitigation



Environmental Matrix



Mitigation

- Initial mitigation needs assessment

	Alternative 1	Alternative 7a
Freshwater Impacts (AC)	2.0	6.8
Freshwater Mitigation Credits	23.3	79.3
Tidal Impacts (AC)	4.9	4.6
Tidal Mitigation Credits	64.6	60.4
Stream Impacts (LF)	0.0	26.1
Stream Mitigation Credits	0.0	100.2

- Freshwater wetland and stream mitigation credits available
- Tidal permittee-responsible mitigation
- Finalizing conceptual design and locations of restrictive covenants

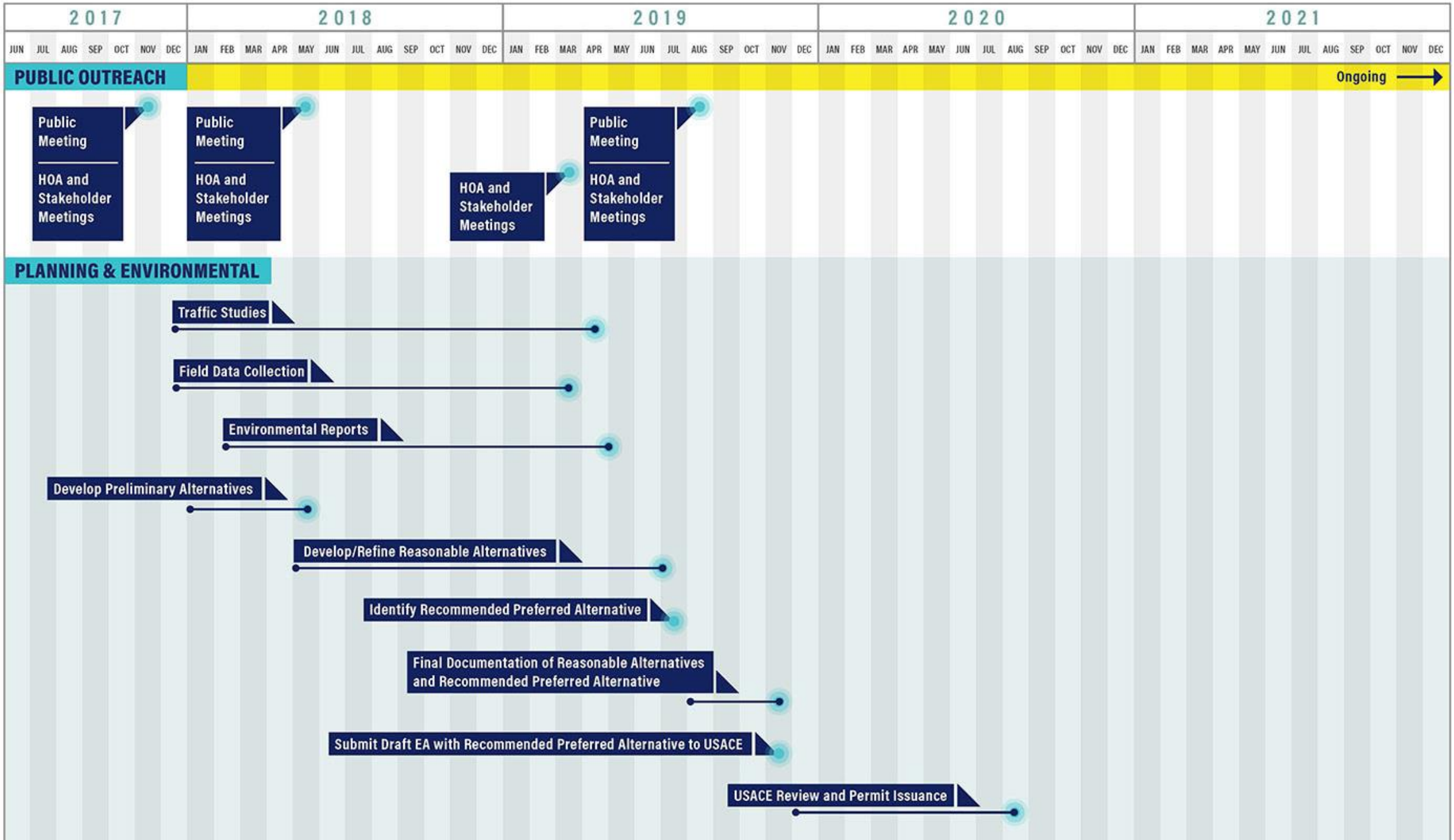


Interim Improvements



Interim Improvements

- Improvements to Highway 41 from Joe Rouse Road to Highway 17 with minor intersection improvements at Highway 41 and Highway 17
- Connection to Billy Swails Boulevard no longer being considered as part of SC 41 project
- Prepared preliminary plans for southbound lane addition
 - Met with Cardinal Hill, Colonnade, and Horlbeck Creek Community Leaders (4/23/19)
- Review of alternatives to additional southbound lane:
 - Roundabout at Joe Rouse Road and SC 41
 - Traffic movement changes on US 17 and Hamlin/Brickyard intersection
- Next steps
 - Design and permitting (summer/fall 2019)
 - Complete construction by end of 2020



Next Steps

- USACE progress meeting – June 2019
- Recommended Preferred Alternative Decision – July 2019
- Public information on US 17/SC 41 interchange concepts – July 2019
- Public Meeting on the recommended preferred alternative – August 2019
- Submit permit application with draft EA and US Army Corps review – fall 2019 - fall 2020
- Final design and right-of-way acquisition – by the end of 2022
- Construction completed – on track for summer 2025



Environmental Assessment Outline (Draft)

- 1.0 Introduction**
- 2.0 Purpose and Need of the Project**
 - 2.1 Project Setting
 - 2.2 Existing Facilities
 - 2.3 Project Purpose
 - 2.4 Project Need
 - 2.4.1 Growth Trends
 - 2.4.2 Increased Traffic Congestion
 - 2.4.3 Safety Concerns
 - 2.4.4 Provide Bicycle and Pedestrian Accommodations
 - 2.4.5 Inadequate Interconnection of Transportation Modes
 - 2.5 Logical Termini and Independent Utility
 - 2.6 Reasonable Availability of Funding
- 3.0 Alternatives**
 - 3.1 Proposed Facility
 - 3.2 Alternatives Screening Process
 - 3.3 Alternatives Considered but Eliminated
 - 3.4 No-Build Alternative
 - 3.5 Build Alternatives
 - 3.5.1 Alternative 1
 - 3.5.2 Alternative 7a
 - 3.6 Recommended Preferred Alternative

4.0 Environmental Resources and Potential Impacts

4.1 Land Use

4.1.1 Existing Land Use

4.1.2 Impacts to Land Use

4.1.3 Mitigation

4.2 Waters of the U.S.

4.2.1 Streams and Open Water

4.2.2 Wetlands

4.2.3 Mitigation

4.3 Water Quality

4.3.1 Existing Water Quality

4.3.2 Impacts to Water Quality

4.3.3 Mitigation

4.4 Permits

4.5 Floodplains

4.5.1 Existing Floodplains

4.5.2 Impacts to Floodplains

4.5.3 Mitigation

4.6 Wildlife

4.6.1 Existing Wildlife

4.6.2 Impacts to Wildlife

4.6.3 Mitigation

4.7 Threatened or Endangered Species

4.7.1 Existing Threatened or Endangered Species

4.7.2 Impacts to Threatened or Endangered Species

- 4.7.3 Mitigation
- 4.8 Essential Fish Habitat
 - 4.8.1 Impacts to Essential Fish Habitat
 - 4.8.2 Mitigation
- 4.9 Farmlands
- 4.10 Air Quality
 - 4.10.1 Existing Air Quality
 - 4.10.2 Impacts to Air Quality
 - 4.10.3 Mitigation
- 4.11 Noise
 - 4.11.1 Noise Impacts
 - 4.11.2 Mitigation
- 4.12 Hazardous Materials
 - 4.12.1 Existing Hazardous Material Sites
 - 4.12.2 Impacts on Hazardous Materials
 - 4.12.3 Mitigation
- 4.13 Cultural Resources
 - 4.13.1 Existing Cultural Resources
 - 4.13.2 Impacts on Existing Cultural Resources
 - 4.13.3 Mitigation
- 4.14 Communities and Socioeconomic Resources
 - 4.14.1 Existing Communities and Socioeconomic Resources
 - 4.14.2 Impacts on Communities and Socioeconomic Resources
 - 4.14.3 Mitigation
- 4.15 Environmental Justice

- 4.15.1 Existing Environmental Justice Conditions
 - 4.15.2 Impacts on Environmental Justice Conditions
 - 4.15.3 Mitigation
- 4.16 Visual Resources
 - 4.16.1 Existing Visual Resources
 - 4.16.2 Impacts on Visual Resources
 - 4.16.3 Mitigation
- 4.17 Right-of-Way, Relocation and Displacements
- 4.18 Indirect and Cumulative Impacts
 - 4.18.1 Indirect Impacts
 - 4.18.2 Cumulative Impacts
- 5.0 Agency Coordination/Public Involvement**
 - 5.1 Agency Coordination
 - 5.2 Public Involvement
 - 5.2.1 Goals and Objectives
 - 5.2.2 Public Outreach
 - 5.2.3 Public Meetings
 - 5.2.4 Stakeholder Meetings
 - 5.2.5 Community Meetings
 - 5.2.6 Elected Officials
 - 5.2.7 Public and Stakeholder Comments
- 6.0 References**

Appendices

Purpose and Need Report

Alternatives Screening Memos

Traffic Analysis Memos

Preliminary Jurisdictional Determination

USFWS Biological Assessment

NMFS Biological Assessment

Essential Fish Habitat Assessment

Noise Analysis Report

Limited Environmental Records Review

Cultural Resources Study

Community Characterization Report

Community Impact Assessment

Phillips Community Cultural Landscape Technical Report

Agency Coordination

Public Involvement



MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: Progress Meeting and Mitigation Discussion

Date: Tuesday, October 01, 2019

Location: HDR, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405

Attendees: Cal Oyer, PE – Charleston County
Richard Darden – USACE
Amanda Heath – USACE
Joshua Hoke – SCDHEC OCRM

Sarah Reed – SCDHEC OCRM
Shannon Meder – HDR
Blair Wade – HDR

- Current Project Status
 - HDR provided an overview of the project location and alternatives analysis to date
 - Project alternatives have narrowed to Alternative 1 and Alternative 7a, and are currently being evaluated to identify a proposed alternative.
 - USACE encouraged the project team to include a detailed alternatives analysis as part of the permit application, especially to explain how Alternative 7a was derived from Alternative 7.
- Upcoming Public Meetings
 - County plans to present a proposed alternative and the US 17/SC 41 intersection design at a public meeting in mid-November or early December 2019. HDR will inform the USACE and SCDHEC-OCRM of the meeting dates once they are finalized.
- Mitigation Update:
 - HDR presented an initial estimate of wetland and stream impacts for each alternative (attached to meeting notes).
 - County plans to use a credit solicitation for freshwater wetland credit needs.
 - HDR identified that Clydesdale Club is the only tidal mitigation bank that serves the project, but it is located near Savannah. The project is within the secondary service area of Clydesdale Club

which would require additional credits and is not viewed as favorably by regulatory and resource agencies. County and HDR have agreed to pursue permittee-responsible mitigation (PRM) for tidal wetland credit needs.

- HDR contacted East Cooper Land Trust, Open Space Institute, Coastal Conservation League, and Charleston County Green Belt program to identify conservation priorities. Several potential mitigation sites were identified; however, these sites were either too large or too small for SC 41 mitigation needs, or were preservation only.
 - HDR also conducted a GIS analysis to identify potential salt marsh restoration properties.
 - HDR provided an overview of a potential mitigation site known as Hermine Martin Site on Guerins Bridge Road.
 - Site has the potential to generate approximately 60 tidal wetland credits, which is not enough to cover the entire mitigation need for SC 41. However, the project team expects the mitigation need to decrease as design refinements are made and the Hermine Martin site would be suitable.
 - USACE issued a Qualification Letter for the site that would allow the property owner to re-impound the salt marsh by filling a breach and constructing a new berm. SCDHEC OCRM was not aware of their agency issuing a permit for this work.
 - Preliminary mitigation plan would involve removing the berm within the property limits for restoration credits, and enhancing the existing salt marsh. Baseline surveys would need to be conducted to determine how to best enhance the interior salt marsh.
 - Site is located in US Forest Service (USFS) “Proclaimed Forest” and directly adjacent to USFS lands. USFS has expressed interest in acquiring the property as part of federal lands.
 - USACE asked about how the site would be protected and long term management.
- Project is in early stages, but Charleston County could purchase the site, then conduct

the restoration activities, then give the property to USFS. USACE and USFS have a Memorandum of Agreement on mitigation sites, and a Conservation Land Use Agreement would have to be developed.

- USACE stated that wetland delineation, cultural resource Section 106 coordination, and Section 7 Endangered Species Act coordination would also have to occur on the mitigation site. Depending on timing, the coordination could occur as part of the project permit application, or under a separate Nationwide Permit 27 for restoration activities.
 - USACE and SCDHEC would like to do a site visit if the site is proposed as mitigation for SC 41.
 - USACE and SCDHEC did not have concerns about the mitigation site based on initial information.
 - Discussion of King's Grant ownership of salt marsh: HDR does not know if property has King's Grant rights to salt marsh. USACE and SCDHEC could not determine whether or not King's Grant ownership would influence the mitigation plan at this time.
- USACE has reviewed cultural resources report and Phillips Community Cultural Landscape Report. USACE plans to begin Section 106 consultation once the permit application has been submitted and the project is on public notice.
 - USACE recommended the project team consider who may be Consulting Parties in a future MOA for community and cultural resource mitigation.
 - Next Steps
 - Finalize public meeting dates
 - Prepare mitigation plan and estimate for Charleston County's consideration
 - Finalize conceptual mitigation plan for permit application

Preliminary Mitigation Needs Assessment:

	Alternative 1	Alternative 7a
Freshwater Impacts (AC)	2.9	6.2
Freshwater Mitigation Credits	40.8	74.4
Estimated Cost @ \$9,000/Credit	\$ 367,200.00	\$ 669,600.00
Tidal Impacts (AC)	5.3	5.0
Tidal Mitigation Credits	75.3	74.7
Estimated Cost @ \$75,000/Credit	\$ 5,649,750.00	\$ 5,599,125.00
Stream Impacts (LF)	0.0	26.1
Stream Mitigation Credits	0.0	100.2
Estimated Cost @ \$150/Credit	\$ -	\$ 84,403.80
Total Estimated Mitigation Costs	\$ 6,016,950.00	\$ 6,353,128.80



MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: Project Update

Date: Thursday, July 30, 2020

Location: WebEx

Attendees: Richard Darden – USACE
Amanda Heath – USACE
Cal Oyer – Charleston County
Richard Turner – Charleston County
Brad Morrison – Town of Mount Pleasant
Shannon Meder – HDR
Samantha Dubay -- HDR
Blair Wade – HDR
Michael Darby – HDR

- Project update
 - Based on the NEPA process for the project, Alternative 1 has been identified as the Proposed Alternative by the project team and the recommendation will be announced on August 13 via media releases and a virtual public meeting.
 - Construction on interim improvements at the intersection of Joe Rouse Boulevard and SC 41 is anticipated to begin in October 2020.
 - Noted that no impacts to wetlands or waters of the U.S. would occur during the interim improvements.
 - Richard Darden asked if the interim improvements did have impacts whether it be considered a single and complete project. HDR responded that the improvements are a single and complete project because they have a short-term traffic benefit and do not rely on other projects to be beneficial.
 - Blair Wade provided an overview of the project schedule.
 - The County's permit application and environmental report will be finalized in fall 2020 after the completion of the 30-day comment period about the Proposed Alternative.

- The County anticipates submitting the permit application and environmental report in early 2021.
- Upcoming public outreach
 - The project team will be hosting an in-person meeting with Phillips Community leaders on August 10, 2020 to share the recommendation of Alternative 1.
 - A virtual stakeholder working group meeting will be held on August 12, 2020 and the USACE will receive an Outlook invitation to attend.
 - Newsletters will be sent to Environmental Justice communities. A separate newsletter will be sent to the Phillips Community and Seven Mile community as impacts differ.
 - The project team will post a 30-day online meeting for Proposed Alternative and Intersection Design. The comment period will run through September 11, 2020.
 - Richard Darden indicated he had not received recent input from the community on the project, but anticipates community members will contact the USACE once the Proposed Alternative is announced.
- Community Mitigation Plan
 - HDR has developed a draft Community Mitigation Plan that will be released during the virtual public meeting and will be updated based on community input. Review potential mitigation measures
 - HDR showed draft diagrams and typical sections of potential mitigation measures at Phillips Community Park, the Bridge or dock on Horlbeck Creek, and Seven Mile Community property.
 - Blair Wade stated that delineations of the mitigation properties have not been done as the County is in early stages of mitigation planning. Impacts to wetlands and waters would be avoided or minimized in designing the mitigation properties.
 - Richard Darden stated that potential wetland impacts on the mitigation properties should be included in the USACE permit application. Either a Jurisdictional Determination or

best available data should be used to show the wetland impacts. This is because the mitigation will likely be linked to the project through a Memorandum of Agreement or Programmatic Agreement with the State Historic Preservation Office (SHPO).

- The project team and USACE discussed whether the alternatives analysis should include potential wetland impacts resulting from the community mitigation activities.
 - It is difficult to compare the potential for wetland impacts from community mitigation activities between Alternative 1 and 7a. A community mitigation plan was not developed for Alternative 7a so the team does not have an estimate of potential wetland impacts for community mitigation under that alternative.
 - Richard Darden stated that the alternatives analysis should focus on project impacts, but the broader NEPA analysis should consider the potential impacts of the project including mitigation.
- The County will establish a Community Mitigation Advisory Committee to provide input on the plan.
- USACE will need signed MOAs for community and Section 106 mitigation prior to issuing the permit for the project.
 - Richard Darden suggested that Programmatic Agreements could be helpful for the project. These agreements contain conditional requirements that cover impacts to unknown resources if they arise on the project during final design or construction.
- US Environmental Protection Agency will have a commenting role on the project.
- Recent NEPA Rule changes and discussion of implications on project and USACE NEPA review
 - NEPA rule changes go into effect September 14, 2020.
 - USACE does not expect changes in their NEPA regulations. Page limits will apply to their decision document.

- Richard Darden recommended that the team identify technical reports or memos that can be cited in the permit application instead of appended.
- Next meeting
 - Project team and USACE will hold another meeting after the comment period ends on September 11, 2020.



MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: Project Update

Date: Friday, February 12, 2021

Location: Teams

Attendees: Richard Darden – USACE
Cal Oyer – Charleston County
Brad Morrison – Town of Mount Pleasant
Shannon Meder – HDR
Blair Wade – HDR
Michael Darby – HDR

- Project update
 - Alternatives Screening Process
 - August – September 2020 Public Comment Summary
 - Development of a Revised Concept
 - USACE asked about interaction of Revised Concept and Dominion transmission easement. HDR stated that the transmission poles would be avoided, and the Revised Concept also avoids a pump station. Utility coordination will be required regarding the gas transmission line and aerial transmission lines.
 - USACE asked about pedestrian crossings within the Phillips Community. HDR noted that two crossings would be included in the design.
 - Discussion of how future traffic volumes will affect pedestrians in the Phillips community. The Town requested volume traffic data for the Revised Concept.
 - USACE asked about whether the final design could incorporate intelligent transportation system (ITS) to indicate whether drivers should take SC 41 route or Dunes West Blvd/Park West Blvd. Project team responded and indicated that the County intends to include ITS in the project's final design.

- Environmental Matrix
 - USACE indicated that the proposed alternative should balance wetland impacts with other historic and cultural resources and does not have concerns with proposed wetland impacts.
 - USACE recommended that the No-Build alternative's effects on the Phillips Community be added to the matrix, as traffic would increase, and an adverse effect would occur on the community.
 - A Memorandum of Agreement between the County, USACE, state historic preservation office (SHPO), and other consulting parties will be required for any of the alternatives to mitigate for the potential impacts to Seven Mile and Sweetgrass Basket Corridor.
- Next Steps & Milestones
 - Outreach and Stakeholder Meetings
 - Schedule
 - Upcoming Permitting Tasks
 - No concerns with permit schedule of August 2021 submittal and anticipated issuance of July 2022.
 - USACE did not have concerns with a phased project schedule or a longer duration permit.
 - USACE recommended re-engaging NOAA NMFS regarding essential fish habitat (EFH) impacts.



Highway 41 Update February 12, 2021 USACE Update



1

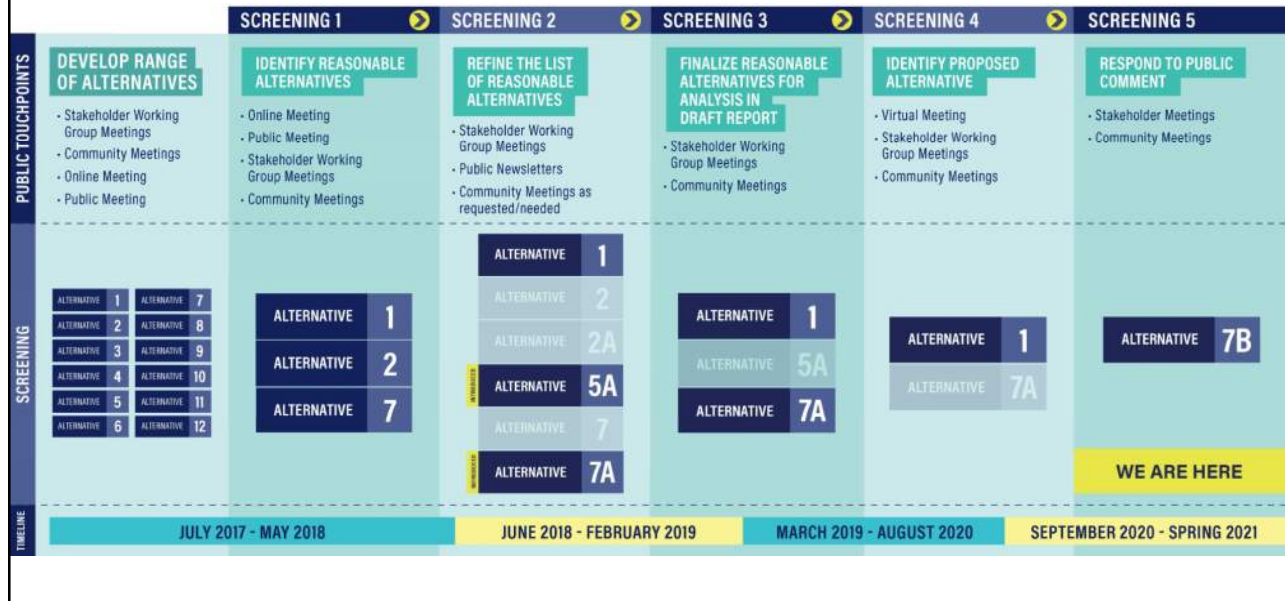
Agenda

- I. Review of Where We've Been
- II. Review of What We Heard
- III. Responding to Public Comment – **Refined Alternative**
- IV. Environmental Matrix Comparison – Alt 1, 7a and Refined Alternative
- V. Next Steps & Milestones



2

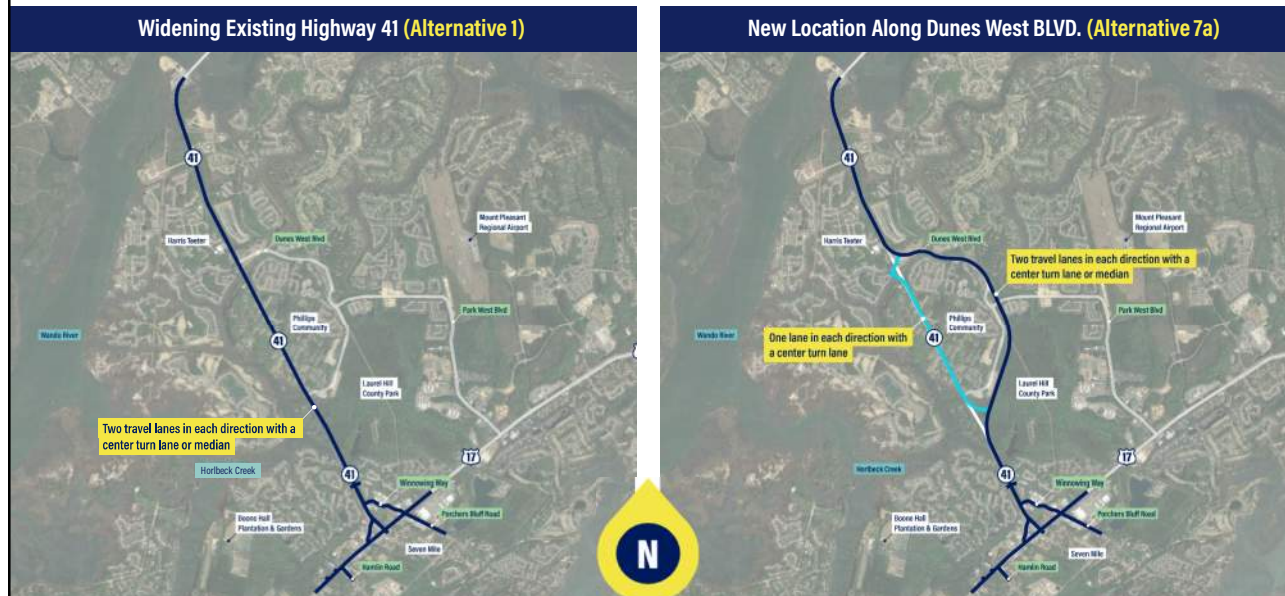
Alternatives Screening Process



3

Alternative 1 and Alternative 7a

As presented to the public in August 2020



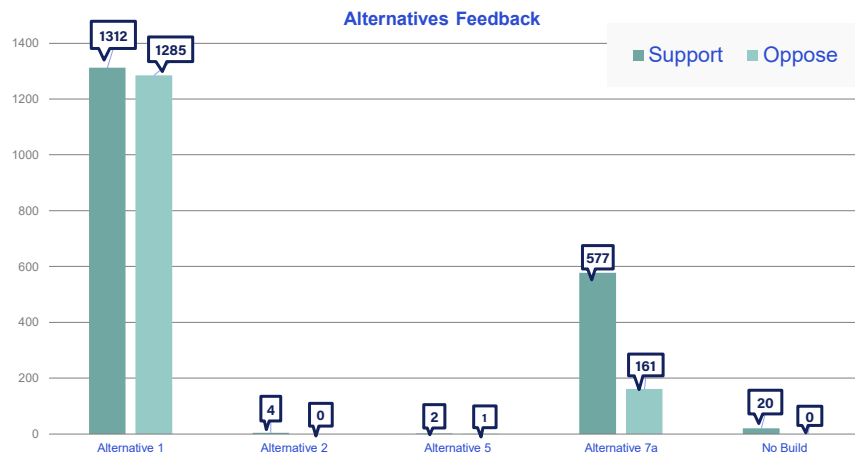
4

Public Comment Period: August 10 - September 13, 2020

1,563 Web Form Comments	2,889 Total Comments Received	NGOs/Organizations We Heard From <ol style="list-style-type: none"> 1. African American Settlement Community Historic Commission 2. Center for Heirs' Property Preservation 3. Charleston Moves 4. Charleston Trident Association of Realtors 5. Clemson University Professor 6. College of Charleston Professor 7. Community Action Group for Encouragement 8. East Cooper Land Trust 9. Heritage Communities Development Corporation 10. Historic Charleston Foundation 11. Lowcountry Land Trust 12. National Trust for Historic Preservation 13. Phillips Community Association 14. Preservation Society of Charleston 15. Research to Action Board 16. South Carolina Coastal Conservation League 17. Southern Environmental Law Center
69 Hotline Voicemail	1,298 Southern Environmental Law Center Petition Signatures	
1,228 Emails	1,955 Change.org Petition Signatures	
29 Letter/Mail	53 Articles & Op-Eds to Date	

5

Public Comment Period: August 10 - September 13, 2020



6

Refined Alternative Walkthrough



41

7

Environmental Matrix



8

Environmental Matrix: Wetlands

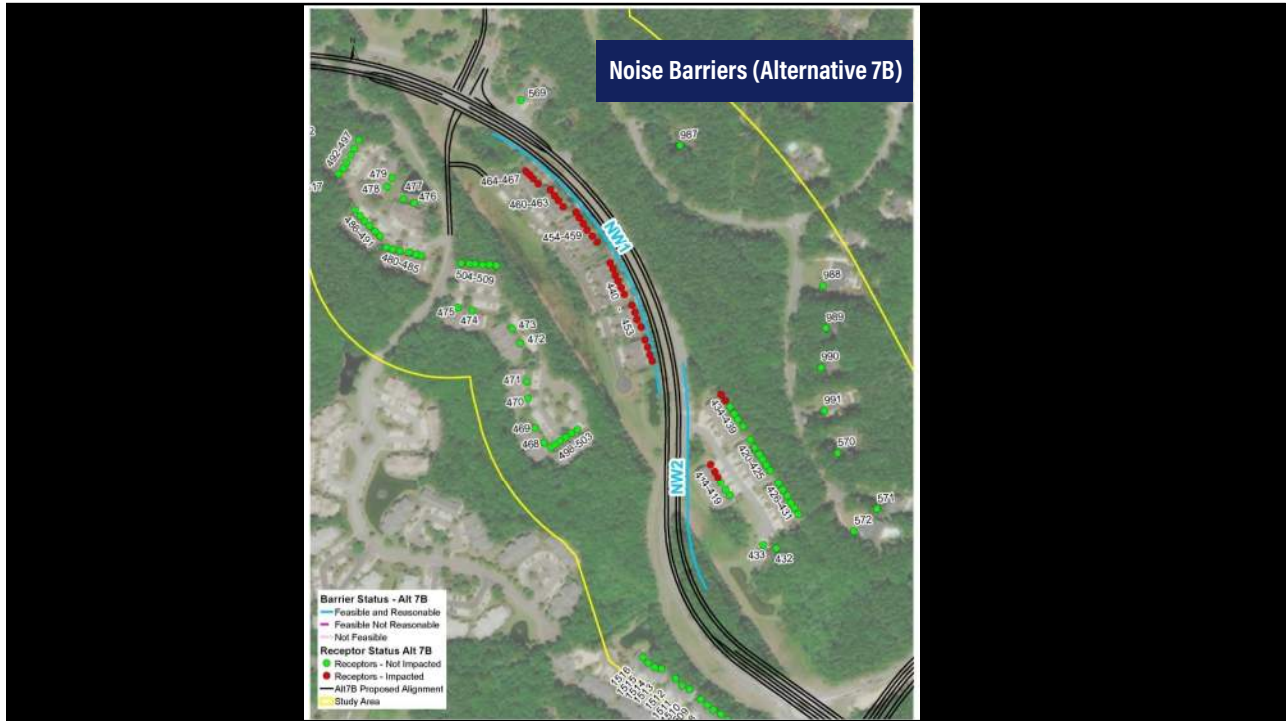
ENVIRONMENTAL SCREENING RESULTS		Alternative 1	Alternative 7a	Refined Alternative
What are the environmental impacts?				
Wetlands	Tidal (acres)	5.3	5.0	4.7
	Freshwater (acres)	2.9	6.2	6.0
	<i>Wetlands under restrictive covenants</i>			
	Tidal (acres)	0.3	0.5	0.5
	Freshwater (acres)	0.5	3.7	3.2

9

Environmental Matrix: Noise

ENVIRONMENTAL SCREENING RESULTS		Alternative 1	Alternative 7a	Refined Alternative
What are the noise impacts?				
<i>Following the public meetings, the project team will solicit input on noise barriers directly from impacted receivers (individuals/homes) in the corridor.</i>				
Noise	Number of impacted receivers			
	Residential	58	100	105
	Recreational	0	1	1
	Churches	0	0	0
	Restaurant Patios	2	2	0
	Reasonable and Feasible Noise Barriers	0	2	2

10



11

Environmental Matrix: Cultural Resources

ENVIRONMENTAL SCREENING RESULTS		Alternative 1	Alternative 7a	Refined Alternative
What are the historic and cultural resource impacts?				
Cultural and Historical Sites National Register of Historic Places (NRHP)	Number of archaeological sites	1	2	1
	Phillips Community Cultural Landscape	Potential Adverse Effect	No Adverse Effect	No Adverse Effect
	NRHP Sweetgrass Basket Corridor Traditional Cultural Property	Potential Adverse Effect	Potential Adverse Effect	Potential Adverse Effect
Phillips Community Cultural Landscape	Right-of-Way Impacts (Acres)	4.7	0.6	0.6
	Right-of-Way Impacts (Number of Parcels)	85	2	2
	Relocations (Number of Parcels)	0	0	0

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Environmental Matrix: Communities

ENVIRONMENTAL SCREENING RESULTS		Alternative 1	Alternative 7a	Refined Alternative		Alternative 1	Alternative 7a	Refined Alternative
What are community impacts?								
Communities	Brickyard/Colonnade	Minor	Minor	Minor	Park West	Minor	Minor to Moderate	Minor to Moderate
	Cardinal Hill	Minor	Minor	Minor	Phillips Community	Moderate to Major	Minor	Minor
	Dunes West	Minor	Minor to Moderate	Minor	Planter's Pointe	Minor	Minor	Minor
	Gregorie Ferry	Minor	Minor	Minor	Rivertowne	Minor	Minor	Minor
	Horlbeck Creek	Minor	Minor	Minor	Seven Mile	Minor to Moderate	Minor to Moderate	Minor to Moderate
	Ivy Hall	Minor	Minor	Minor	Cainhoy	No direct effects	No direct effects	No direct effects

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Environmental Matrix: Travel Times

EXISTING ALIGNMENT (THRU PHILLIPS COMMUNITY) TRAVEL TIME SUMMARY (MINUTES)								
	2045 No Build		2045 Build Alternative 1		2045 Build Alternative 7a		2045 Build Refined Alternative	
	AM	PM	AM	PM	AM	PM	AM	PM
SC 41 Northbound	7	22.4	7.4	8.5	10.2	12.7	7.3	8.4
SC 41 Southbound	37.6	32	7.6	9.8	9.1	9.5	7.8	8.1

BYPASS TRAVEL TIME SUMMARY (MINUTES)						
	2045 Build Alternative 1		2045 Build Alternative 7a (Bypass Alignment)		2045 Build Refined Alternative (Bypass Alignment)	
	AM	PM	AM	PM	AM	PM
SC 41 Northbound	7.4	8.5	7.4	11.8	8.3	10.6
SC 41 Southbound	7.6	9.8	8.6	9.9	11.1	11.6

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Environmental Matrix: Cost

ENVIRONMENTAL SCREENING RESULTS	Alternative 1	Alternative 7a	Refined Alternative
What is the estimated cost? (millions)			
Total Cost	\$159,000,000	\$191,000,000	\$187,000,000

15

Next Steps & Milestones



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Upcoming Outreach and Stakeholder Meetings

Mid-February to Early March 2021

- Charleston County Councilmembers Meetings
- County Council Committee Project Update – March 4, 2021

Community and Stakeholder Meetings

- Presentation approaches and engagement based on feedback from County Council and Town of Mt. Pleasant Stakeholders

Agency Updates

Conversations led by the Consultant Team

- SCDOT – 2/18/21
- USACE – 2/12/21

Community Meetings with Leaders

- CAGE
- Horlbeck Creek
- Phillips Community
- Dunes West
- Park West

Mt. Pleasant Town Council

Stakeholder Working Group – if appropriate

17

Key Schedule Milestones

- ✓ Council Direction on Recommended Alternative – **March 2021**
- ✎ Prepare 30% Design for Recommended Alternative – **April to July 2021**
- ✎ Finalize Environmental Report and Permit Application – **July 2021**
- ✉ Submittal of Environmental Report and Permit Application – **August 2021**
- ✎ Anticipated Permit Issuance – **July 2022**
- ✎ ROW Plans Approved – **Summer 2022**
- ✓ ROW Complete – **Summer/Fall 2024**
- ✎ Begin Construction – **Early 2025**

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Upcoming Permitting Tasks

- Approved Jurisdictional Determination Request
- Update Community Impact Assessment
- Update Community Mitigation Plan
- Update Environmental Report with Refined Alternative
- Finalize USFWS and NMFS Biological Assessments
- Prepare Essential Fish Habitat Assessment
- Section 106 Informal Coordination
 - Seven Mile Community Analysis
 - Updates to Cultural Resources Report
- Preparation of Permit Drawings based on 30% Design
- Wetland Mitigation Plan (Mitigation Banks)





MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: Project Update

Date: Monday, September 13, 2021

Location: Teams

Attendees: Richard Darden – USACE
Cal Oyer – Charleston County

Shannon Meder – HDR
Blair Wade – HDR
Jennifer Mathis - HDR
Michael Darby – HDR

- Project update
 - Extensive Public Engagement since 2017
 - Alternatives Screening Process leading to the Compromise/Preferred Alternative
 - Richard Darden (USACE) mentioned the drive through of the SC 41 corridor with the Commander to view the project area. Richard stated that the Commander understands why the SC 41 corridor is located where it is and why it needs to be improved.
 - Review of Revised Concept – March 2021
- Outreach and Stakeholder Meetings: March – August 2021
 - Updates with Charleston County Council and Councilmembers
 - Agency Updates with USACE (May 2021) and SCDOT (June 2021)
 - Community Meetings with Leaders – 5 meetings with CAGE/George Freeman, 3 meetings with Horlbeck Creek, 3 meetings with Dunes West, meetings with Phillips Community and several virtual meetings with neighborhoods in the project corridor.
 - USACE mentioned that No Build alternative would result in adverse effects to communities because of increased congestion on SC 41
- Proposed Alternative Highlights
 - Minimizing impacts to Phillips Community
 - Update of the design at the SC 41/US 17 intersection within the existing ROW and eliminating property impacts to the Seven Mile Community
- Proposed Alternative – Review of Updated Design KMZ

- USACE inquired about crosswalks within the Phillips Community. Three crosswalks will be provided along SC 41 in the Phillips Community: one at the signalized SC 41/Joe Rouse intersection and two other non-signalized crossings. It is anticipated that pedestrian push buttons will be installed at the two unsignalized crosswalk locations.
- Impacts to Laurel Hill County Park – Discussions with the Bessemer Park neighborhood have taken place, and we are currently modifying the Laurel Hill Parkway route to shift the alignment further away from those homes that will back up to the parkway. USACE also inquired about remnant parcels of the Laurel Hill County Park that may not be usable once the parkway is in place. With the current design revisions, we hope to minimize those impacts and discuss options with Charleston County Parks & Recreation Commission (CCPRC).
- Environmental Matrix
 - Wetland impacts (both tidal and freshwater) have increased as a result of the changes in design from the Revised Concept; however, we anticipate minimizing impacts as much as possible prior to submittal of the 404 permit application.
 - Impacts to the Phillips Community and Sweetgrass Basket Corridor TCP have both decreased and No Adverse Effect determinations are anticipated.
 - Impacts to communities have also been minimized, specifically to Dunes West and Seven Mile communities
 - USACE asked whether wait times were part of the community impact assessment
 - HDR responded that improved congestion and traffic is discussed, but specific metrics like wait times are not included in the report.
- Schedule Milestones
 - Prepare 30% Design – September 2021 – June 2022
 - Submit Environmental Report, 404 Permit & 30 day Public Notice – Feb/March 2022
 - Approved ROW Plans – October 2023
 - Begin Construction – Summer 2025
- Upcoming Meetings
 - SHPO
 - USACE would like to attend and include the USACE archaeologist, Keely Lewis-Schroer.
 - HDR will forward the meeting invite and provide Keely with an overview of the current design prior to the SHPO meeting.
 - SCDOT

- Park West
 - Enclave at Gregorie Ferry
 - CCPRC
- Permitting Tasks
 - Approved JD Request – may not pursue due to recent changes to 2020 Navigable Waters Protection Rule
 - Update Environmental Report and Technical Reports with Proposed Alternative
 - Section 106 Coordination with SHPO
 - Preparation of Permit Drawings with 30% Design



Highway 41 USACE Update

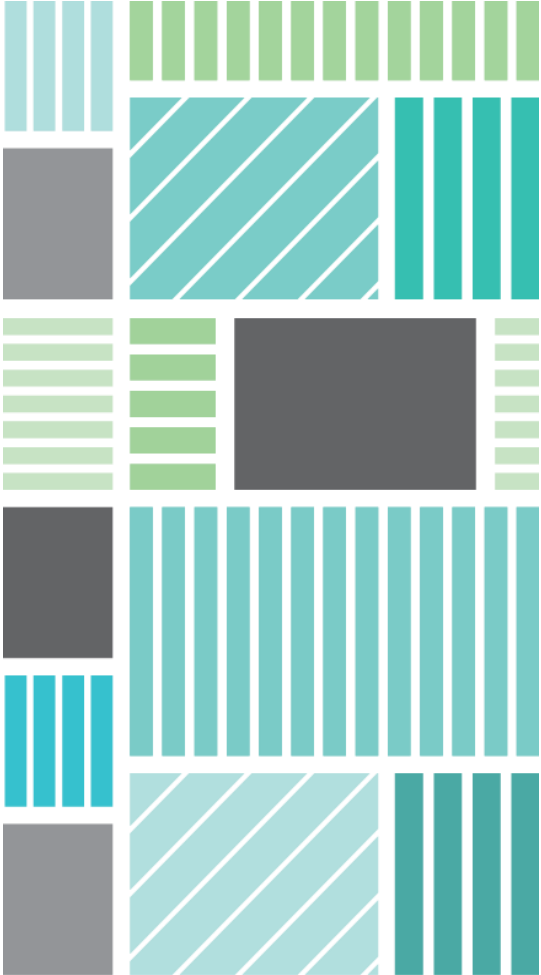
September 13, 2021



Agenda

- I. Review of Where We've Been – **Revised Concept (March 2021)**
- II. Review of What We Heard
- III. Response to Communities – **Proposed Alternative (August 2021)**
- IV. Environmental Matrix Comparison
- V. Next Steps & Milestones

Where We've Been



Engagement since 2017



6,479

Comments
Received



158

Meetings Held



20+

Alternatives
Evaluated

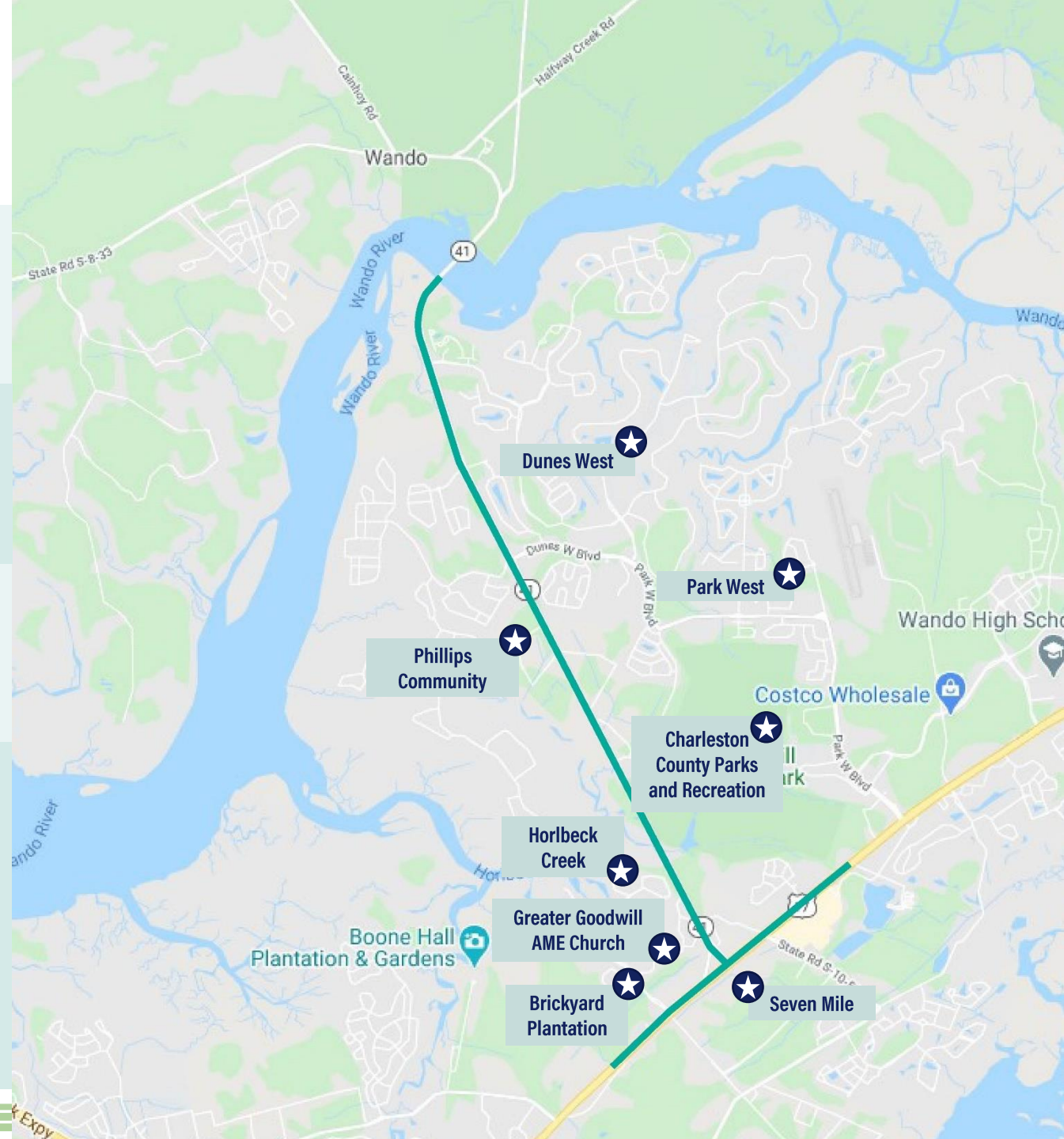


130+

Stakeholders
Involved

Including:

- Stakeholder Working Group
- Coastal Conservation League
- Town of Mt. Pleasant
- Charleston Moves



ALTERNATIVES SCREENING PROCESS

PUBLIC TOUCHPOINTS

SCREENING

TIMELINE

SCREENING 1



SCREENING 2



SCREENING 3



SCREENING 4



SCREENING 5

DEVELOP RANGE OF ALTERNATIVES

- Stakeholder Working Group Meetings
- Community Meetings
- Online Meeting
- Public Meeting

IDENTIFY REASONABLE ALTERNATIVES

- Online Meeting
- Public Meeting
- Stakeholder Working Group Meetings
- Community Meetings

REFINE THE LIST OF REASONABLE ALTERNATIVES

- Stakeholder Working Group Meetings
- Public Newsletters
- Community Meetings as requested/needed

FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT REPORT

- Stakeholder Working Group Meetings
- Community Meetings

IDENTIFY PROPOSED ALTERNATIVE

- Virtual Meeting
- Stakeholder Working Group Meetings
- Community Meetings

REVISED CONCEPT IN RESPONSE TO PUBLIC COMMENT

- Stakeholder Meetings
- Community Meetings
- County Council Meetings

ALTERNATIVE 1	ALTERNATIVE 7
ALTERNATIVE 2	ALTERNATIVE 8
ALTERNATIVE 3	ALTERNATIVE 9
ALTERNATIVE 4	ALTERNATIVE 10
ALTERNATIVE 5	ALTERNATIVE 11
ALTERNATIVE 6	ALTERNATIVE 12

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 7

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 2A
<small>INTRODUCED</small> ALTERNATIVE 5A
ALTERNATIVE 7
<small>INTRODUCED</small> ALTERNATIVE 7A

ALTERNATIVE 1
ALTERNATIVE 5A
ALTERNATIVE 7A

ALTERNATIVE 1
ALTERNATIVE 7A

REVISED CONCEPT
COMPROMISE SOLUTION

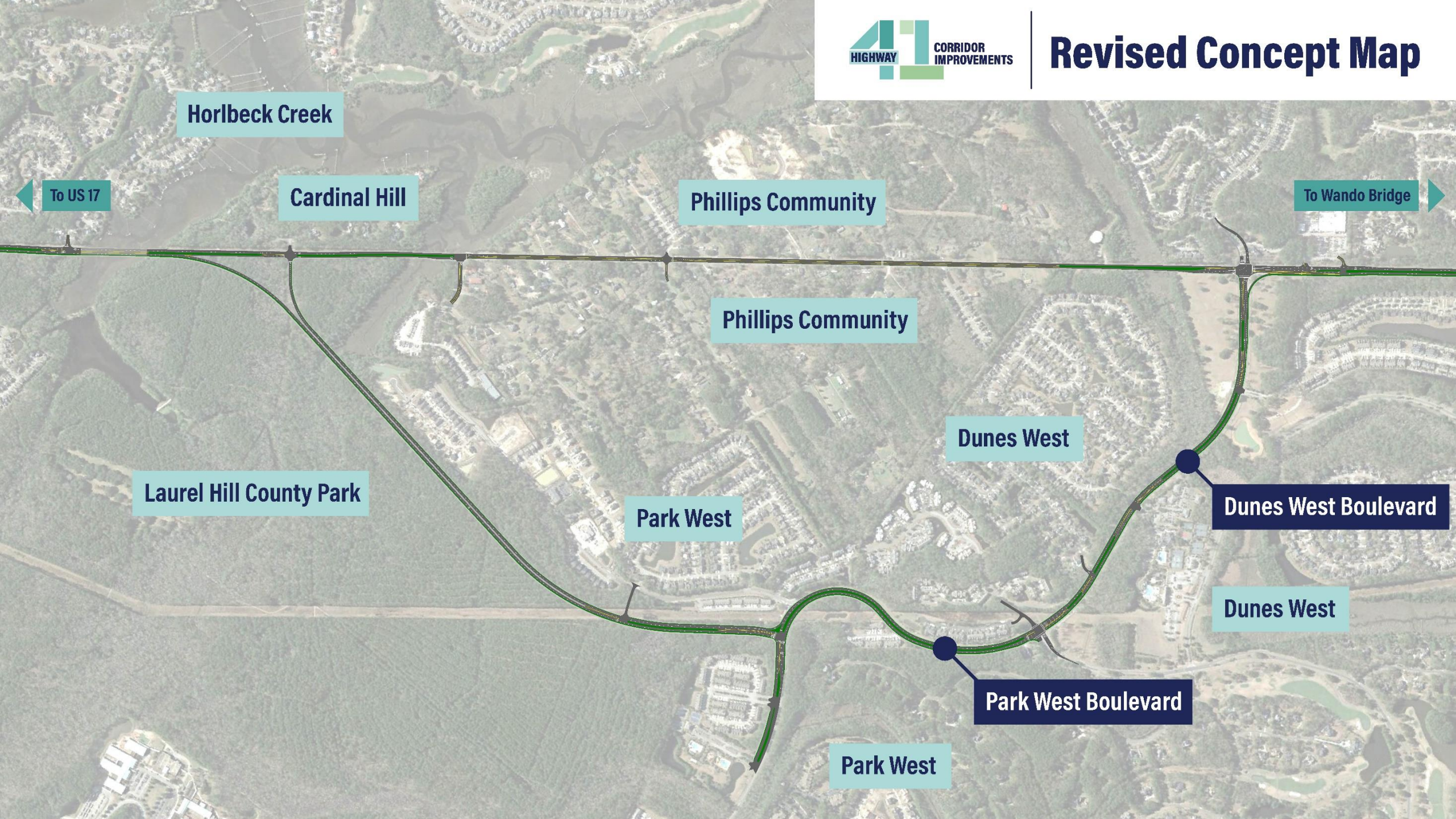
WE ARE HERE

JULY 2017 - MAY 2018

JUNE 2018 - FEBRUARY 2019

MARCH 2019 - AUGUST 2020

SEPTEMBER 2020 - FALL 2021



Horlbeck Creek

To US 17

Cardinal Hill

Phillips Community

To Wando Bridge

Phillips Community

Laurel Hill County Park

Dunes West

Park West

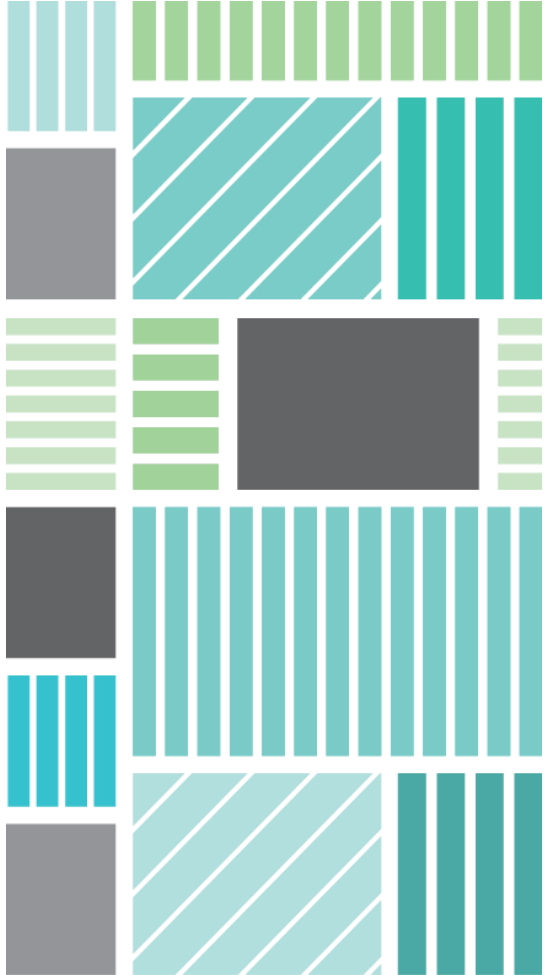
Dunes West Boulevard

Dunes West

Park West Boulevard

Park West

What We Heard



Outreach and Stakeholder Meetings: March – August 2021

June - August 2021

- Charleston County Council Project Update – June 22, 2021
- County Councilman Middleton Meeting – July 15, 2021
- Charleston County Council Meeting – August 24, 2021

Agency Updates

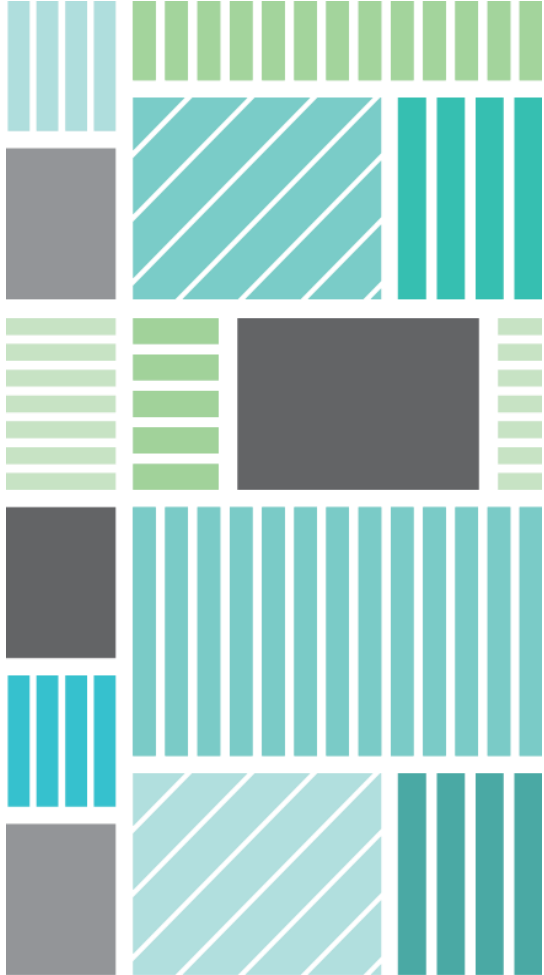
Conversations led by the Consultant Team

- USACE – 5/25/21
- SCDOT – 6/01/21

Community Meetings with Leaders

- CAGE/George Freeman – 5 meetings
- Horlbeck Creek – 3 meetings
- Phillips Community
- Dunes West – 3 meetings
- Park West
- Cardinal Hill Community
- Rivertowne Community
- Colonnade Community – 2 meetings
- Greater Goodwill AME Church
- Arlington Neighborhood
- Bessemer Park Neighborhood

Response to Communities - Proposed Alternative



Highway 41 Proposed Alternative 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

Laurel Hill Parkway



The intersection of Joe Rouse Road & SC41 causes major congestion along SC41



In 2017, the intersection operated at a failing LOS E



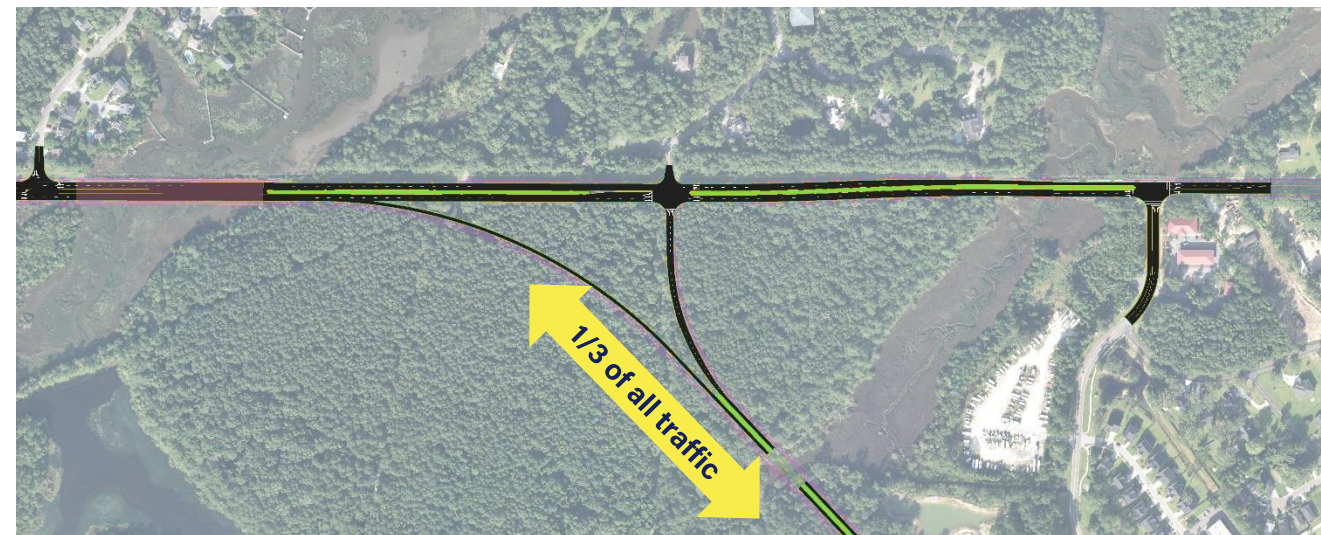
Interim improvements that county recently put out to bid will only improve things for a few years



To operate at an acceptable LOS, SC41 would require significant widening within the Phillips Community



Traffic must be diverted to a new route in order to avoid Phillips Community impacts



Laurel Hill Parkway - Design



-  Requires approx. 22 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

Proposed Alternative – Review KMZ



SC 41/US 17 Intersection - 2020 Design

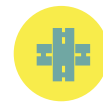


SC 41/US 17 Intersection - August 2021 Design



Proposed Alternative - Right-of-Way Impacts

UPDATED DESIGN



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



Zero residential or business relocations



50 acres of right-of-way is required including 22 acres from Laurel Hill County Park

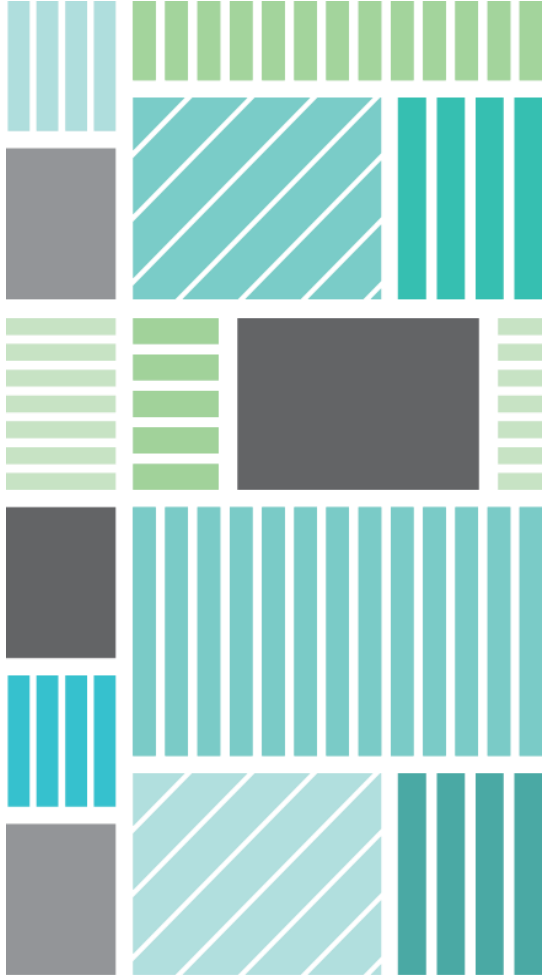


Remaining property is primarily strip takes from commercial property



Limited residential property is required from Seven Mile or Phillips Community residents

Environmental Matrix



Environmental Matrix: Wetlands

ENVIRONMENTAL SCREENING RESULTS		Alternative 1	Alternative 7a	Revised Concept	Proposed Alternative
What are the environmental impacts?					
Wetlands	Tidal (acres)	5.3	5.0	4.7	6.6
	Freshwater (acres)	2.9	6.2	6.0	6.9
	<i>Wetlands under restrictive covenants</i>				
	Tidal (acres)	0.3	0.5	0.5	0.8
	Freshwater (acres)	0.5	3.7	3.2	3.5

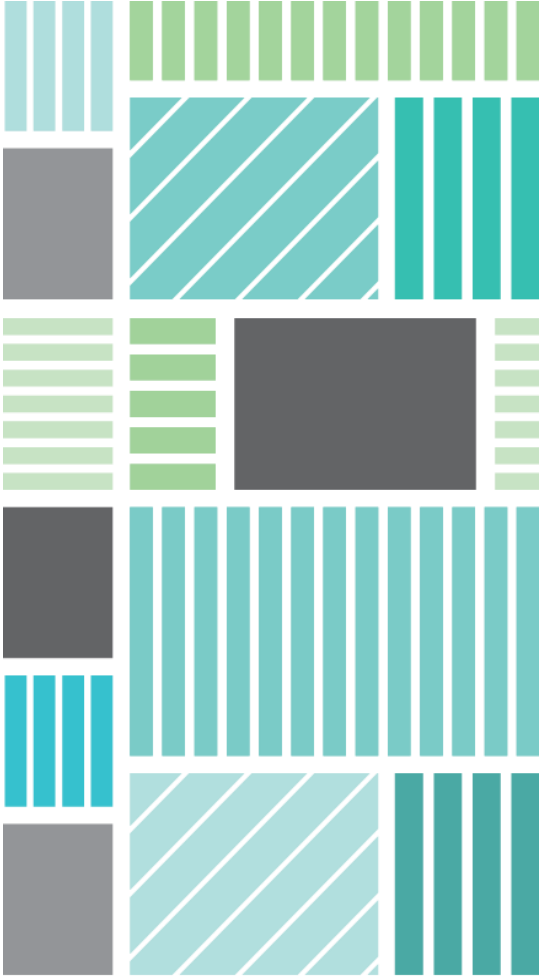
Environmental Matrix: Cultural Resources

ENVIRONMENTAL SCREENING RESULTS		Alternative 1	Alternative 7a	Revised Concept	Proposed Alternative
What are the historic and cultural resource impacts?					
Cultural and Historical Sites National Register of Historic Places (NRHP)	Number of archaeological sites	1	2	1	1
	Phillips Community Cultural Landscape	Potential Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
	NRHP Sweetgrass Basket Corridor Traditional Cultural Property	Potential Adverse Effect	Potential Adverse Effect	Potential Adverse Effect	No Adverse Effect
Phillips Community Cultural Landscape	Right-of-Way Impacts (Acres)	4.7	0.6	0.6	0.6
	Right-of-Way Impacts (Number of Parcels)	85	2	2	2
	Relocations (Number of Parcels)	0	0	0	0

Environmental Matrix: Communities

ENVIRONMENTAL SCREENING RESULTS		Alternative 1	Alternative 7a	Revised Concept	Proposed Alternative		Alternative 1	Alternative 7a	Revised Concept	Proposed Alternative
What are community impacts?										
Communities	Brickyard/ Colonnade	Minor	Minor	Minor	Minor	Park West	Minor	Minor to Moderate	Minor to Moderate	Minor to Moderate
	Cardinal Hill	Minor	Minor	Minor	Minor	Phillips Community	Moderate to Major	Minor	Minor	Minor
	Dunes West	Minor	Minor to Moderate	Minor	Minor	Planter's Pointe	Minor	Minor	Minor	Minor
	Gregorie Ferry	Minor	Minor	Minor	Minor	Rivertowne	Minor	Minor	Minor	Minor
	Horlbeck Creek	Minor	Minor	Minor	Minor	Seven Mile	Minor to Moderate	Minor to Moderate	Minor to Moderate	Minor
	Ivy Hall	Minor	Minor	Minor	Minor	Cainhoy	No direct effects	No direct effects	No direct effects	No direct effects

Next Steps & Milestones



Key Schedule Milestones



Community Meetings with Leadership – **March – August 2021**



Charleston County Council Meeting on Proposed Alternative – **August 2021**



Prepare 30% Design for Proposed Alternative – **September 2021 to June 2022**



Submit Environmental Report, USACE Permit and 30-Day Public Notice – **February/March 2022**



ROW Plans Approved – **October 2023**



ROW Complete – **Early 2025**



Begin Construction – **Summer 2025**

Upcoming Meetings

- Continued coordination with Park West Community
- SCDOT
- Charleston County Parks & Recreation Commission
- SHPO
- Businesses (As Requested)
- Project Updates with Town of Mount Pleasant and Charleston County Council

Upcoming Permitting Tasks

- Approved Jurisdictional Determination Request
 - May not be pursued because of recent changes to 2020 Navigable Waters Protection Rule
- Update Environmental Report and Technical Reports with Proposed Alternative:
 - Alternatives Analysis Report
 - Community Impact Assessment and Mitigation Plan
 - USFWS and NMFS Biological Assessments
 - Essential Fish Habitat Assessment
 - Noise Analysis
- Section 106 Informal Coordination
 - Call being scheduled to discuss Proposed Alternative and response to informal comments
- Preparation of Permit Drawings based on 30% Design
- Wetland Mitigation Plan (Mitigation Banks)



MEETING AGENDA

Project: SC 41 Corridor Improvements

Subject: Project Update

Date: Wednesday, December 15, 2021

Location: Teams

Attendees: Richard Darden – USACE
Jeremy Kinney - USACE
Cal Oyer – Charleston County

Shannon Meder – HDR
Jennifer Mathis - HDR
Michael Darby – HDR

- Project update
 - Project History and Development of Alternatives
 - Community and Stakeholder Engagement
 - Development and Discussion of the Proposed Alternative
- Environmental Matrix
- Next Steps & Milestones
 - Additional Outreach and Stakeholder Meetings
 - Schedule
 - Upcoming Permitting Tasks



Highway 41 USACE Update

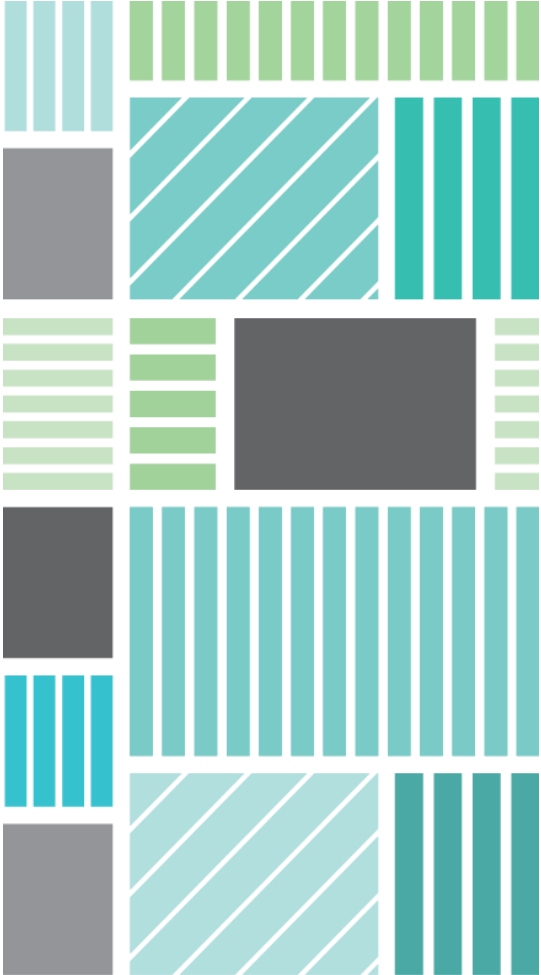
December 15, 2021



Agenda

- I. Review of Where We've Been – **Revised Concept (March 2021)**
- II. Review of What We Heard
- III. Response to Communities – **Proposed Alternative (August 2021)**
- IV. Environmental Matrix Comparison
- V. Next Steps & Milestones

Where We've Been



Engagement since 2017



6,479

Comments
Received



158

Meetings Held



20+

Alternatives
Evaluated

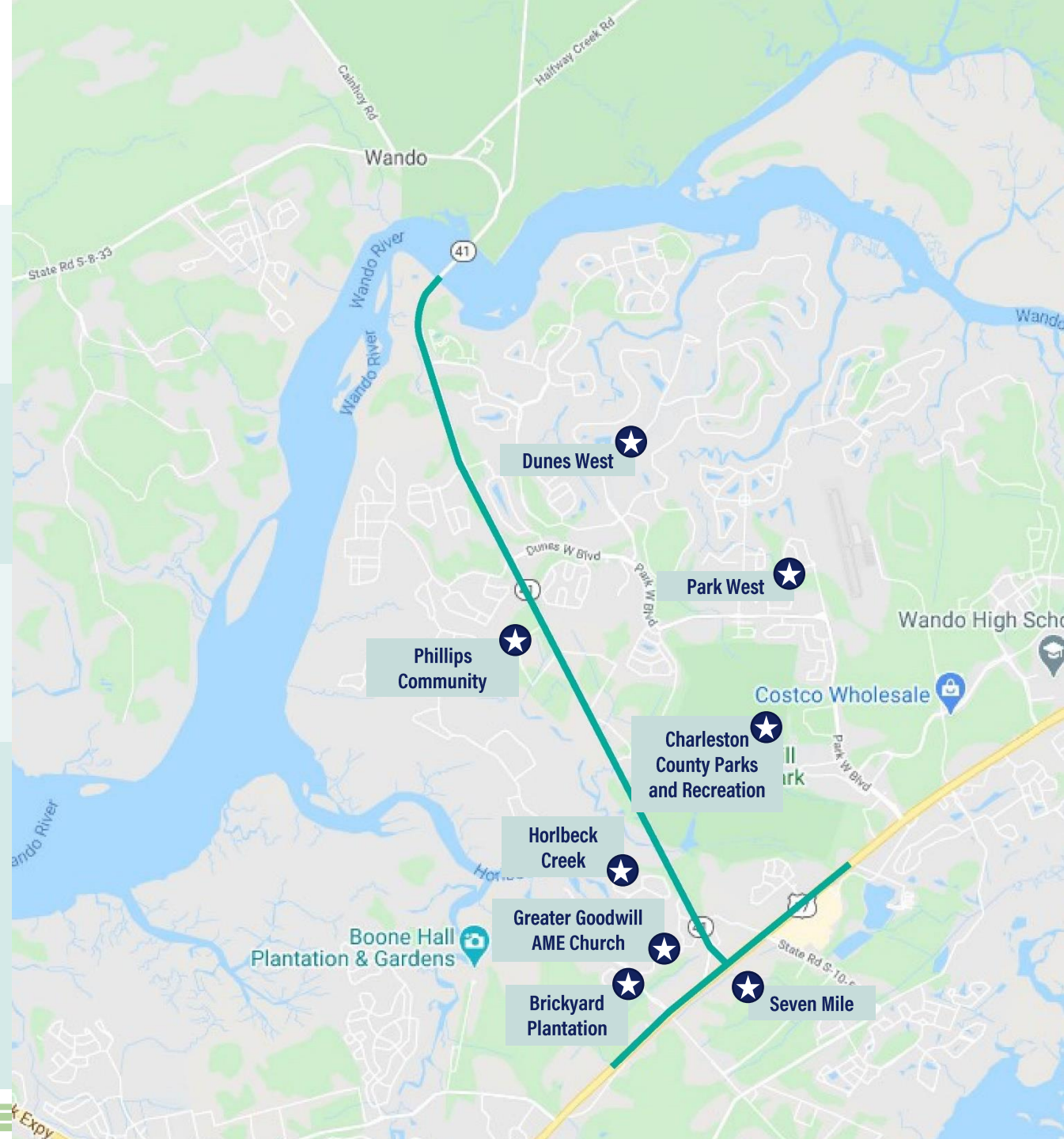


130+

Stakeholders
Involved

Including:

- Stakeholder Working Group
- Coastal Conservation League
- Town of Mt. Pleasant
- Charleston Moves



ALTERNATIVES SCREENING PROCESS

PUBLIC TOUCHPOINTS

DEVELOP RANGE OF ALTERNATIVES

- Stakeholder Working Group Meetings
- Community Meetings
- Online Meeting
- Public Meeting

SCREENING 1

IDENTIFY REASONABLE ALTERNATIVES

- Online Meeting
- Public Meeting
- Stakeholder Working Group Meetings
- Community Meetings

SCREENING 2

REFINE THE LIST OF REASONABLE ALTERNATIVES

- Stakeholder Working Group Meetings
- Public Newsletters
- Community Meetings as requested/needed

SCREENING 3

FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT REPORT

- Stakeholder Working Group Meetings
- Community Meetings

SCREENING 4

IDENTIFY PROPOSED ALTERNATIVE

- Virtual Meeting
- Stakeholder Working Group Meetings
- Community Meetings

SCREENING 5

REVISED CONCEPT IN RESPONSE TO PUBLIC COMMENT

- Stakeholder Meetings
- Community Meetings
- County Council Meetings

SCREENING

ALTERNATIVE 1	ALTERNATIVE 7
ALTERNATIVE 2	ALTERNATIVE 8
ALTERNATIVE 3	ALTERNATIVE 9
ALTERNATIVE 4	ALTERNATIVE 10
ALTERNATIVE 5	ALTERNATIVE 11
ALTERNATIVE 6	ALTERNATIVE 12

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 7

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 2A
INTRODUCED ALTERNATIVE 5A
ALTERNATIVE 7
INTRODUCED ALTERNATIVE 7A

ALTERNATIVE 1
ALTERNATIVE 5A
ALTERNATIVE 7A

ALTERNATIVE 1
ALTERNATIVE 7A

REVISED CONCEPT
COMPROMISE SOLUTION

WE ARE HERE

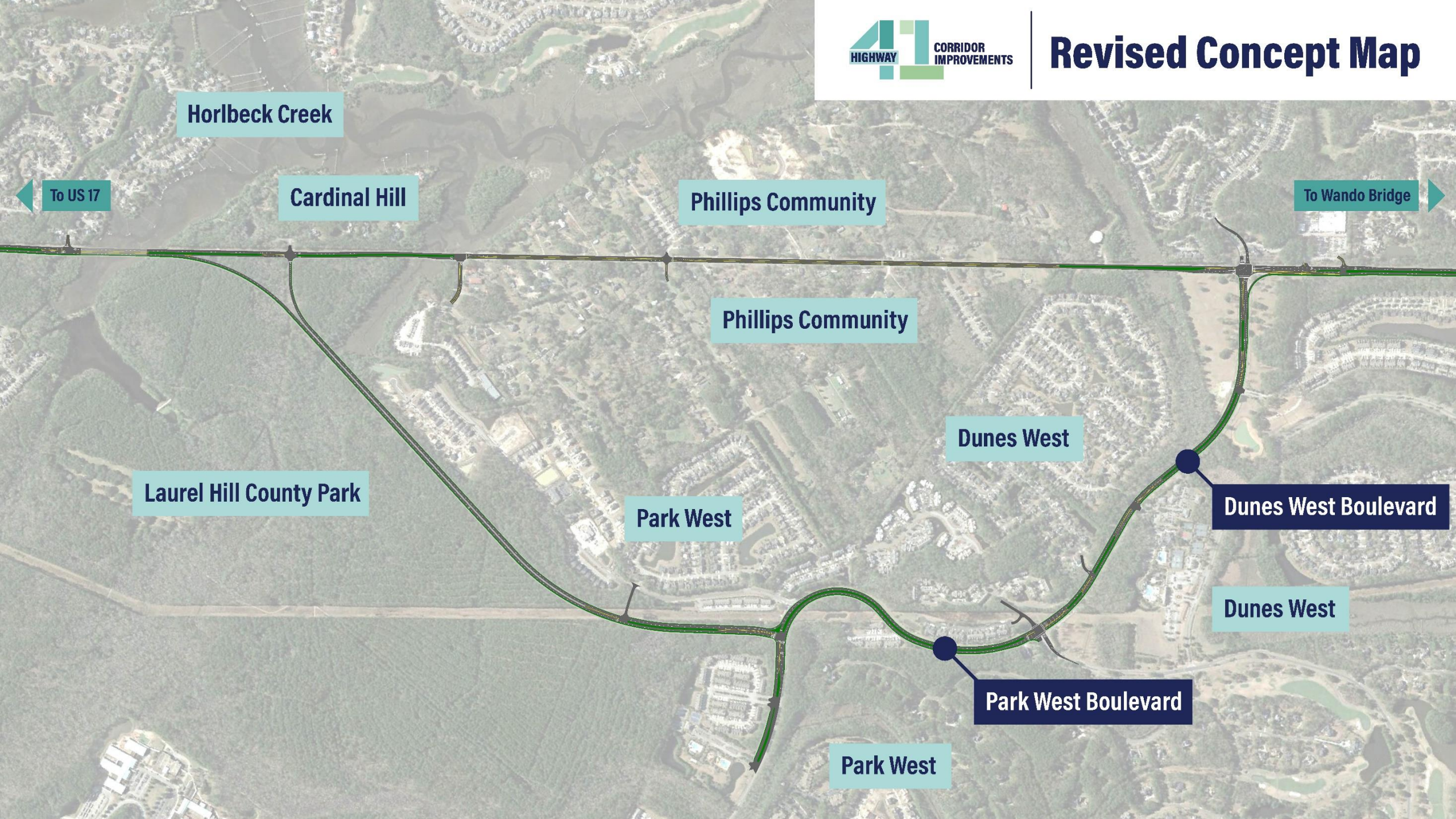
TIMELINE

JULY 2017 - MAY 2018

JUNE 2018 - FEBRUARY 2019

MARCH 2019 - AUGUST 2020

SEPTEMBER 2020 - FALL 2021



Horlbeck Creek

To US 17

Cardinal Hill

Phillips Community

To Wando Bridge

Phillips Community

Laurel Hill County Park

Dunes West

Park West

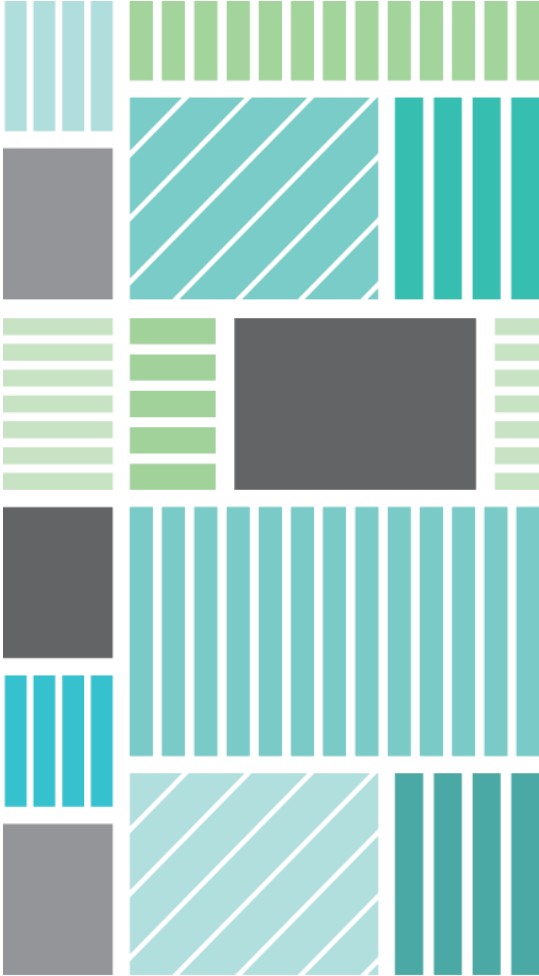
Dunes West Boulevard

Dunes West

Park West Boulevard

Park West

What We Heard



Outreach and Stakeholder Meetings: March – August 2021

June - August 2021

- Charleston County Council Project Update – June 22, 2021
- County Councilman Middleton Meeting – July 15, 2021
- Charleston County Council Meeting – August 24, 2021

Agency Updates

Conversations led by the Consultant Team

- USACE – 5/25/21
- SCDOT – 6/01/21

Community Meetings with Leaders

- CAGE/George Freeman – 5 meetings
- Horlbeck Creek – 3 meetings
- Phillips Community
- Dunes West – 3 meetings
- Park West
- Cardinal Hill Community
- Rivertowne Community
- Colonnade Community – 2 meetings
- Greater Goodwill AME Church
- Arlington Neighborhood
- Bessemer Park Neighborhood

Response to Communities - Proposed Alternative






Highway 41 Proposed Alternative 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 connection
- 
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

Laurel Hill Parkway



The intersection of Joe Rouse Road & SC41 causes major congestion along SC41



In 2017, the intersection operated at a failing LOS E



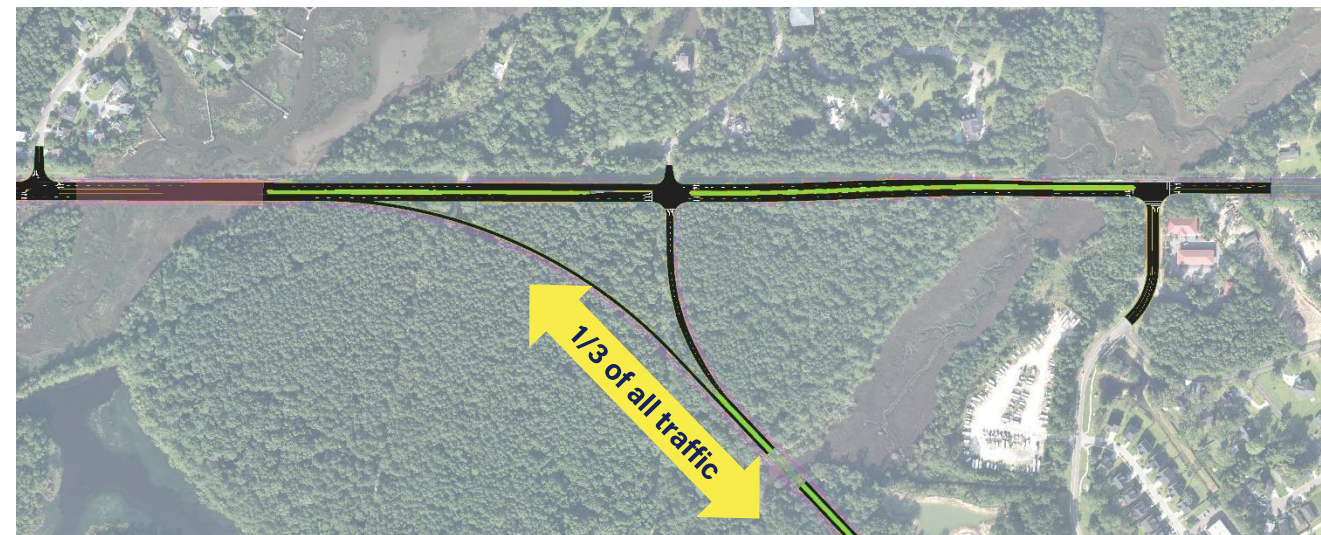
Interim improvements that county recently put out to bid will only improve things for a few years



To operate at an acceptable LOS, SC41 would require significant widening within the Phillips Community



Traffic must be diverted to a new route in order to avoid Phillips Community impacts

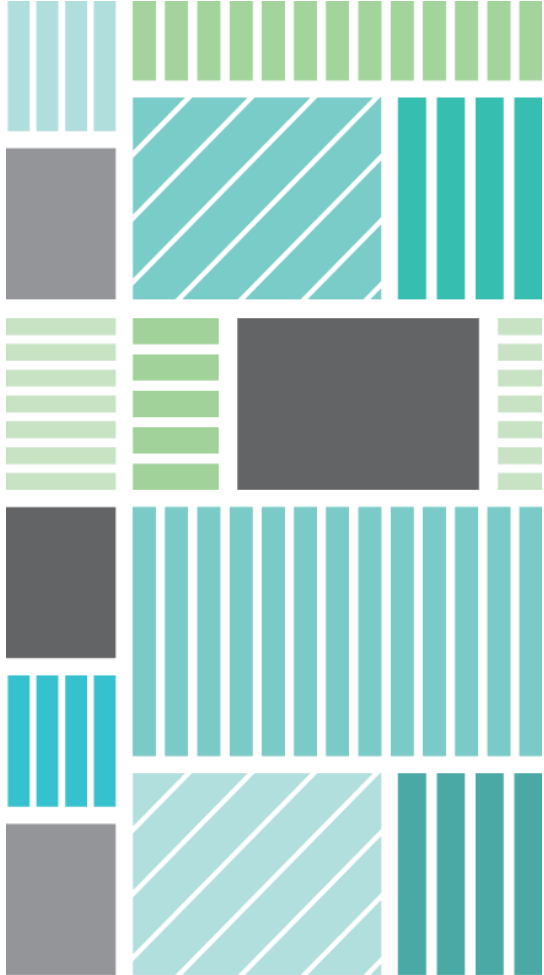


Laurel Hill Parkway - Design



-  Requires approx. 18 acres of park land
-  Current alignment is approx. 150 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

Proposed Alternative – Review KMZ

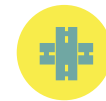


SC 41/US 17 Intersection - Preferred Alternative Design



Proposed Alternative - Right-of-Way Impacts

UPDATED DESIGN



Project includes construction along 9 miles 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

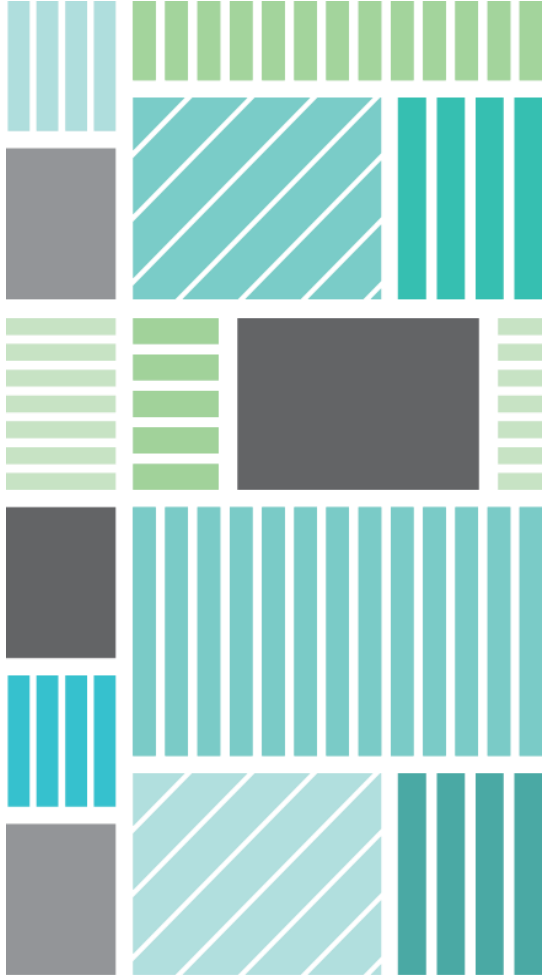


Remaining property is primarily strip takes from commercial property



Minimal residential property is required from Seven Mile or Phillips Community residents

Environmental Matrix



Environmental Matrix: Wetlands

ENVIRONMENTAL SCREENING RESULTS		Alternative 1	Alternative 7a	Revised Concept	Proposed Alternative
What are the environmental impacts?					
Wetlands	Tidal (acres)	5.3	5.0	4.7	7.2
	Freshwater (acres)	2.9	6.2	6.0	3.4
	<i>Wetlands under restrictive covenants</i>				
	Tidal (acres)	0.3	0.5	0.5	0.8
	Freshwater (acres)	0.5	3.7	3.2	3.5

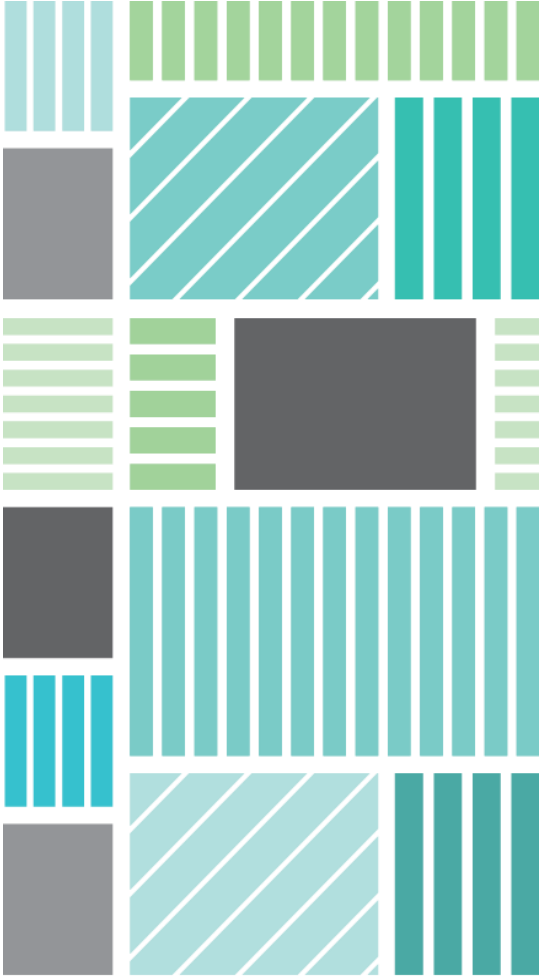
Environmental Matrix: Cultural Resources

ENVIRONMENTAL SCREENING RESULTS		Alternative 1	Alternative 7a	Revised Concept	Proposed Alternative
What are the historic and cultural resource impacts?					
Cultural and Historical Sites National Register of Historic Places (NRHP)	Number of archaeological sites	1	2	1	1
	Phillips Community Cultural Landscape	Potential Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
	NRHP Sweetgrass Basket Corridor Traditional Cultural Property	Potential Adverse Effect	Potential Adverse Effect	Potential Adverse Effect	No Adverse Effect
Phillips Community Cultural Landscape	Right-of-Way Impacts (Acres)	4.7	0.6	0.6	0.6
	Right-of-Way Impacts (Number of Parcels)	85	2	2	2
	Relocations (Number of Parcels)	0	0	0	0

Environmental Matrix: Communities

ENVIRONMENTAL SCREENING RESULTS		Alternative 1	Alternative 7a	Revised Concept	Proposed Alternative		Alternative 1	Alternative 7a	Revised Concept	Proposed Alternative
What are community impacts?										
Communities	Brickyard/ Colonnade	Minor	Minor	Minor	Minor	Park West	Minor	Minor to Moderate	Minor to Moderate	Minor to Moderate
	Cardinal Hill	Minor	Minor	Minor	Minor	Phillips Community	Moderate to Major	Minor	Minor	Minor
	Dunes West	Minor	Minor to Moderate	Minor	Minor	Planter's Pointe	Minor	Minor	Minor	Minor
	Gregorie Ferry	Minor	Minor	Minor	Minor	Rivertowne	Minor	Minor	Minor	Minor
	Horlbeck Creek	Minor	Minor	Minor	Minor	Seven Mile	Minor to Moderate	Minor to Moderate	Minor to Moderate	Minor
	Ivy Hall	Minor	Minor	Minor	Minor	Cainhoy	No direct effects	No direct effects	No direct effects	No direct effects

Next Steps & Milestones



Key Schedule Milestones



Community Meetings with Leadership – **March – August 2021**



Charleston County Council Meeting on Proposed Alternative – **August 2021**



Prepare 30% Design for Proposed Alternative – **September 2021 to June 2022**



Submit Environmental Report, USACE Permit and 30-Day Public Notice – **May/June 2022**



ROW Plans Approved – **October 2023**



ROW Complete – **Early 2025**



Begin Construction – **Summer 2025**

Upcoming Meetings

- Continued coordination with Park West Community
- SCDOT
- Businesses (As Requested)
- Project Updates with Town of Mount Pleasant and Charleston County Council

Upcoming Permitting Tasks

- Approved Jurisdictional Determination Request
 - May not be pursued because of recent changes to 2020 Navigable Waters Protection Rule
- Update Environmental Report and Technical Reports with Proposed Alternative:
 - Alternatives Analysis Report
 - Community Impact Assessment and Mitigation Plan
 - USFWS and NMFS Biological Assessments
 - Essential Fish Habitat Assessment
 - Noise Analysis
- Section 106 Informal Coordination
 - Call held with SHPO on September 29, 2021; updates to reports underway
- Preparation of Permit Drawings based on 30% Design
- Wetland Mitigation Plan (Mitigation Banks)



MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: USACE Permit Application Pre-Meeting & Discussion

Date: Wednesday, August 03, 2022

Location: MS Teams

Attendees: Jeremy Kinney - USACE
Jennifer Pearson - HDR
Ben Burdette - HDR

Jennifer Mathis - HDR
Michael Darby – HDR

- Introductions
- Project update
 - Development of 30% Design Plan of Proposed Alternative
 - Submittal of 30% design plans of Proposed Alternative to SCDOT for review end of September 2022.
 - Additional design alternative suggested by Seven Mile Community at the end of June 2022 which has pushed the schedule out slightly. HDR Design Team currently evaluating this alternative with high level traffic and conceptual design. Design does not believe this design alternative will change our current Proposed Alternative.
- Permit Drawing Expectations
 - Agreement to provide permit drawings on 11 x 17 sheets to allow for easier viewing of features and project impacts.
 - Permit drawings will use color to show impacted areas along with hatching/shading to identify jurisdictional features.
 - Permit drawings will include sheets where features are present but may not be impacted as well as impacted features to better show how design avoided and minimized impacts.
 - The USACE requested for impacts and mitigation to be differentiated between wetland and non-wetland waters for both freshwater and critical area impacts.
 - Cross Sections
 - Plans should show typical cross sections. Focus should include areas within 100 year flood zone showing culvert design adequate enough to handle expected high flows.
 - Mailing list/TMS # - TMS numbers will be provided with the mailing list of property owners in case questions come up regarding particular properties.
- Next Steps & Milestones
 - Addressing SHPO comments on Section 106 documentation and Coordination
 - HDR will continue SHPO coordination once comments have been addressed which will likely be concurrent with the USACE permit application review. HDR will copy Jeremy on all correspondence with SHPO.

- Schedule
 - Anticipate submittal of Environmental Report and USACE permit application package to USACE end of September/early October 2022.
 - Since Jeremy is aware of permit submittal coming in Fall 2022, HDR will let Jeremy know when we are ready to submit the documentation and permit package. Jeremy will send a DoD secure link to upload the project files and begin the review process.



MEETING MINUTES

Project: SC 41 Corridor Improvements

Subject: CHARLESTON COUNTY HISTORIC PRESERVATION ORDINANCE

Date: Thursday, September 10, 2020

Location: HDR WebEx

Attendees: Cal Oyer – Charleston County
Andrea Melocik – Charleston County
Joel Evans – Charleston County
Shannon Meder – HDR
Josh Fletcher – HDR
Blair Wade – HDR

- The purpose of call is to discuss the Charleston County Historic Preservation Commission (HPC) role and timing of review for the SC 41 Corridor Improvements project.
- Is there any update on the status of the historic property application for/from the Phillips Community?
 - No, the Phillips Community has not submitted an application to the County to be considered a historic property.
 - County staff met with representatives from the Phillips community in 2019 to explain the Designation of Historic Property application process.
 - The application consists of a form, map of the proposed historic district boundary, and signatures from 51% of the registered voters within the district boundary.
- HDR provided a GIS shapefile of the proposed Right of Way (ROW) associated with the project. Andrea with the County HPC confirmed that, as of the date of this discussion (September 10, 2020), the proposed right-of-way (ROW) is not within 300 feet of an existing historic site on National Register of Historic Places (NRHP) or County historic property list. However, this could change if the ROW changes or if other properties are listed on the NRHP before permits/approvals for the Hwy 41 Corridor Improvements project are sought.
- If that application isn't submitted, how would the Commission deal with it as an historic resource (it's currently recommended as eligible for listing in the NRHP)?
 - The HPC reviews site plans during the County site review process if a property is on the NRHP or County historic property list.
 - The HPC would not review the Hwy 41 project unless the ROW was within 300' of an existing historic property (as defined in the Historic Preservation Ordinance). Zoning Permit, Subdivision and Site Plan Review applications for properties located within 300' of a historic property (as defined in the Historic Preservation Ordinance) require Certificates of Historic Appropriateness (review and approval by the HPC).
 - Eligibility for the NRHP does not meet criteria to HPC review.

- The Commission was formed by the County to protect settlement communities such as Phillips Community.
- The 2016 Charleston County Historic Resources Survey, prepared by New South is referenced in HDR's 2018 SC 41 Cultural Landscape Report, and Brockington and Associates' 2020 SC 41 Cultural Resources Survey Report.
- The next meeting for which the Phillips Community historic district application could be submitted is November 17, 2020. Applications must be submitted 6 weeks prior to the Commission meetings. After the HPC makes a recommendation, County Council holds a public hearing, then the Planning and Public Works Committee of Council makes a recommendation, and then there are 3 readings by Council.
- Joel stated that ROW acquisition would be considered subdivision because a new plat would be issued and recorded by the County register of deeds. Cal clarified that the ROW plat is submitted to SCDOT because the state owns the road. The HPC talked about discussing the plat question with County Legal. ROW acquisition process is anticipated to occur 2 years from now. When a new plat submitted, and the Phillips Community becomes a historic district during that time, the Commission would conduct review and could potentially stop project by not issuing Certificate of Historic Appropriateness.
- Future developments in the Phillips Community, if a historic district, must be go through Certificate of Historic Appropriateness review too.
- County Council can pass or revise ordinances regarding commission at any time.
- Whenever any application is submitted to the County Zoning & Planning Department, the Commission honors under current ordinance in effect at that time.
- Cal will brief this information to Public Works team.
- Recommendation to discuss with County Legal.



MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: CCPRC Coordination

Date: Wednesday, December 19, 2018

Location: HDR Engineering
4400 Leeds Ave, Suite 450, N Charleston, SC

Attendees: Cal Oyer – Charleston County
David Bennett – CCPRC
Kevin Bowie – CCPRC
Shannon Meder – HDR
Blair Wade – HDR
Samantha Dubay-HDR
Michael Darby – HDR

- Charleston County and HDR invited CCPRC to meet with the project team to review the reasonable alternatives: Alternative 1, 5a, and 7a.
- The purpose of the meeting was to obtain CCPRC feedback about the alternatives as they relate to Laurel Hill County Park.
- HDR provided an overview of the project, current status and stakeholder process to date:
 - CCPRC received the Letter of Intent for the project in 2017, and comments were received via the Town of Mount Pleasant and Matt Moldenhauer regarding Laurel Hill County Park. Comments discussed a desire to provide waterway access on Horlbeck Creek and a potential future park entrance across Cardinal Hill Drive.
 - CCPRC is a member of the stakeholder committee; however, it was noted that the CCPRC representative recently left CCPRC. **Action Item: CCPRC to select a new Stakeholder Committee representative.**
- HDR reviewed each of the reasonable alternatives on Google Earth (Alt 1, Alt 5a, Alt 7a)
- CCPRC stated they have a 100-year lease on the Laurel Hill property that has been paid in full
- CCPRC had a property appraisal completed in 2017 that can be shared with County if desired
- CCPRC has an agreement with the property owner trust, with the trust's intent to have the land remain a natural area
 - Current park use is passive
 - Master plans have not been finalized for the park yet although preliminary plans exist.
- CCPRC preference is to avoid and minimize impacts to the park in order to maintain the highest and best value of the property:
 - Alternative 5a bisects the park and would prevent CCPRC from using the property for its intended use as a park
 - CCPRC preference is to minimize impacts to the park by aligning the road with park boundaries or along existing roadways
 - In addition to better access to Horlbeck Creek, CCPRC would like to improve access into Laurel Hill if possible; this would allow CCPRC to more flexibility for event space.

- CCPRC owns a parcel near Bessemer Road that was donated to the park by the developer of the neighborhoods along Bessemer Rd. and Park West Blvd.
- CCPRC requested that the County prepare a formal letter requesting CCPRC's response to the alternatives. **Action Item: HDR to draft letter and County to submit to CCPRC.**
- Discussion of existing studies and preliminary master plans at Laurel Hill County Park
 - **Action Item: CCPRC to provide County with existing studies or preliminary master plans, if available.**
- **Action Item: HDR to send meeting notes to CCPRC and County.**



MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: Project Update with Charleston County Parks and Recreation Commission

Date: Monday, March 22, 2021

Location: MS Teams

Attendees: Cal Oyer – Charleston County
David Bennett – CCPRC
Kevin Bowie – CCPRC
Shannon Meder – HDR
Blair Wade – HDR
Michael Darby – HDR

- Charleston County and HDR invited CCPRC to meet with the project team to review the Revised Concept as it relates to Laurel Hill County Park.
- HDR presented a PowerPoint presentation with an overview of the project purpose and need, public comment received in response to Alternative 1 as the proposed alternative, and the development of the Revised Concept.
- CCPRC indicated that the Laurel Hill County Park master plan remains under development but expressed concern over how the Revised Concept could affect their proposed access and entrance and future buildings.
- CCPRC indicated they are familiar with coordinating infrastructure and right-of-way impacts on their park properties.
- CCPRC initially proposed a new entrance to the park on SC 41 across from the entrance to Cardinal Hill Drive but master plans have not been finalized. The project team indicated we would work with CCPRC's park planner to discuss the entrance location.
- The group discussed the potential separation of property by the Revised Concept's intersection with Cardinal Hill Road. HDR indicated that access could potentially be provided to the separated property by extending the bridge over the tidal marsh and providing an access road beneath.
- CCPRC asked about how the Revised Concept would affect historic resources on the park. HDR responded that one archaeological site would be impacted by the Revised Concept. The project team is coordinating with the SC State Historic Preservation Office (SHPO) and would develop a memorandum of agreement (MOA) between the County, SHPO, and CCPRC to mitigate the impact to the archaeological site. A Phase II recovery of the site would likely be required.
- CCPRC asked if the project team had coordinated with Wells Fargo, the owner of the property on which Laurel Hill County Park is located. The project team responded that no coordination with Wells Fargo had been conducted yet, but we will reach out to them soon. CCPRC indicated they did not need to be part of the Wells Fargo meeting.
- CCPRC requested the design file in GIS shapefile format. HDR has since provided this to CCPRC.
- CCPRC indicated they would prepare a formal response to send to the County regarding the Revised Concept.



MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: Project Update with Charleston County Parks and Recreation Commission

Date: Wednesday, April 21, 2021

Location: MS Teams

Attendees: Cal Oyer – Charleston County
David Bennett – CCPRC
Kevin Bowie – CCPRC
Patty Newshutz – CCPRC
Matthew Moldenhauer -- CCPRC
Phil Macchia – CCPRC
Shannon Meder – HDR
Blair Wade – HDR
Peter Valiquette – HDR

- Charleston County and HDR invited CCPRC to meet with the project team to review the Revised Concept as it relates to Laurel Hill County Park.
- CCPRC does not have an updated master plan for Laurel Hill County park at this time. The park was not identified in the recent 5-year Capital Investments Program so improvements are not anticipated within the next 5 years.
- CCPRC preliminary master plan shows the main park entrance across from Cardinal Hill community, which is the location of a new intersection under the Revised Concept.
- CCPRC presented ideas to adjust the intersection and accommodate the entrance. **Action Item:** CCPRC will send HDR a copy of these concepts.
- One concept is to make the intersection and entrance a “gateway” that connects the Phillips Community and the park.
- The team discussed the orphaned land within the intersection, and CCPRC was open to ideas to extend the bridge over salt marsh and provide an access route.
- CCPRC asked if northbound SC 41 “slip lane” toward Park West and Dunes West could be pulled in to minimize impacts to the park.
- CCPRC asked if the project could establish their main entrance and service road curb cuts during construction.
- CCPRC would like to consolidate the park infrastructure near SC 41 because of access to utilities, the roadway, and avoidance of cultural and natural resources within the park.
- Fire breaks and trails on the preliminary master plan are flexible.
- CCPRC would not require public input on entrance locations.
- **Action Item:** CCPRC will send HDR their main entrance specifications. Parks usually have a divided entrance with median and a deceleration lane.
- CCPRC would also require a separate service entrance along SC 41 to provide access to a maintenance shed.
- The park may be used for some public events in the future with approximately up to 3,500 participants. Regular parking is intended to accommodate approximately 200 to 300 cars.

- CCPRC was supportive of the proposed multi-use path along SC 41, but have requested that access to the park not be provided from the path besides at the main entrance.
 - CCPRC would likely maintain a vegetated buffer between the road and the park.
 - A vinyl coated chain link fence could be constructed for access control.
 - Dominion Energy has allowed the fence to cross their easement with gates.
- HDR described the proposed replacement of a box culvert with a bridge over Horlbeck Creek. CCPRC is supportive of potential blueway connections in this area.
- CCPRC has not recently communicated with Wells Fargo about the SC 41 project. HDR is planning to reach out to Wells Fargo once a park access plan has been conceptualized.
- **Action Item:** HDR to set up a follow up meeting with CCPRC to review entrance concepts.



MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: Project Update with Charleston County Parks and Recreation Commission

Date: Wednesday, September 29, 2021

Location: MS Teams

Attendees:	Cal Oyer – Charleston County	Phil Macchia – CCPRC
	David Bennett – CCPRC	Shannon Meder – HDR
	Kevin Bowie – CCPRC	Blair Wade – HDR
	Patty Newshutz – CCPRC	Jennifer Mathis - HDR
	Matthew Moldenhauer -- CCPRC	Michael Darby – HDR

- Charleston County Council has approved the updated Revised Concept to move into the NEPA and design phases. The project team requested this meeting to go over the project changes and updates as they relate to Laurel Hill County Park (LHCP).
- Michael Darby (HDR) walked through the KMZ file of the updated design in the area of LHCP. He noted that the original Laurel Hill Parkway design would require approximately 22 acres of property from LHCP. However, based upon coordination with the Bessemer Park neighborhood, the parkway alignment was pushed out slightly to sit approximately 150 feet from the back property line of the Bessemer Park neighborhood. The parkway also includes a multiuse path located on the park side of the parkway, avoids a small wetland and intersects at a new roundabout with Park West Boulevard. Updated impacts to the LHCP property would be approximately 17 acres including the remnant land between the parkway and Bessemer Park neighborhood.
- Matthew Moldenhauer (CCPRC) asked how residents in the Cardinal Hill neighborhood would go north on SC 41. Michael Darby responded that traffic may turn left to travel north along SC 41 at the intersection. Matthew then asked about going straight across at the intersection. Michael responded that the design doesn't currently allow traffic to travel straight at the intersection, but it is something we could check with traffic to see if it could be allowed.
- CCPRC asked if there has been any thought to the entrance location for the park. The project team responded that decisions have not yet been made which is why we are meeting to get input from CCPRC. It was stated that the location of the current entrance is very close to the new Laurel Hill Parkway intersection off SC 41 where there is a lot of activity.
- CCPRC noted that the orphaned/remnant piece of LHCP property would be hard for them to manage and asked about bridging the wetlands along the new Laurel Hill Parkway. This wetland would likely be bridged in this location.
- The project team asked if CCPRC would like the park entrance along the new Laurel Hill Parkway. CCPRC stated if the entrance was added along the Parkway it would need to be after the wetland area and need to avoid the archaeology resource in the area. They stated that an entrance along SC 41 would be preferred.

- CCPRC asked about the size of the orphaned/remnant piece of property between SC 41 and the parkway. It was roughly measured at 12.5 to 13 acres in size. CCPRC noted that it would be hard to manage.
- **Action Item:** HDR to send a PDF of the current design to CCPRC for further evaluation of entrance design options.
- **Action Item:** CCPRC to look at other options for the park entrance and use of remnant land.



Gullah Geechee Cultural Heritage
Corridor Commission
2817 Maybank Highway, Suite 1
P.O. Box 1007
Johns Island, SC 29457-1007 843.818.4587
www.gullahgeecheecorridor.org

October 26, 2020

Keely Lewis-Schroer
Archaeologist
State Historic Preservation Office
SC Department of Archives & History
8301 Parklane Road
Columbia, SC 29223

Dear Ms. Lewis-Schroer:

Many thanks for the opportunity to comment on the 2018 draft "Phillips Community Cultural Landscape Technical Report." The Gullah Geechee Cultural Heritage Corridor Commission has long been concerned about the impact the proposed changes to SC Highway 41 will have on the historic Phillips community.

It is a concern that has been voiced repeatedly and broadly by community members, preservationists, and a range of public and private entities since long before the legislation creating the Gullah Geechee Corridor was passed in 2006. That it has long been a concern of the Commission is reflected in the fact that the only Gullah Geechee community in the 12,000 square mile Corridor that is dealt with at length and in a case study format in our predicate planning documents from 2005 is the Phillips community -- and the threats posed to it by the widening of Highway 41.

I reiterate those concerns here in hopes of avoiding the knowing, willful and intentional destruction of a unique, cultural landscape and community consistent with the practice, custom and culture in South Carolina of literally wiping Gullah Geechee communities off the map. The gentrification and depopulation of the Gullah Geechee communities on the Charleston peninsula is a dramatic case on point. For too long, historic Gullah Geechee communities have been asked to bear the brunt of poor and often racially-biased local and state planning policies that have encouraged rapid development without commensurate, thoughtful attention to the infrastructure needed to support this growth in population and traffic. One need only look at the current threat posed to Stoney, an historic Gullah Geechee community on Hilton Head Island, by the planned improvements to Highway 278 to detect this systemic and continuing practice.

We therefore agree with the conclusions in the report that the endangered Phillips community is deserving of protection and that it "*meets Criterion A due to its association with (1) African-American heritage; (2) settlement patterns developed in the Post-Bellum period; (3) federal*

Reconstruction initiatives that nurtured unique local trends supporting the relative self-sufficiency of Phillips and other local Gullah communities; and (4) the traditional culture of Phillips and its members' senses of identity. All of these associations have contributed significantly to the broad patterns of the Phillips community history and the larger Gullah cultural history in the Mount Pleasant vicinity. The Phillips CL meets Criterion B due to associations with the formative members of the community. These members lay a critical path for future generations of community members to follow and, as such, have local and regional significance as pioneers at a critical point in African American history and in a place uniquely affected by the period of enslavement. The Phillips CL also satisfies Criterion D due to having the potential to yield information important to understanding the Phillips community history, its traditional cultural practices, and the effects these practices have had on Phillips' architecture and archaeology; these findings will also significantly contribute to understanding the larger Gullah regional history, including details related to local trends that differently affected Gullah people in this vicinity since their emancipation."

We also strongly support the recommendation that that the Mount Pleasant-vicinity Gullah cultural landscape -- in its entirety -- be fully documented and evaluated for NRHP eligibility; and if determined eligible, may be assessed for adverse effects for future regulatory compliance efforts. That is, the Phillips community should be viewed as part of a larger and indivisible quilt of deeply connected Gullah Geechee communities in the Mt. Pleasant region and the state. Pulling just one string by erasing even just one community at a time - -first Phillips, then Stoney -- will inevitably lead to the gradual unraveling of the entire fabric of the cultural landscape and way-of-life of the unique, Gullah Geechee people of South Carolina who have resided here for centuries.

Sincerely,

Heather L. Hodges

Heather L. Hodges
Executive Director



MEETING MINUTES

Project: SC 41 Corridor Improvements

Subject: CHARLESTON COUNTY HISTORIC PRESERVATION ORDINANCE

Date: Thursday, September 10, 2020

Location: HDR WebEx

Attendees: Cal Oyer – Charleston County
Andrea Melocik – Charleston County
Joel Evans – Charleston County
Shannon Meder – HDR
Josh Fletcher – HDR
Blair Wade – HDR

- The purpose of call is to discuss the Charleston County Historic Preservation Commission (HPC) role and timing of review for the SC 41 Corridor Improvements project.
- Is there any update on the status of the historic property application for/from the Phillips Community?
 - No, the Phillips Community has not submitted an application to the County to be considered a historic property.
 - County staff met with representatives from the Phillips community in 2019 to explain the Designation of Historic Property application process.
 - The application consists of a form, map of the proposed historic district boundary, and signatures from 51% of the registered voters within the district boundary.
- HDR provided a GIS shapefile of the proposed Right of Way (ROW) associated with the project. Andrea with the County HPC confirmed that, as of the date of this discussion (September 10, 2020), the proposed right-of-way (ROW) is not within 300 feet of an existing historic site on National Register of Historic Places (NRHP) or County historic property list. However, this could change if the ROW changes or if other properties are listed on the NRHP before permits/approvals for the Hwy 41 Corridor Improvements project are sought.
- If that application isn't submitted, how would the Commission deal with it as an historic resource (it's currently recommended as eligible for listing in the NRHP)?
 - The HPC reviews site plans during the County site review process if a property is on the NRHP or County historic property list.
 - The HPC would not review the Hwy 41 project unless the ROW was within 300' of an existing historic property (as defined in the Historic Preservation Ordinance). Zoning Permit, Subdivision and Site Plan Review applications for properties located within 300' of a historic property (as defined in the Historic Preservation Ordinance) require Certificates of Historic Appropriateness (review and approval by the HPC).
 - Eligibility for the NRHP does not meet criteria to HPC review.

- The Commission was formed by the County to protect settlement communities such as Phillips Community.
- The 2016 Charleston County Historic Resources Survey, prepared by New South is referenced in HDR's 2018 SC 41 Cultural Landscape Report, and Brockington and Associates' 2020 SC 41 Cultural Resources Survey Report.
- The next meeting for which the Phillips Community historic district application could be submitted is November 17, 2020. Applications must be submitted 6 weeks prior to the Commission meetings. After the HPC makes a recommendation, County Council holds a public hearing, then the Planning and Public Works Committee of Council makes a recommendation, and then there are 3 readings by Council.
- Joel stated that ROW acquisition would be considered subdivision because a new plat would be issued and recorded by the County register of deeds. Cal clarified that the ROW plat is submitted to SCDOT because the state owns the road. The HPC talked about discussing the plat question with County Legal. ROW acquisition process is anticipated to occur 2 years from now. When a new plat submitted, and the Phillips Community becomes a historic district during that time, the Commission would conduct review and could potentially stop project by not issuing Certificate of Historic Appropriateness.
- Future developments in the Phillips Community, if a historic district, must be go through Certificate of Historic Appropriateness review too.
- County Council can pass or revise ordinances regarding commission at any time.
- Whenever any application is submitted to the County Zoning & Planning Department, the Commission honors under current ordinance in effect at that time.
- Cal will brief this information to Public Works team.
- Recommendation to discuss with County Legal.

MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: Cultural Resources and Phillips Community Reports

Date: Tuesday, February 02, 2021

Location: WebEx

Attendees: Elizabeth Johnson – SC SHPO
John Sylvest – SC SHPO

Josh Fletcher – HDR
Harriet Richardson Seacat – HDR

- The cultural resources survey (CRS) report needs to include all resources identified in the Phillips CL report that could be directly or indirectly affected by the project so that those resources are also evaluated for their archaeological and architectural significance.
 - Include below-ground and aboveground resources that are part of the Phillips CL that the project has the potential to directly or visually impact, such as the schoolhouse well, possible foundation remnants, remnant rice ponds, any other below-ground resources that are part of Phillips CL to assess potential significance under Crit D, Goodwill AME Church, any other aboveground resources that are part of Phillips CL in the project APE not considered. May need to decide how to record some of these; for example, the well may not be able to be recorded archaeologically but could be done as an aboveground resource.
 - HDR side note: The CRS report should do this for the resources in the direct effects APE or in the visual effects APE; any other resources outside of that are addressed solely in the CL report, as any impacts would be related to their traditional cultural significance. Also, adding more clarifying details in the CRS report about the Phillips CL report would help as well as appending the CL report to the CRS report so it's right there at reviewers' fingertips.

- Document and evaluate the historical public roads that extend through the APE; some of these have SHPO Nos. while others need them. Include SC 41, Gregory Ferry Road, and US 17. Apply linear resource guidelines from the survey manual. Include any other roadways in the APE that are 50 years old plus.
- Document the Seven Mile as a potential cultural landscape, evaluate for NRHP significance, and assess effects from the project; Make sure to take the same approach per SCDAH comments on CRS/Phillips CL report discrepancies and also address resources within the Seven Mile CL, if so recommended, in the CRS report that could be directly or visually impacted by the project.



November 4, 2020

Joshua Fletcher
Senior Archaeologist
HDR Inc.
Joshua.Fletcher@hdrinc.com

Re: SC 41 Corridor Improvements Project
Charleston County, South Carolina
SHPO Project No. 17-AD0028

Dear Joshua Fletcher:

Our Office received documentation on September 15, 2020 that you submitted as due diligence for the project referenced above, including the draft reports, *Cultural Resources Survey of the SC 41 Corridor Improvements Project, Berkeley and Charleston Counties* (August 2020), and the *Phillips Community Cultural Landscape Technical Report* (June 25, 2018). This letter is for preliminary, informational purposes only and does not constitute consultation or agency coordination with our Office as defined in 36 CFR 800: "Protection of Historic Properties" or by any state regulatory process. The recommendation stated below could change once the responsible federal and/or state agency initiates consultation with our Office.

We requested a review of the *Phillips Community Cultural Landscape Technical Report* by the Gullah Geechee Heritage Corridor Commission. The comments and recommendations provided to our office by the Gullah Geechee Heritage Corridor Commission are attached.

A cultural resources investigation of the proposed project area was conducted, including an archaeological and architectural survey. Four previously recorded (38BK0171, 38BK1621/1810, 38CH0648, and 38CH0649) and ten newly recorded (38CH2534-38CH2542 and 38CH2571) archaeological sites were identified within the archaeological survey universe. Sites 38CH2534-38CH2542 and 38CH2571 are recommended as not eligible for listing in the National Register of Historic Places (NRHP). Our office concurs with the recommendation that these sites are not individually eligible for listing in the NRHP.

The *Cultural Resources Survey* report states that the architectural survey universe extended through the Phillips Community and the Sweetgrass Basket Corridor, properties eligible for listing in the NRHP, and included 64 individual, above-ground resources, of which 32 were previously recorded and 32 were newly recorded buildings, structures, and cultural landscape features. Eight of these were in Berkeley County (SHPO Site Numbers 0809-0811 and 1271-1274) and 56 were in Charleston County (SHPO Site Numbers 0563, 0707, 1116, 1117, 1120, 5374, 5375, 7336, 7337, 7339, 7340, 7345, 7346, 7348-7351,

7354-7364, 7821-7837, 7921, 7922, 7923 [38CH1752], and 7933-7939). Nine previously recorded resources (SHPO Site Numbers 1114, 1115, 1116, 1119, 1121, 1122, 1141, 1142) and the SC 41 bridge over the Wando River (SHPO Site Number 0006 and 0560) were noted as being no longer extant.

The newly recorded SHPO Site Numbers 1271-1274 (Berkeley County) and 7821-7837, 7921-7922, and 7933-7939 (Charleston County), were recommended as not eligible for listing in the NRHP. Our office concurs with these recommendations.

Our office recommends additional research and/or testing to determine the eligibility of newly recorded 38CH1752/SHPO Site Number 7923 (Rutledge Tomb and Cemetery), both individually and as a contributing resource to the Phillips Community.

Goodwill AME Church was recommended as eligible for listing in the NRHP in the *Cultural Landscape Technical Report*. SHPO Site Number 0563 (Goodwill AME Church Cemetery) was recommended as not eligible for listing in the NRHP in the *Cultural Resources Survey*. Our office believes that Goodwill AME Church and Cemetery (SHPO Site Number 0563) is eligible for listing in the NRHP as a contributing resource to the Phillips Community. We recommend additional research to determine the individual eligibility of this resource.

The Phillips Community includes twenty-eight previously recorded above-ground resources (SHPO Site Numbers 7336-7364) in addition to five sweetgrass basket/fruit stands identified in the *Cultural Resources Survey*. Our office concurs that SHPO Site Numbers 7336-7364 contribute to the Phillips Community. We also believe that the five sweetgrass basket/fruit stands contribute to the Phillips Community.

Thirty-three associated sweetgrass basket stands near the intersection of SC 41 and US 17 were identified and recommended as contributing resources to the National Register-eligible Sweetgrass Basket Corridor. Our office concurs with these recommendations.

If the SC 41 Corridor Improvements Project were to require state permits or federal permits, licenses, funds, loans, grants, or assistance for development, we would recommend to the federal or state agency or agencies that:

- Effects related to the proposed project avoid the Phillips Community and the Sweetgrass Basket Stand Corridor. If avoidance is not possible, additional consultation with our office and all interested consulting parties is recommended to identify ways to minimize impacts to these historic properties.
- Additional research and testing is needed to delineate the boundaries of the Rutledge Tomb and Cemetery (Site 38CH1752/SHPO Site Number 7923) and determine its eligibility for listing in the NRHP. Ground penetrating radar (GPR) or magnetometer survey is needed to determine the extent of the cemetery and it should be protected and preserved in adherence with South Carolina laws governing cemeteries.
- Additional information is needed on the potential effect of the project on the Phillips Community. This information should specifically include how the proposed project would impact the core values of the community identified in the *Cultural Landscape Technical Report*: land ownership allowing for self-sufficiency and security; long-term associations with an area having important meaning; close-knit community equating to “quality of life”; and the AME Church being at “the heart” of the community.
- Additional research and/or testing is needed to determine the eligibility of the Seven Mile/Hamlin and Ten Mile Communities for listing in the NRHP (See *Technical Comments* for additional information). Additional information is needed about the potential effect of the project on these

communities.

- The Gullah Geechee Cultural Heritage Corridor Commission, SC African American Heritage Commission, and the African American Settlement Community Historic Commission be invited to participate as consulting parties pursuant to 36 CFR 800.2, as applicable.

The federal or state agency or agencies will consider our recommendations when evaluating the project and will determine if the requested additional information will be required.

Please address the attached technical comments in revised final reports and survey forms to be submitted to this office. Please provide final electronic copies of the revised reports, survey forms and photographs for the above-ground resources following the [Electronic Submission Requirements for Planning Surveys and Review & Compliance Surveys](#).

The State Historic Preservation Office will provide comments regarding historic architectural and archaeological resources and effects to them once the federal or state agency initiates consultation. Project Review Forms and additional guidance regarding our Office's role in the compliance process and historic preservation can be found on our website at: <https://scdah.sc.gov/historic-preservation/programs/review-compliance>.

Please refer to SHPO Project Number 17-AD0028 in any future correspondence regarding this project. If you have any questions, please contact me at (803) 896-6181 or at KSchroer@scdah.sc.gov.

Sincerely,

Keely Lewis-Schroer

Keely Lewis-Schroer
Archaeologist
State Historic Preservation Office

cc: Elizabeth Johnson, SHPO
John Sylvest, SHPO
Dr. Dionne Hoskins-Brown, Gullah Geechee Heritage Corridor Commission

Technical Comments

Cultural Resources Survey of the SC 41 Corridor Improvements Project, Berkeley and Charleston Counties

Please correct format and spacing throughout.

“Resource” vs “SHPO Site Number”, throughout. Our office recommends the use of SHPO Site Number.

Please delete the outdated "U/#/" references throughout the report.

Several landscape features/resources are identified within the Survey Universe in the *Cultural Landscape Report* (Phillips School Well and Foundation Remnant, Remnant Rice Pond). Why were these resources not identified and recorded in the *Cultural Resources Survey* provided?

The *Cultural Landscape Report* recommends the Phillips Community eligible under Criterion D for the “potential to yield information important in understanding more about the Phillips community history and the larger Gullah regional history from the point of the Reconstruction era and including the era of Segregation.” Sites located within the Phillips Community and contemporaneous with the period of significance identified should include an evaluation of their significance as contributing or non-contributing resources to the district.

p. 45- Stated here that the Seven Mile and Ten Mile Communities are located in the project area. The Seven Mile/Hamlin and Ten Mile Communities require additional research to determine their eligibility for listing in the NRHP, as recommended in the *Charleston County Historic Resources Survey Update* (New South Associates, Inc. 2016). These communities should be evaluated and included in the *Cultural Resources Survey* report. Please provide additional information regarding the impact of the project on the Seven Mile/Hamlin and Ten Mile Communities.

p. 69, pp. 3- As SC 41 “follows the general route of Gregory Ferry Road, a public road established in the mid-nineteenth century” please specify why it was not recorded and evaluated as a historic property. Please see the *Guidance and Instructions for Recording Linear Resources* in the [Survey Manual: South Carolina Statewide Survey of Historic Properties](#).

Table 4.3, 0563-Goodwill AME Church Cemetery, incorrect Reference: SHPO Site Number 0563 was recorded by the Charleston County Historical and Architectural Survey (S. Fick 1991-2). Goodwill AME Church was recommended as eligible in the *Cultural Landscapes Report*. The church and cemetery should be revisited, reevaluated, and included in the *Cultural Resources Survey* report. The church should be recorded as a sub-number of the cemetery using SHPO Site Number 0563.

In addition, revisits to SHPO Site Numbers 1117 and 1120 should be described and photographed in the report with a current NRHP evaluation. For example, p. iii and 4, cites 1117 as potentially eligible per the 1988 survey, but no additional management or eligibility recommendation was made. 1117 is listed in Table 4.3 as eligible. Please reevaluate, taking into account any potential contribution to the Seven Mile/Hamlin Community. These pages also list 1116 as both not extant and not eligible. Please clarify.

p. 85, 93 and 95- “approximately 0.11 m³ of fill was excavated from the site” is cited for sites 38CH2534, 38CH2537, 38CH2538 despite variation in the number of shovel tests excavated. Please correct.

p. 93 How is “Site 38CH2537 is associated with 38CH2538” as 38CH2537 is characterized as a 20th century domestic scatter and 38CH2538 an 18th-19th century domestic scatter. Please provide additional description regarding the presumed relationship between the two sites.

Survey Forms:

Delete the extra zero in the Site No. field (for example, 01117, 01120).

Complete the SHPO National Register Determination of Eligibility field on all forms.

Phillips Community Cultural Landscape Technical Report

Section 7.1.3.1- Social History: Based on the discussion in the report, Social History is also an applicable Area of Significance for Phillips. Given the historical associations with Reconstruction efforts and the representation of Gullah society and lifeways present in the community’s history, the district clearly supports significance under the area of Social History.

Section 7.1.3.2- Criterion B: In order for the community to be eligible under Criterion B, the significance of specific individuals must be identified: “For properties associated with several community leaders or with a prominent family, it is necessary to identify specific individuals and to explain their significant accomplishments.” As written, the report’s discussion of the community’s eligibility under Criterion B is more appropriately part of the argument for eligibility under Criterion A: “When it is difficult to pinpoint the specific significance of individual residents because significance rests more in the cumulative importance of the collection of many prominent citizens, Criterion A is more appropriate because the district reflects “broad patterns” of community development by having evolved historically into a neighborhood where this “class” of citizens resided” ([NR Bulletin 32: “Guidelines for Evaluating and Documenting Properties Associated with Significant Persons”](#) pg. 7).



Project: Highway 41 Corridor Improvements Project
Subject: Intersection Design Concept
Date: Friday, September 13, 2019
Location: Charleston County School District
Attendees: Cal Oyer, Charleston County
Michael Darby, HDR
Blair Wade, HDR
Jeff Scott, Charleston County School District (CCSD)

Notes

- Introductions
- Project overview and status
 - Discussion of Alternative 1 and Alternative 7a
 - CCSD:
 - Rivertowne has the largest bus load along SC 41, and travels toward Laing Middle School and Jenny Moore Elementary School on Hamlin Road via Porchers Bluff and Billy Swails Boulevard.
 - Along Alternative 7a, Dunes West and Park West communities have the largest bus loads that travel toward schools off Park West Boulevard
 - The Town's widening of Park West Boulevard will improve the existing school traffic traveling toward Park West school campus.
 - CCSD always picks up school children on the right-hand side of SC 41 and provides bus stops on both sides of SC 41. Despite this, some school children currently walk across SC 41 to pick up the bus.
 - Providing 4 lanes will improve CCSD bus operations because of reduced congestion. School children will be less likely to cross 4 lanes of traffic and will wait for their bus on the correct side of road.
 - For portions of SC 41 divided by a median, opposing traffic is allowed to continue while the bus is stopped.
- Discussion of bike/ped accommodations and Safe Walk Zones
 - National standard for Safe Walk Zones is 1.5 miles from the school. A bus is not required in these zones. However, CCSD includes bus routes within 1.5 miles of schools in consideration of limited bike/ped facilities and barriers of crossing US 17, Porchers Bluff Road, and Rifle Range Road. To be considered a Safe Walk Zone, CCSD considers the practicability of a child and parent walking or biking to school.

- Highway 41 and Highway 17 intersection design concept
 - CCSD did not see any operational concerns with the proposed intersection design.
 - CCSD buses currently travel south on SC 41, turn left on US 17, turn right on Porchers Bluff Road, then right on Billy Swails Boulevard. CCSD discourages drivers from using US 17 to Hamlin Road to access Laing Middle and Jenny Moore schools. The proposed intersection design would further encourage this travel movement.
 - The proposed improvements at Brickyard Plantation would provide a safe alternative route to Hamlin Road schools because it would eliminate a left turn crossing US 17, which exposes more riders to the risk of a severe collision.
 - Brickyard Plantation pool/clubhouse serves as a regional bus stop for County charter schools – including Academic Magnet and School of the Arts. A possible alternative to this location is the Walmart parking lot at Oakland Plantation.
- Review of interim improvements
 - CCSD did not have concerns with proposed interim improvements
- Tier 1 and 2 bus schedule:
 - Buses are running between 6 AM and 8:30 AM each morning, and 1:30 PM and 3:30 PM each afternoon.
 - Bus lots are located in Mount Pleasant, with a new lot proposed on Faison Road.
 - New high school on Mathis Ferry Road will open and reduce traffic toward Wando High School in future years – approximately 1500 students.
- Discussion and next steps
 - CCSD will be made aware of upcoming Stakeholder Working Group meetings and public meetings.



UNITED STATES DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office

263 13th Avenue South

St. Petersburg, Florida 33701-5505

<http://sero.nmfs.noaa.gov>

August 18, 2017

F/SER47:KH/pw

(Sent via Electronic Mail)

Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development
4045 Bridge View Drive
North Charleston, SC 29405

Mr. Chad Long
Director of Environmental Services
South Carolina Department of Transportation
P.O. Box 191
Columbia, South Carolina 29201

Attention: Nicole Riddle and Mark Mohr

Dear Mr. Long:

NOAA's National Marine Fisheries Service (NMFS) reviewed the request by Charleston County, dated July 13, 2017, requesting input on the Letter of Intent and Exhibit for the proposed SC Highway 41 Corridor Improvements in Charleston and Berkeley Counties. Charleston County coordinated this request with the South Carolina Department of Transportation (SCDOT) and Federal Highway Administration (FHWA). Charleston County proposes to improve approximately 4.6 miles of SC 41 from US 17 in Mt. Pleasant across the new Wando River Bridge to Clements Ferry Road. While Charleston County, SCDOT, and FHWA have yet to identify all proposed improvements, the project will likely include widening the highway and realigning some intersections. As the nation's federal trustee for the conservation and management of marine, estuarine, and anadromous fishery resources, the NMFS provides the following comments and recommendations pursuant to authorities of the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

Essential Fish Habitat in the Project Area

The project study area (shown in Exhibit Figure 1) includes high quality tidal salt marsh with tidal creeks and oyster reef/shell. Additionally, tidal freshwater wetlands may be present. The South Atlantic Fishery Management Council (SAFMC) designates these habitats as essential fish habitat (EFH) within the fishery management plans for penaeid shrimp and the snapper-grouper complex. Also, please note the fishery management plan for the snapper-grouper complex includes oyster/shell habitat as a Habitat Area of Particular Concern (HAPC). HAPCs are a subset of EFH that are either rare, particularly susceptible to human-induced degradation, especially important ecologically, or located in an environmentally stressed area. The SAFMC



provides additional information on EFH for federally managed species in Volume IV of the *Fishery Ecosystem Plan of the South Atlantic Region*¹.

The waters of the Wando River, Mill Creek, Horlbeck Creek, the tidal creeks connected to them, and the surrounding coastal marsh also serve as nursery and forage habitat for other species, such as red drum (*Sciaenops ocellatus*), black drum (*Pogonias cromis*), Atlantic menhaden (*Brevoortia tyrannus*), and blue crab (*Callinectes sapidus*). Many of these species are prey for fish managed under the Magnuson-Stevens Act, such as mackerels, snappers, groupers, billfish, and sharks. Red drum is an important state-managed fishery, and estuarine wetlands within the project area provide habitat necessary for development and survival of several life stages of red drum. The NMFS recommends the project's environmental documentation address these species as well as those managed under the Magnuson-Stevens Act.

Comments on Potential Effects to EFH and Federally Managed Fisheries

While the County, SCDOT, and FHWA are at the early planning stages for many project elements, the NMFS anticipates temporary and permanent impacts to EFH from the proposed project based on the information provided. These impacts will result from clearing, grading, filling, and stabilizing the shoreline for roadway widening and bridge construction. Where the highway intersects or is in close proximity to tidally influenced waters or wetlands, the NMFS recommends use of bridges to the maximum extent practicable to avoid and minimize impacts to marsh habitat. On the northern end of the study area near Mill Creek, there are large sections of the roadway where marsh and tidal creek habitat occurs directly adjacent to the existing side slopes. This is also true on the southern side of the study area near Horlbeck Creek, though to a lesser extent. The NMFS recommends the environmental documentation include a detailed alternatives analysis for various bridging and widening options and for the analysis to include detailed information on the type, amount, and site-specific function of wetlands directly and/or indirectly impacted by each alternative.

Generally, the NMFS recommends designing projects to affect the minimum amount of wetlands necessary to accomplish the project purpose. Activities that may adversely affect fishery habitat should be avoided when less environmentally harmful alternatives are available. For example, projects should avoid filling aquatic habitats, avoid temporary fills for construction purposes, and use only clean fill when filling is necessary. In many locations, permanent fill can be avoided or minimized by bridging aquatic areas. The project should also avoid construction practices that smother marsh vegetation. The NMFS has documented the impacts to salt marsh vegetation from barges and barge mats lasting longer than three years at Shem Creek Park and the Folly River Bridge. These and similar projects should be reviewed for adjusting best management practices to improve impact forecasts.

Comments on Potential Compensatory Mitigation

Compensatory mitigation may be necessary for the proposed project. The NMFS prefers onsite, in-kind mitigation for impacts to salt marsh habitat at this location. Should there be unavoidable impacts to oyster reef/shell habitat, mitigation could be coordinated with the South Carolina Department of Natural Resources South Carolina Oyster Restoration and Enhancement or Shellfish Research Section and may be one component of a larger mitigation plan. The NMFS

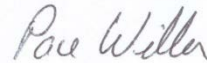
¹ Available at <http://safmc.net/EcosystemLibrary/FEPVolumeIV>

would be happy to assist Charleston County, SCDOT, and FHWA by providing preliminary reviews of any mitigation plan during its development.

The Magnuson-Stevens Act requires federal agencies to consult with NMFS regarding actions that may adversely affect EFH. Based on the information provided, NMFS believes adverse impacts to EFH are likely, and this project will benefit from an EFH assessment. The level of detail in the EFH assessment should be commensurate with the complexity and magnitude of the potential adverse effects of the action. The SCDOT and FHWA may provide the EFH assessment as a stand-alone document or within documents addressing obligation under the National Environmental Policy Act. In either case, the NMFS recommends coordination during development of the EFH assessment to ensure all issues are adequately covered and to avoid unnecessary delays in final evaluations.

The NMFS appreciates the opportunity to provide these comments. Please direct related questions or comments to the attention of Keith M. Hanson at our Charleston Area Office, 219 Fort Johnson Road, Charleston, South Carolina 29412-9110, Keith.Hanson@noaa.gov or by phone at (843)762-8622.

Sincerely,



/ for

Virginia M. Fay
Assistant Regional Administrator
Habitat Conservation Division

cc: SCDOT, LongCC@scdot.org, RiddleNL@scdot.org,
MohrAM@scdot.org
Charleston County, Coyer@charlestoncounty.org
FHWA, Jeffery.Belcher@dot.gov
F/SER47, Keith.Hanson@noaa.gov



AGENDA

Project: SC 41 Corridor Improvements
Subject: Design Topics Meeting
Date: Monday, April 08, 2019
Location: SCDOT District 6
6355 Fain Blvd.
North Charleston, SC 29406

- Project Overview and Current Status
- Design Criteria Discussion
- Lower Design Speed Considerations
- Bike/Ped Accommodations
- Wando Bridge Typical Section / SC 41 Accommodations
- Hurricane Evacuation Route Considerations
- 41/17 Intersection Concepts
- Interim Improvement Project





MEETING AGENDA AND NOTES

Project: SC 41 Corridor Improvements

Subject: SCDOT Design Topics Meeting

Date: Monday, April 08, 2019

Location: SCDOT District 1 Office

Attendees: Cal Oyer – Charleston County
Josh Johnson – SCDOT
Tim Henderson – SCDOT
Michael Fulmer – SCDOT
Randy King – SCDOT
Kevin Turner – SCDOT
Blair Wade - HDR

Shannon Meder – HDR
Michael Darby – HDR
Phillip Hutcherson - HDR
Stuart Day – Stantec
Jim Fisher – Stantec
Jeremy Harmon – SCDOT
Daniel Burton - SCDOT

Agenda:

- Project Overview and Current Status
- Design criteria
- Lower design speed considerations
- Pedestrian accommodation considerations
- Wando Bridge typical section/SC 41 turn lane accommodation
- Hurricane Evacuation route considerations
- 41/17 Intersection concepts
- Interim Improvements

Discussion Summary:

- Introductions
- Project overview and current status:
 - Alternatives have been narrowed to Alternative 1 and 7a.
 - Project team is moving forward with design and analysis of these alternatives.
 - A public meeting is being planned for August 2019.
- Design criteria review
 - Based on input from recent community meetings and stakeholder meeting, design team has removed the 4' bike lane from typical sections. A sidewalk and multi-use path will remain part of the design.
- Lower design speed from 45 MPH to 35 MPH
 - Reduced speed would allow Alternative 7a to follow existing Dunes West Blvd. and minimize impacts to fire station. Has the potential to reduce noise impacts.

- 35 MPH through residential neighborhoods of Alternative 7a; not typically considered by SCDOT, but County can submit information about speed limit reduction to SCDOT for review.
 - Stantec would need to re-run and verify traffic operations
 - Ownership of the proposed roadway would effect this decision
- Hurricane evacuation – SCDOT did not have concerns
 - Alternative 7a introduces additional traffic points were law enforcement would have to be coordinated
 - Roundabouts on hurricane evacuation routes are not favorable
 - Discussion that SCDOT may have to own the roadway if it is a designated hurricane evacuation route
 - Team is holding a meeting with SC Emergency Management Division (SC EMD) soon.
- Review of Alt 1 and 7a design concepts
- Bike/Pedestrian Accommodations
 - Sidewalk on Right/East of SC 41
 - Multi-use path on Left/West of SC 41
 - Review of typical section for 41/Wando Bridge Discussion of how to restripe and design the new bridge for 4 travel lanes and the multi-use path.
 - HDR presented a preliminary typical section (prepared by others) from the Wando Bridge design
 - 4-lane section across bridge presents challenges in developing left turn lane into the marina driveway located to the south of the bridge.
 - SCDOT had concerns about a through lane across the crown of the bridge
 - Design exception may be needed for reduced shoulder width
 - SCDOT has concerns about debris and sediment build up on the slotted barrier between the travel lane and multi-use path
 - HDR will evaluate how the barrier will terminate on either side of the Wando Bridge
 - Discussion of using curb or raised path across bridge and eliminating the slotted barrier
 - SCDOT mentioned an alternative section with 11' travel lanes.
 - Option for cantilevered pedestrian bridge
 - SCDOT mentioned that seismic reviews would be needed for cantilevered bridge
 - **Action Item:** Follow up discussion needed; HDR to develop typical alternatives
 - Noted that SC 41 is a designated bike/pedestrian route priority for the Town of Mount Pleasant
- Bridges and Culverts
 - Existing box culvert over Horlbeck Creek
 - SCDOT does not have concerns if culvert is changed to a bridge
- US 17/SC 41 intersection discussion
 - HDR to set up a follow up meeting in June to review intersection concepts
 - Need to meet with SC EMD on alternatives
- Interim Improvement Overview
 - County is planning to remove split phase signal at US 17 and add a southbound lane from Joe Rouse Road on SC 41 to US 17
 - Town of Mount Pleasant has funded design and permitting

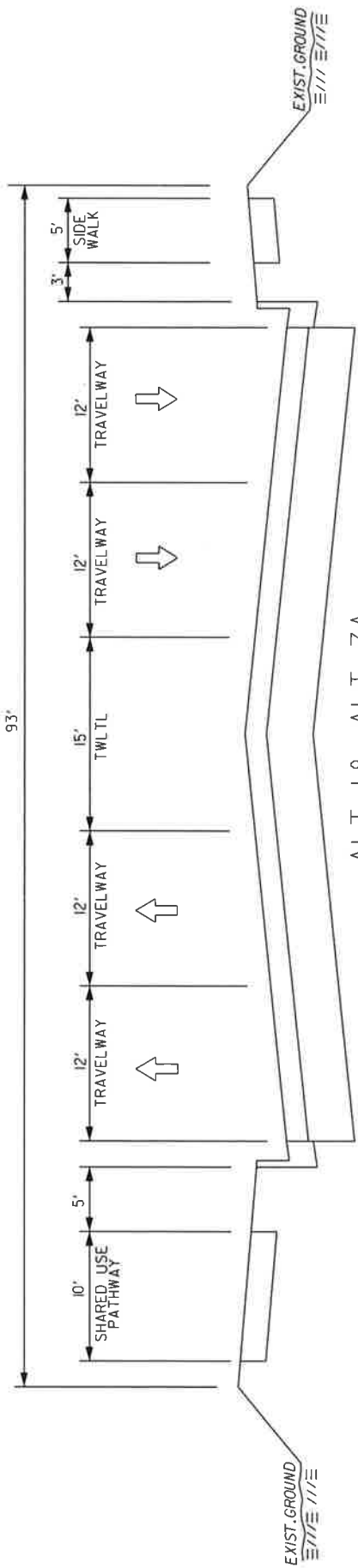
- MASH Guard rail requirements were discussed
- Footprint needs to stay within Nationwide Permit impact thresholds (< 0.5 acre total, <0.3 acre Critical Area) in order to make this a viable project
- Design/permitting anticipated complete August 2019
- Construction begin December 2019
- Other topics
 - SCDOT would prefer elimination of curb and gutter throughout corridor due to maintenance concerns and to maximize future pavement preservation
 - Project team responded that curb and gutter is necessary to minimize impacts to natural resources and communities. Avoiding and minimizing wetland impacts is particularly important for this project because USACE is the lead federal agency.
 - New Intergovernmental Agreement between SCDOT and County being developed.
 - Discussion of State vs. Town roads: State roads must be contiguous from a maintenance standpoint
 - SCDOT requested that frontage roads be coordinated with their office
 - Mitigation:
 - Pedestrian bridges or crossings
 - If noise barriers are reasonable and feasible, SCDOT requested that their office be coordinated with early.

Design Element	Manual Section		Design Criteria	
	Design Controls	Design Forecast Year	16.2.1	20 years
	Design Speed	16.2.3	45 mph	
	Access Control	3.8	Limited/Controlled by Regulation	
	Level of Service	3.6.4	Desirable: C	
Cross Section Elements	Travel Lane Width	16.2.6	12'	
	Right Shoulder Width	Total Width	16.2.6	10' or Curb and Gutter
		Paved Width		2' or Curb and Gutter
	Left Shoulder Width	Total Width	16.2.6	10' or Curb and Gutter
		Paved Width		2' or Curb and Gutter
	Auxiliary Lanes	Lane Width	16.2.6	12'
		Shoulder Width		Des.: 10' Min.: 4' or Curb and Gutter
	Parking Lane Width	Total Width	7.2.7	2' or Curb and Gutter
		Paved		12' (1)
	Cross Slope	Travel Lane	16.2.6	2.00%
		Auxiliary Lane	16.2.6	2.00% (2)
		Shoulder	Paved	16.2.6
	Unpaved		8.00%	
	Bicycle	Lane Width	11.11	4' (4)
		Shared Roadway Width		14' Outside Travel Lane
Curb and Gutter	Type	7.2.8	Vertical or Sloping	
	Width		2'	
Sidewalk	Width	7.3.3	5'	
	Median Width	TWLT	16.2.6	15'
		Raised	16.2.6	Des: 12' Min: 4'
Roadway Slopes	Side Slopes	Cut Section	Foreslope	6H:1V
			Ditch Type	V-Ditch
		Back Slope	7.3.2	4H:1V to 2H:1V (6)
				0' - 5'
	Fill Section	7.3.2	5' - 10'	4H:1V
			> 10'	2H:1V
Median Slopes	Depressed	7.3.2	6H:1V	
	Flush/TWLT	7.3.2	2.00%	
Clear Zone			See AASHTO Roadside Design Guide	
Structures	New and Reconstructed Bridges	Structural Capacity		HL-93
		Clear Roadway Width	7.5.1	See SCHDM
	Existing Bridges to Remain in Place	Structural Capacity		HS-20
		Clear Roadway Width	7.5.1	See SCHDM
	USCG Navigational Clearance	Horizontal Clearance	per USCG	
	Vertical Clearance (Arterial Under)	New/Replaced Overpassing Bridges	6.6	17' - 0"
		Existing Overpassing Bridges		16' - 0"
		Waterway/Reservoir Freeboard		Required for Hydro Studies 1.1.5
		Pedestrian Bridges		18' - 0"
	Clearance (Arterial Over)	Overhead Signs	6.6	17' - 6"
Railroads		23' - 0" (N/A)		
	Underpass Width	7.5.2	Traveled Way Plus Clear Zone	

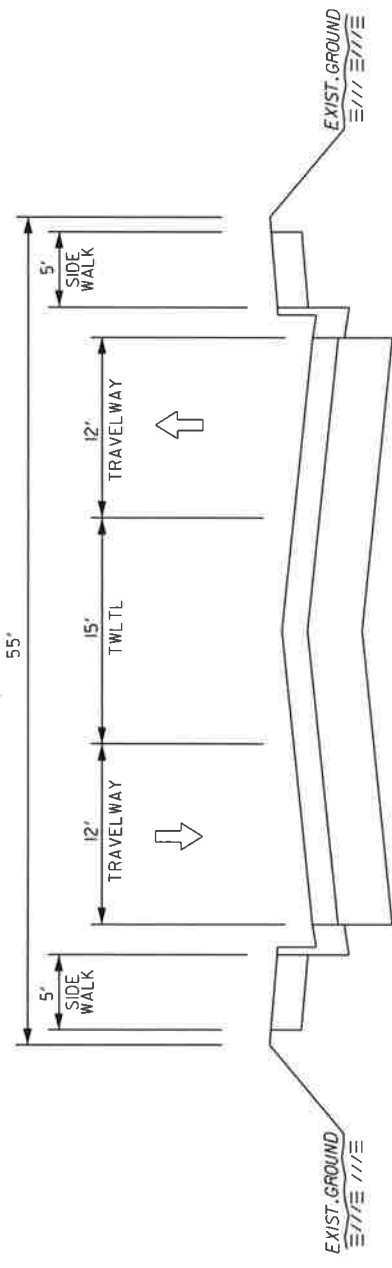
Design Element	Design Speed		Design Speed
			45 mph
Stopping Sight Distance	4.1	360'	250'
Decision Sight Distance	4.3	800'	625'
Intersection Sight Distance	4.4	500'	390'
Minimum Radii		643'	371'
Superelevation Rate	5.3	6%	6%
Horizontal Sight Distance (Middle Ordinate)	5.4	25'	23'
Minimum Vertical Curvature (K-values)	Crest	6.5	61
	Sag		79
Maximum Grade	6.3.1	6%	6%
Minimum Grade	6.3.2	Des.: 0.5% Min.: 0.3% (Curb & Gutter)	Des.: 0.5% Min.: 0.3% (Curb & Gutter)

Design Criteria for Suburban/Urban Arterials (New Construction/Reconstruction) Figure 16.3-E

Alignment Criteria Figure 16.3-F



ALT 1 & ALT 7A
 5-LANE WITH
 TWO WAY LEFT TURN LANE



ALT 7A - PHILLIPS COMMUNITY
 3-LANE WIDENING
 TYPICAL SECTION

Clements Ferry Road & SC 41 Coordination Meeting Minutes

10:00 September 20, 2016
ICE – North Charleston Office

Participants:

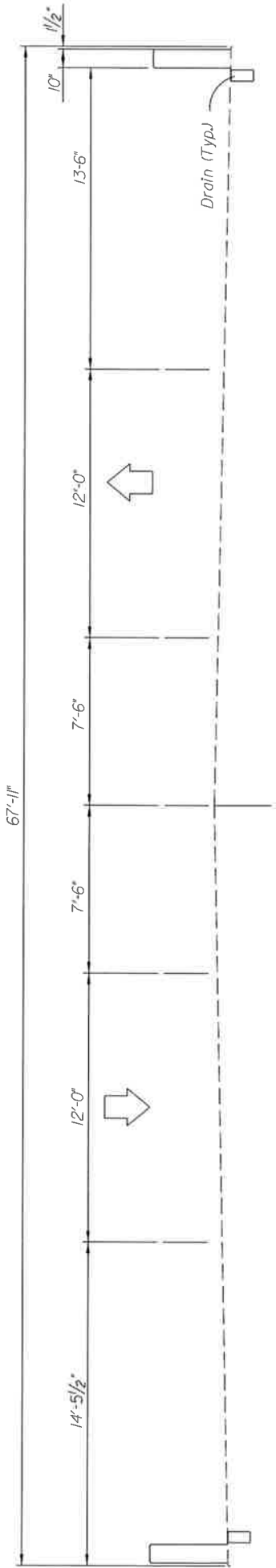
Name	Agency	Contact
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Steve Thigpen, PE	Charleston County	SThigpen@charlestoncounty.org
Brad Morrison	Town of Mount Pleasant	BMorrison@tompesc.com
Joy Riley, PE	SCDOT	RileyJ@scdot.org
Craig Winn, PE	SCDOT	WinnCL@scdot.org
Kevin Turner, PE	SCDOT	TurnerMK@scdot.org
Peter Valiquette, PE	ICE	peter.valiquette@ice-eng.com
Clarke Hinson, PE	ICE	clarke.hinson@ice-eng.com

Meeting Minutes:

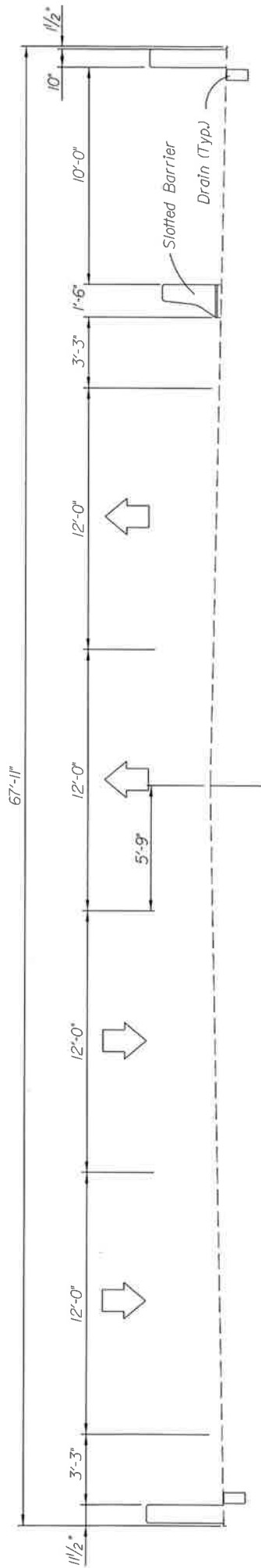
- Peter Valiquette of Infrastructure Consulting & Engineering (ICE) opened the meeting with discussion of the need to coordinate roadway typical sections and project limits between Berkeley County's Clements Ferry Road Widening Project and Charleston County's SC 41 Widening Project.
- Peter noted that the proposed typical section for Clements Ferry Road includes a 10' wide shared use path for bicyclists and pedestrians. He further stated that the developer of Cainhoy Plantation has requested for the path to be located along the north side of Clements Ferry Road within an existing utility easement.
- Peter added that it would be possible to cross the path from the north side of Clements Ferry Road to the south side at the intersection of SC 41 and Clements Ferry Road which will be realigned and signalized as part of SCDOT's Wando Bridge Replacement Project.
- Peter distributed copies of SCDOT's proposed "ultimate" typical section of the SC 41 bridge over the Wando River which includes four 12' wide travel lanes a 10' wide shared use path noting however that no decision has been made regarding which side of the road would carry the path.
- Brad Morrison of the Town of Mount Pleasant stated that it was his preference for the path across the bridge to be constructed as part of the SCDOT's bridge replacement project. Joy Riley of SCDOT replied that the path was omitted from the initial construction because there is no connectivity at the existing bridge ends.

- Kevin Turner of SCDOT stated that the outside bridge barrier walls on both sides of the road would be built to a height of 52” so they should be of sufficient height to protect bicyclists. Kevin further stated that the bridge drains would be grated for pedestrian accessibility.
- Brad Morrison said that he believes the most logical location for a path along SC 41 would be the east side of the road considering existing land uses, schools, and wetland constraints. Brad added that the NEPA review process for SC 41 would determine which side was ultimately chosen for the path.
- Consensus of the meeting participants was that the Clements Ferry Road Widening Plans should be developed under the assumption that the path will be located on the east side of the Wando River Bridge and SC 41.
- Steve Thigpen with Charleston County stated that he believed Charleston County would be willing to include restriping of the Wando River Bridge and construction of the barrier wall to separate the path from vehicles as part of the SC 41 widening construction contract. He added however, that he did not believe that Charleston County would be able to fund improvements located beyond the Charleston County limits.
- Joy Riley discussed a previously developed Project Planning Report for widening of SC 41 which identified logical termini for the SC 41 Widening Project as extending from US 17 to Clements Ferry Road. She noted that this would suggest that the logical termini for Berkeley County’s Clements Ferry Road Project would end at its intersection with SC 41.
- Brad Morrison and Marcie Timmons both commented that it would be preferable for Berkeley County’s Clements Ferry Road Project to end at the northern end of the Wando River Bridge so that no further road construction would be needed north of the bridge to provide a continuous 4-lane section when SC 41 is widened.
- Joy Riley stated that she’s not aware of any SCDOT project which used a bridge as the logical termini since the logical termini for a widening project is generally based upon the need to improve roadway capacity to accommodate traffic volumes and there is no change in traffic volumes at the end of a bridge. This reason is why Clements Ferry Road was identified as the logical termini for widening SC 41 in the SC 41 PPR.
- Steve Thigpen noted that the SC 41 PPR was prepared approximately four years ago and was not finalized due to a number of factors which involved design of the Wando River Bridge, ongoing regional transportation planning efforts, and potential environmental constraints.
- Peter Valiquette added that the distance required to transition from Clements Ferry Road’s proposed five-lane cross section to the interim three-lane cross section of the Wando River Bridge would be nearly equal to the distance between the end of the bridge and the SC 41 intersection with Clements Ferry Road.

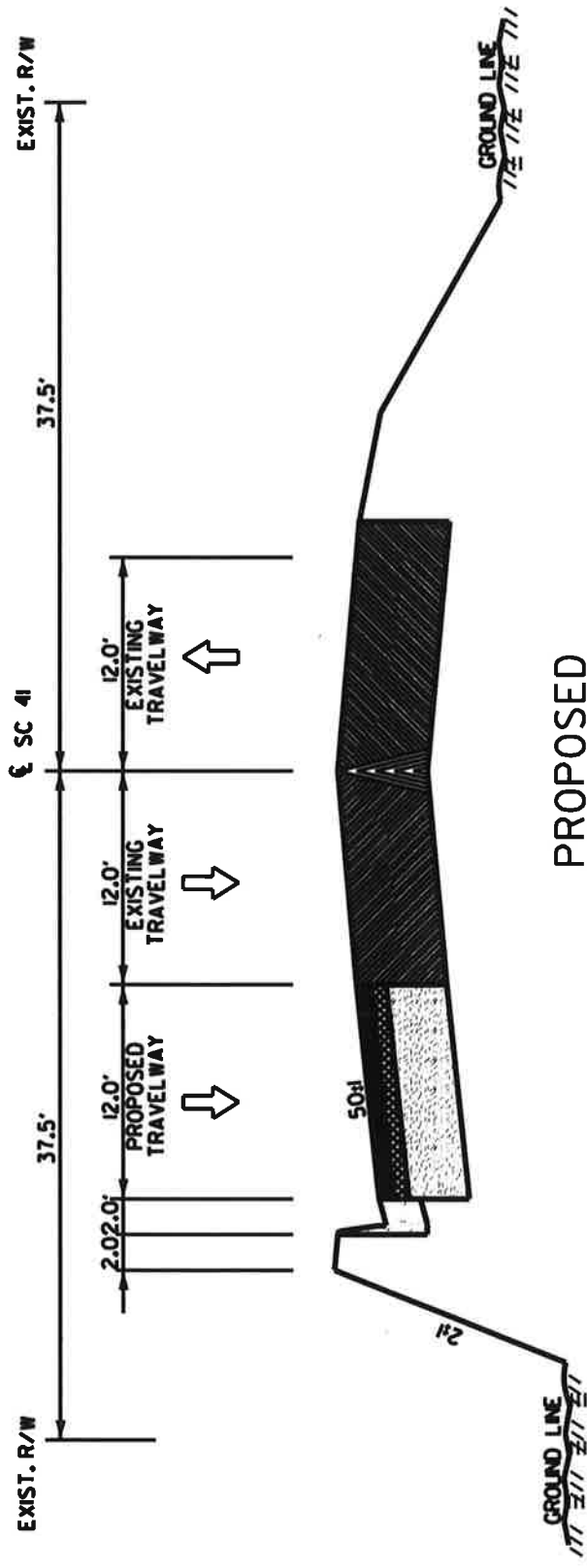
- The group agreed that the issue of logical termini warranted further discussion with SCDOT environmental staff and FHWA. Joy Riley agreed to initiate these discussions and would try to arrange a meeting with the appropriate staff.
- Peter Valiquette stated that ICE would continue with development of the preliminary plans for Clements Ferry Road on the assumption that the shared use path would be located on the north side of Clements Ferry Road and east side of SC 41.



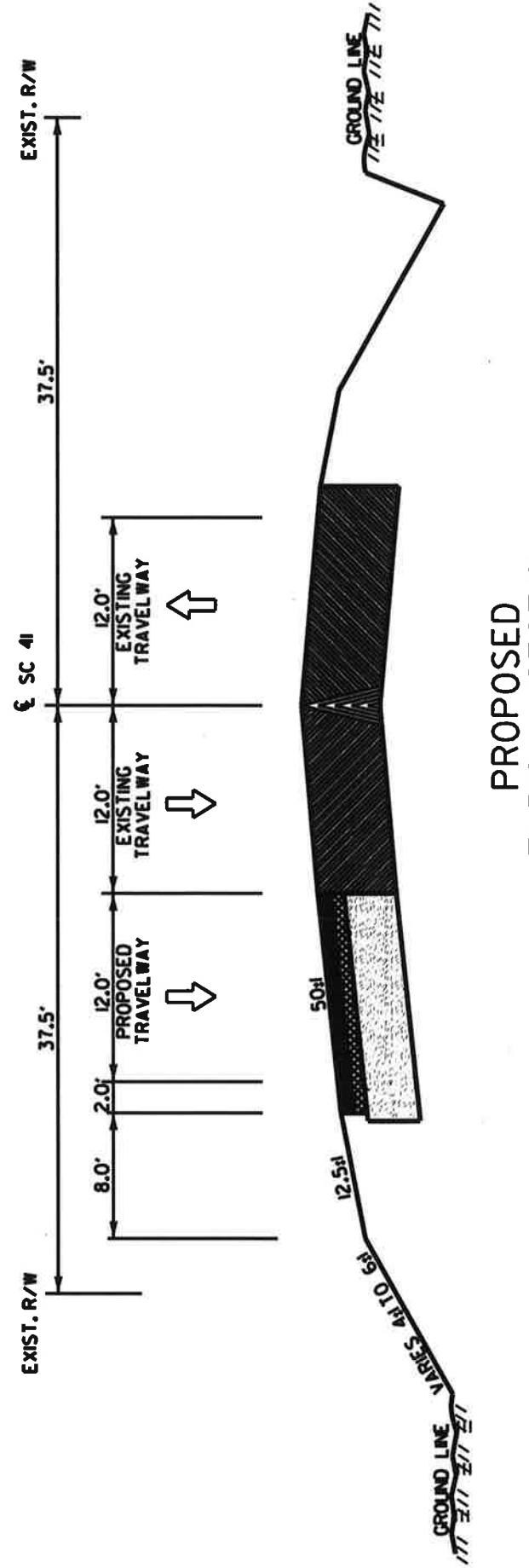
SC41 Wando
 13'-6" Shoulders
 Initial Build Condition



SC41 Wando
 Alternate MUP 1
 Crown Near Center of Lane w/ 3'-3" Shldr & 10' MUP



PROPOSED
TYPICAL SECTION



PROPOSED
TYPICAL SECTION

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MEETING NOTES

Project: SC 41 Corridor Improvements

Subject: SCDOT US 17/SC 41 Intersection Design Meeting

Date: Tuesday, July 02, 2019

Location: SCDOT District 6 Office

Attendees: See attached list

- Introductions
- HDR provided a project overview and current status:
 - HDR is finalizing the analysis on Alternative 1 and 7a
 - Anticipate identifying a proposed alternative in late July 2019
 - Anticipate a fall public information meeting and early 2020 permit application to US Army Corps of Engineers
- Follow-up from previous Design Status meeting
 - Bike/Pedestrian Accommodations on Wando River bridge
 - Michael Fulmer spoke with Ben McKinney of SCDOT and anticipates design exemptions will be required by SCDOT
 - Kevin Turner expressed concern about bridge inspection challenges if a barrier is used between travel lanes and the bike/ped accommodations. Action Item: Kevin will confirm size of equipment needed for inspections.
- HDR provided an overview of US 17 and SC 41 intersection design concepts.
 - Review of alternatives considered but eliminated
 - HDR also reviewed viable alternatives that looked at SC 41 and US 17 in isolation

- HDR incorporated roundabouts for turning movements to mitigate no left turns at Brickyard Plantation/Hamlin Road intersection
- Connections between Hamlin Road, Winoing Way, and Porcher's Bluff were all key components of the analysis
- HDR evaluated intersection options without a connection of SC 41 to Billy Swails Boulevard.
 - Adding a connection to Billy Swails Boulevard adds more traffic to the US 17/SC 41 intersection and causes greater intersection failures.
- System-wide improvements –
 - A system-wide view shows that traffic from I-526 can be routed down Hungryneck Blvd/Billy Swails Boulevard to Porcher's Bluff, instead of traveling down US 17 and turning left onto SC 41
 - The use of ITS could help drivers determine which route between I-526 and SC 41 is fastest.
 - Discussion of use of ITS on I-526 to direct drivers between a newly-widened Clement's Ferry Road and US 17 and Hungryneck Blvd.
 - Team will also evaluate crosswalks and bike/ped accommodations, which may be reduced by shorter signal cycles and island refuges between turning lanes.
 - Brad Morrison expressed concern about how drivers react to dropping lanes (similar to approach to Ravenel Bridge) – Drivers avoid the outer lane and congestion occurs in the remaining lanes.
- Discussion of Dingle Road access –
 - HDR is looking at adjustments to intersection design to accommodate Dingle Road residents. They may be required to make U-Turns or left turns at Porcher's Bluff to access US 17 South or SC 41.
 - Development of Coaxum Tract on Billy Swails Boulevard – Action Item: Confirm whether this development has access onto Dingle Road.
- HDR is connection of Winoing Way and Gregorie Ferry and may reduce Winoing Way from 5-lanes to 3-lanes.

- Intersection design extends beyond limits of technical studies which may need to be updated with additional study area.
- Josh Johnson asked about additional alternatives
 - HDR discussed that there is a variation of the proposed design which includes a bridge at SC 41/US 17 intersection, but it would be more expensive.
- Outreach
 - SCDOT and Town of Mount Pleasant expressed concern about public reaction to the intersection design, particularly for Brickyard Plantation.
 - Construction access will be challenging
 - Communicating improvements in travel time will be important.
 - HDR discussed upcoming outreach – newsletters with intersection design. HDR will revisit outreach approach and may include community meetings with Brickyard Plantation. Outreach with Seven Mile community is also proposed.
 - SCDOT recommended HDR tell the story of the alternatives analysis and how we arrived at the preferred intersection concept.
 - Elected officials will also be involved in outreach.
- Ron Hinson asked if the proposed intersection would put pressure on upstream and downstream signals and roadways.
- SCDOT concern about distance between DDI and US 17 signal, and whether it would not allow enough storage. HDR discussed how the signals would be timed to prevent back up of vehicles between the DDI and US 17.
- Discussion of access to Seels Marine Supply and new businesses at SC 41 and Gregorie Ferry. The connection to SC 41 would likely be maintained for these businesses.
- The Town owns Gregorie Ferry Connector and may require maintenance coordination if it changes ownership.

- Next steps:
 - **Action Item:** Determine the timing of SCDOT plan reviews with USACE permit.
 - Stantec is adding intersection design into Alternative 1 and 7a, and SCDOT will review traffic study afterwards.
- Meeting adjourned.

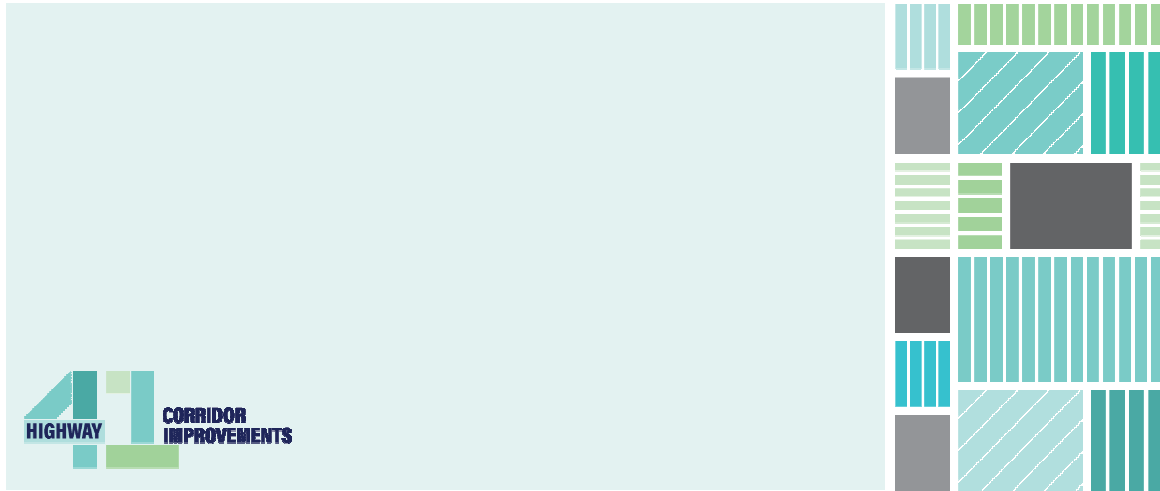


Project: SC 41 Corridor Computed: Date: 7/2
Subject: Checked: Date:
Task: Page: of:
Job #: No:

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SC 41 / US 17 Interchange Discussion

July 2, 2019



Discussion Topics

- Introductions
- Purpose & Need
- Traffic
- Interchange concepts
- Next Steps

The goals of today's meeting are to:

- Provide you with an update on where we are in the development of interchange options at SC 41 & US 17.

Preliminary Purpose & Need

Primary Purpose

- Reduce traffic congestion within the SC 41 corridor to accommodate future traffic projections

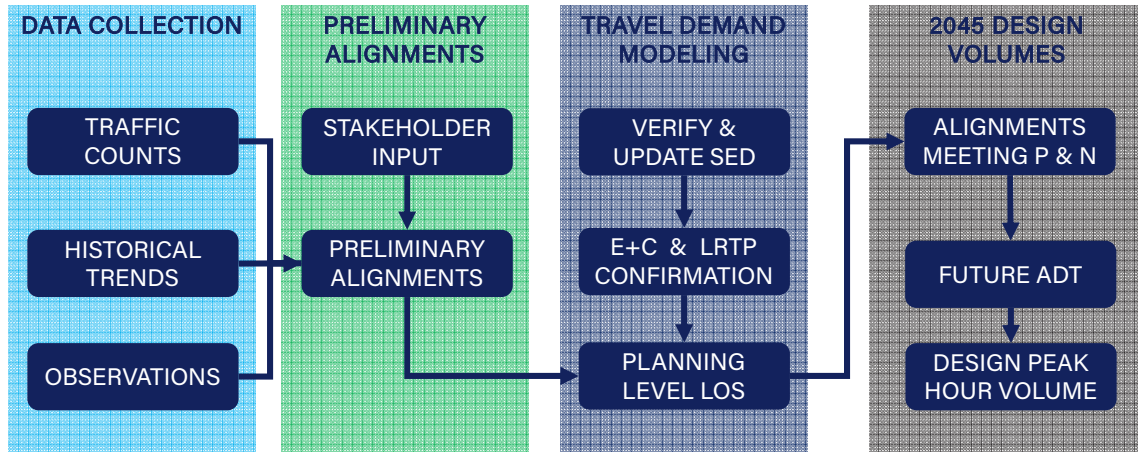
Secondary Purposes

- Enhance safety throughout corridor
- Improve transportation system and community connections
- Provide bicycle and pedestrian accommodations

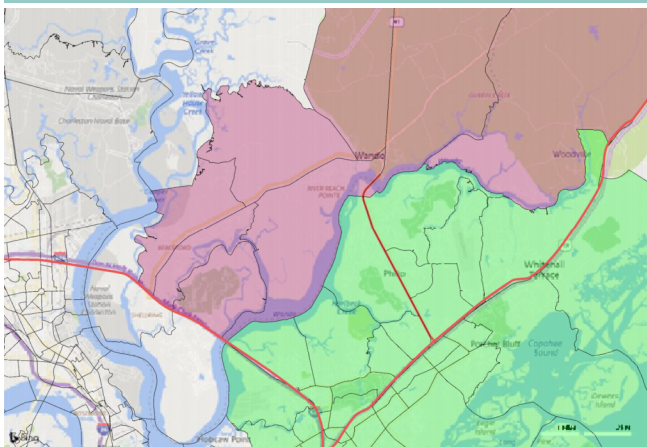
Need

- Address local and regional growth
- Increased traffic congestion
- Safety and emergency response concerns
- Inadequate interconnections of transportation modes

Traffic Volume Development



Traffic Growth Forecast Process



- BCDCOG CHATS Model Update in 2018
- Model included "Mega-Developments" in BCD region
- Growth in TOMP Traffic Analysis Zones (TAZs) not included
- Growth in some Berkeley County Traffic Analysis Zones, including Cainhoy Plantation, not included
- Stantec modified TAZs to include planned growth based on Town and County input

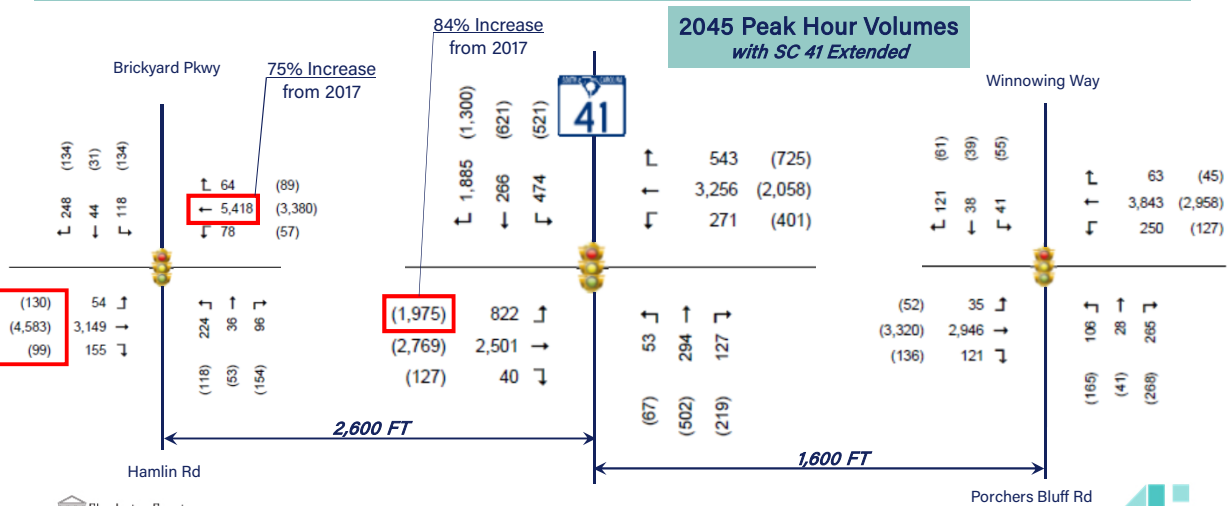
- TOMP TAZ
- Berkeley County TAZ

Committed Network Considerations

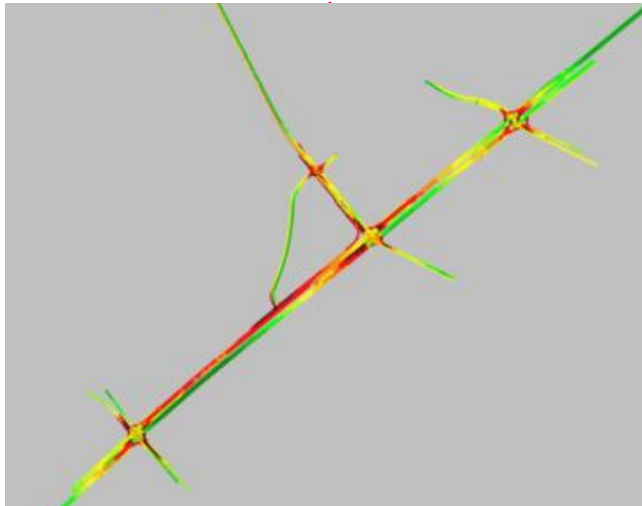


- Committed projects included in CHATS model (2045)
- Last segment of Hungryneck Corridor (Billy Swails Blvd) will be completed in 2021 – 2022
- Extending SC 41 to BSB helps relieve traffic on US 17, but not enough to provide acceptable LOS in 2045
- New Parallel Alignment on west side of US 17 from SC 41 to Long Point Road would provide needed relief.

Status of SC 41/US 17 Interchange Concept Development



Preliminary Traffic Conclusions



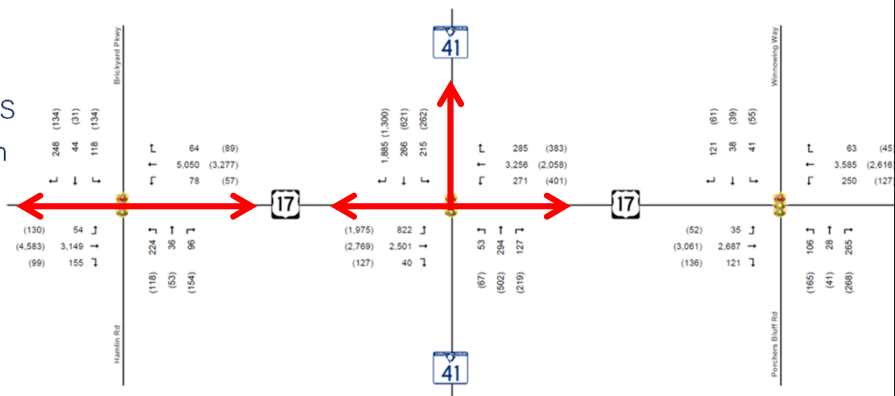
- Concepts are being developed that will provide an acceptable LOS at the SC 41 and US 17 intersection.
- The intersection of US 17 & Hamlin Road/Brickyard Parkway will fail early in the design life of the SC 41 improvement project.
- Failure of the Hamlin/Brickyard intersection in the AM peak affects operations in the SC 41 intersection.
- Additional capacity in the US 17 corridor will be needed, at least as far as Long Point Road.

The Critical Issue

METHODOLOGY NOTE:
Given similarities between Alt. 7 and Alt. 1, the intersection volumes developed for Alt. 1 were used as the baseline for Alt. 7 volumes, and factored according to difference between Alt. 1 and Alt. 7 CHATS Build ADT's on respective links.

2045 BUILD ALT 7 PEAK HOUR TRAFFIC VOLUMES LEGEND
000 - AM PEAK TRAFFIC VOLUMES
(000) - PM PEAK TRAFFIC VOLUMES

- Projected 2045 traffic on US 17 west of SC 41 cannot be handled without significant changes
- East and north legs of US 17 and SC 41 intersection feed the west leg



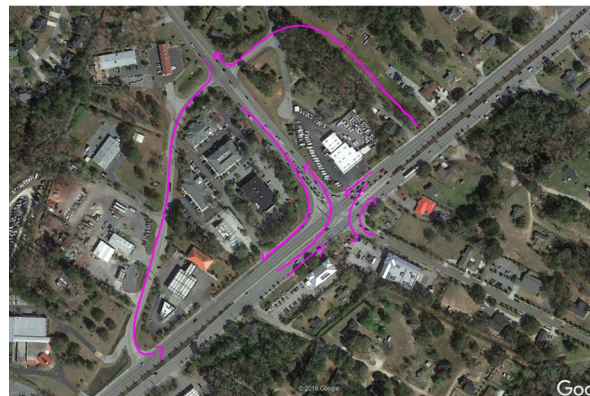
Alternatives Dropped from Further Consideration

- At grade intersection will not work regardless of the extent of widening
- 5 through lanes and 5 left turn lanes shown here



Alternatives Dropped from Further Consideration

- At-grade RCUT with quadrant roads
- Failure in EBL and SBR



Alternatives Dropped from Further Consideration

- Echelon intersection SBR and EBL on second level
- (Orange movements are elevated)
- Requires US 17 be widened to 5 through lanes



Alternatives Dropped from Further Consideration

- Using service road as a displaced left turn (continuous flow intersection)
- Failure in AM peak
- Requires significant widening of service road and impacts to cemetery



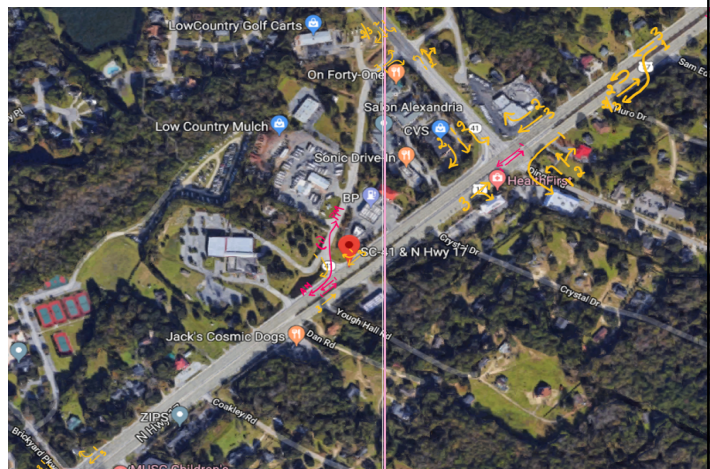
Alternatives Dropped from Further Consideration

- Using service road as a displaced left turn (continuous flow intersection)
- Failure in AM peak
- Requires significant widening of service road and impacts to cemetery



Alternatives Dropped from Further Consideration

- Grade separate US 17 (one lane in each direction)
- Grade separate SC 41 with reversible lanes serving EBL and SBR
- Grade separate US 17 with 3 lanes (2 peak, 1 off peak)



Alternatives Dropped from Further Consideration

- Diamond Interchange
- Single Point Urban Interchange
- Diverging Diamond Interchange
- SBR and EBL will still fail
- SBR and EBL will still fail
- Severe property and access impacts

Viable Alternatives

- Grade separate 4 lanes of US 17 from Porchers Bluff to Hamlin
- RCUT at SC 41 and US 17
- Bowtie intersections at Hamlin and Porchers Bluff
- Roundabout on service road



Viability Alternatives

- Same as previous but replace service road improvements with quadrant road on new alignment



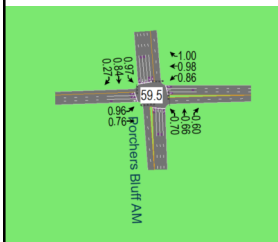
Viability Alternatives

- Same as previous but replace service road improvements with two quadrant roads on new alignment



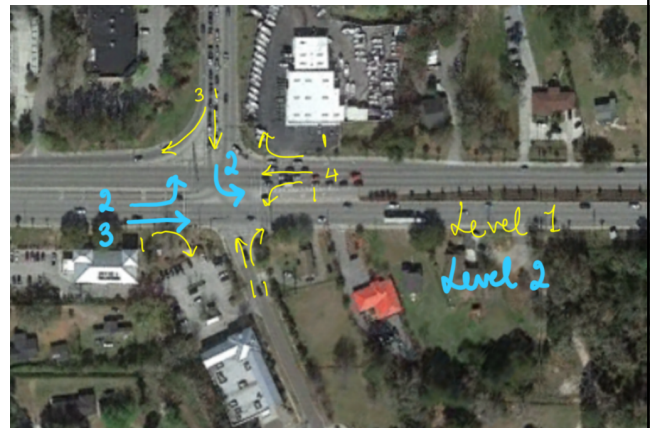
Viability Alternatives

- Grade separate US 17 at SC 41 with RCUT on level 1
- Use Porchers Bluff/Winning Way extension as quadrant road



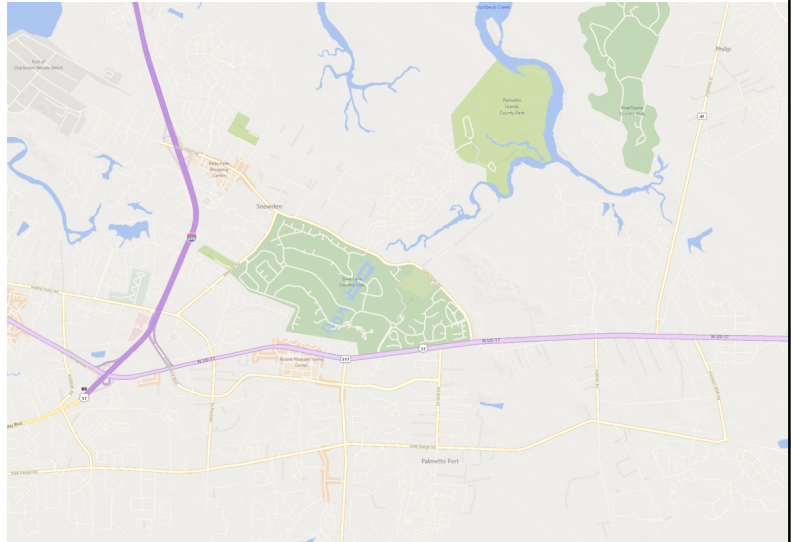
Viability Alternatives

- Echelon intersection at SC 41 and US 17 with EBL and SBL on second level
- Assumes Dingle will not connect to Billy Swales



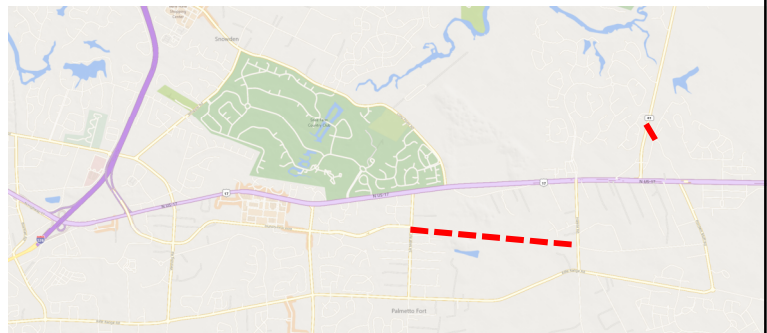
Regional Connectivity

- The intersection of US 17 and I-526 is an important factor



The System View

- Planned connections have the potential to make the US 17 SC 41 intersection volumes more manageable



Next Steps

- Finalize refinements of interchange
- Recommend interchange alternative
- VISSIM modeling

Regional Traffic Shifts

