

South Carolina

1835 Assembly Street, Suite 1270 Columbia, South Carolina 29201 803-765-5411 803-253-3989

March 19, 2020

In Reply Refer To: HDA-SC

#### **ELECTRONIC CORRESPONDENCE ONLY**

Mr. Chad Long
Director of Environmental Services
South Carolina Department of Transportation (SCDOT)
955 Park Street, P.O. Box 191
Columbia, South Carolina 29202

Subject: Finding of No Significant Impact (FONSI) determination for the proposed I-26

Improvements from MM 187 to 194 in Berkeley County, South Carolina, Federal

Project No. P029263.

Dear Mr. Long:

The FHWA has received your letter requesting a FONSI determination for the subject project. Based on the information provided to complete the environmental process the FHWA finds that the project will have no significant impacts; therefore, a FONSI determination is justified. Please proceed accordingly with the publication of the notice of availability of location and preliminary design approval and availability of the FONSI. The final documentation is to be made available to the public upon request. A notice of the FONSI approval shall be sent to the affected units of Federal, State, and local governments. A notice shall also be sent to the State inter-governmental review contacts established under Executive Order 12372.

By our adoption of the FONSI and completion of the public comment/hearing requirements of 23 U.S.C. 128, the SCDOT is authorized to proceed with further project development. Please address any questions to Mr. J. Shane Belcher at <a href="mailto:jeffrey.belcher@dot.gov">jeffrey.belcher@dot.gov</a> or 803-253-3187.

Sincerely,

J. Shane Belcher Date: 2020.03.19 15:46:39 -04'00'

(for) Emily O. Lawton Division Administrator

Enclosure

ec: Mr. David Kelly, SCDOT RPG 1 NEPA Coordinator

Mr. Henry Phillips, SCDOT NEPA Division Manager





March 19, 2020

Ms. Emily Lawton
Division Administrator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201

SUBJECT:

Request for a Finding of No Significant Impact Determination Interstate 26 Widening between Mile Marker 187 and 194

Berkeley County, South Carolina (Project ID P029263)

Dear Ms. Lawton:

The South Carolina Department of Transportation (Department) received approval of an environmental assessment (EA) on the above reference project from the Federal Highway Administration (FHWA) on October 16, 2019. The approved document was made available for review in accordance with 23 CFR § 771.110(d) and distributed to the resource and regulatory agencies.

Following availability of the environmental document, a public hearing was advertised by the Department via *The Post and Courier*, *The Berkeley Independent Newspaper*, and *Summerville Journal Scene* on October 23, 2019 and subsequently held on Thursday, November 7, 2019 at the Ridgeville Community Center at 105 School Street, Ridgeville, South Carolina, 29472. Approximately 102 interested individuals were in attendance, of which 52 were minorities (22 African American males, 15 African American females, and 15 White females). The public hearing certification is appended for your review and records.

Twelve written comments were received at the public hearing or during the subsequent 15-day comment period. A copy of these comments and the Department's responses are included in the attached public hearing certification package.

Based on the administrative and environmental documentation to date, it is the Department's recommendation that the project be processed as a finding of no significant impact (FONSI). Please contact me should you require additional information.

Sincerely,

Chad Long

Director of Environmental Services Office

**Enclosures** 

ec: Mr. Craig Winn, P.E.

David Kelly, RPG 1 NEPA Coordinator



## FINDING OF NO SIGNIFICANT IMPACT



February 2020

Date: 02/19/2020





Project ID: P029263 County: Berkeley District: District 6 Doc Type: EA Total # of Commitments: 9

Project Name: Interstate 26 Widening between Mile Marker 187 and 194

The Environmental Commitment Contractor Responsible measures listed below are to be included in the contract and must be implemented. It is the responsibility of the Program Manager to make sure the Environmental Commitment SCDOT Responsible measures are adhered to. If there are questions regarding the commitments listed please contact:

CONTACT NAME: Craig Winn PHONE #: (803) 737-6376

#### **ENVIRONMENTAL COMMITMENTS FOR THE PROJECT**

Water Quality	NEPA Doc Ref:	EA Page: 35 Paragraph: 3	Responsibility:	SCDOT
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The contractor will be required to minimize possible water quality impacts through implementation of BMPs, reflecting policies contained in 23 CFR 650B and the Department's Supplemental Specification on Erosion Control Measures (latest edition) and Supplemental Technical Specifications on Seeding (latest edition). Other measures including seeding, silt fences, sediment basins, etc. as appropriate will be implemented during construction to minimize impacts to water quality.

 Stormwater
 NEPA Doc Ref:
 EA Page: 35 Paragraph: 3
 Responsibility:
 SCDOT

Stormwater control measures, both during construction and post-construction, are required for SCDOT projects with land disturbance and/or constructed in the vicinity of 303(d), TMDL, ORW, tidal, and other sensitive waters in accordance with the SCDOT's MS4 Permit. The selected contractor would be required to minimize potential stormwater impacts through implementation of construction best management practices, reflecting policies contained in 23 CFR 650 B and SCDOT's Supplemental Specifications on Seed and Erosion Control Measures (latest edition).

Individual Permit NEPA Doc Ref: EA Page: 36 Paragraph: 4 Responsibility: SCDOT

Impacts to jurisdictional waters will be permitted under a Department of the Army Section 404 permit from the U.S. Army Corps of Engineers. Based on preliminary design, it is anticipated that the proposed project would be permitted under an Individual Army Corps of Engineers Permit (IP). SCDOT will provide the Army Corps with information regarding any proposed demolition activities during the Section 404 permitting process. The required mitigation for this project will be determined through consultation with the USACE and other resource agencies.

Project ID: P029263	
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# SCDOT NEPA ENVIRONMENTAL COMMITMENTS FORM



## **ENVIRONMENTAL COMMITMENTS FOR THE PROJECT**

Non-Standard Commitment	NEPA Doc Ref:	EA Page: 37 Paragraph: 4	Responsibility:	SCDOT
Floodplains				
A final detailed hydraulic analysis would performed per SCDOT Requirements for coordinated prior to construction with floodplain manager to ensure complian (Floodplain Management and 23 CFR 65 floodplain regulations and guidelines.	or Hydraulic Desig appropriate agen nce. Therefore, th	gn Studies. These final an ncies, including SCDOT, I ne project would be deve	nalysis and findi FEMA, and the E eloped in accord	ngs would also be Berkeley County dance with EO 11988
Cultural Resources	NEPA Doc Ref:	EA Page: 41 Paragraph: 2	Responsibility:	CONTRACTOR
The contractor and subcontractors must remains, including but not limited to concentrations during the construction Construction Engineer (RCE) will be immediately work shall cease until the SCDOT Archaeol	arrowheads, po phase of the ediately notified	ottery, ceramics,flakes, project, if any such re and all work in the vicin	bones, graves, mains are enco	gravestones, or brick buntered, the Resident
Noise	NEPA Doc Ref:	EA Page: 47 Paragraph: 1	Responsibility:	SCDOT
SCDOT will inform local planning officials FHWA has made a final decision on the En	_		ted to occur in t	the project vicinity after

Project ID :	P029263

### **SCDOT** NEPA ENVIRONMENTAL COMMITMENTS **FORM**



## **ENVIRONMENTAL COMMITMENTS FOR THE PROJECT**

USTs/Hazardous Materials	NEPA Doc Ref:	EA Page: 47 Paragraph: 2	Responsibility:	SCDOT	
If avoidance of hazardous materials is not a viable alternative and soils that appear to be contaminated are encountered during construction, the South Carolina Department of Health and Environmental Control (SCDHEC) will be informed. Hazardous materials will be tested and removed and/or treated in accordance with the United States Environmental Protection Agency and the SCDHEC requirements, if necessary.					
Displacements	NEPA Doc Ref:	EA Page: 48 Paragraph: 1	Responsibility:	SCDOT	
The SCDOT will acquire all new right-or Assistance and Real Property Acquisition regulations is to ensure that owners of refairly and consistently, to encourage and relieve congestion in the courts, and to programs.	policies Ace of 19 eal property to be expedite acquisi	970, as amended (42 U.S acquired for Federal an tion by agreements with	. C. 4601 et seq d federally-assis such owner, to	.). The purpose of these ted projects are treated minimize litigation and	
Migratory Bird Treaty Act	NEPA Doc Ref:		Responsibility:	CONTRACTOR	
The federal Migratory Bird Treaty Act, 16 USC § 703- offer to or sell, barter, purchase, deliver or cause to b manufactured or not. The South Carolina Department	e shipped, exported, imp of Transportation (SCD)	oorted, transported, carried or rec	eived any migratory b	ird, part, nest, egg or product,	

of taking of individual migratory birds and the destruction of their active nests.

The contractor shall notify the Resident Construction Engineer (RCE) at least four (4) weeks prior to construction/demolition/maintenance of bridges and box culverts. The RCE will coordinate with SCDOT Environmental Services Office (ESO), Compliance Division, to determine if there are any active birds using the structure. After this coordination, it will be determined when construction/demolition/maintenance can begin. If a nest is observed that was not discovered after construction/demolition/maintenance has begun, the contractor will cease work and immediately notify the RCE, who will notify the ESO Compliance Division. The ESO Compliance Division will determine the next course of action.

The use of any deterrents by the contractor designed to prevent birds from nesting, shall be approved by the RCE with coordination from the ESO Compliance Division. The cost for any contractor provided deterrents will be provided at no additional cost to SCDOT.



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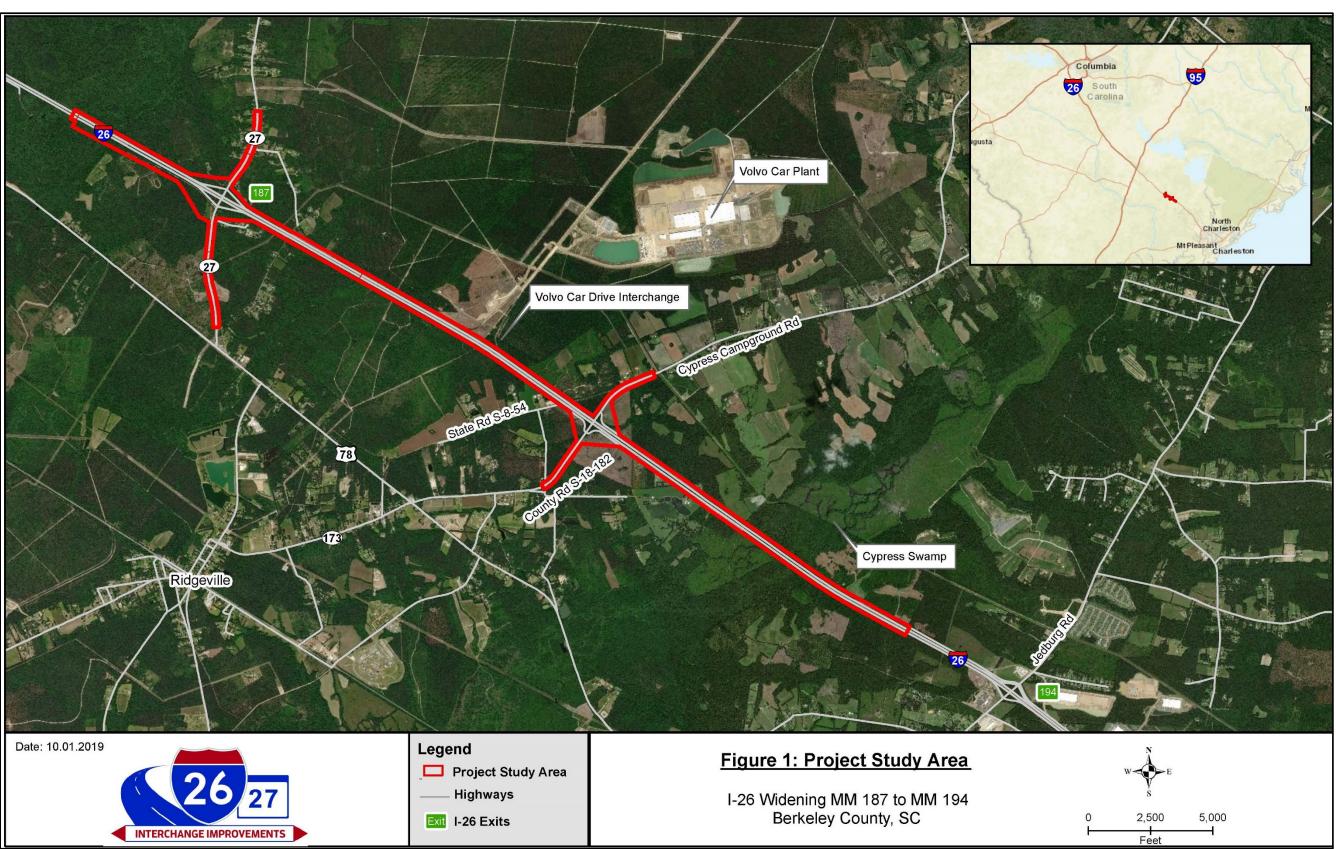


## **Project Description**

The South Carolina Department of Transportation (SCDOT) proposes to widen Interstate 26 (I-26) between mile marker (MM) 187 and MM 194 in Berkeley County, South Carolina (Figure 1). The project would extend from approximately 1 mile west of SC Highway 27 (SC 27) at exit 187 near Ridgeville to approximately 1 mile west of Jedburg Road/S-16 (exit 194) near Summerville for a total distance of approximately 7.4 miles as well as approximately 1 mile in each direction on SC 27 from I-26. The proposed project would also include median clearing and cable guardrail installation, improvements to the exit 187 (SC 27) interchange and ramps, replacement of the I-26 mainline dual bridges over Cypress Swamp, replacement of the Cypress Campground Road bridge over I-26, and drainage improvements throughout the project study area (PSA).

The project, as proposed, would result in certain modifications to the human and natural environment. However, SCDOT has not identified any significant impacts that would occur based on the data collected, and therefore the project meets the criteria under 23 Code of Federal Regulations (CFR) Section 771.115(c) (23 CFR § 771.115(c)) for processing as an environmental assessment (EA). Specific environmental studies were conducted in the early stages of project development and were utilized in making this decision. These environmental studies are incorporated by reference to this document.

Figure 1. Project Study Area





## **Purpose and Need**

The primary purpose of the proposed project is to improve traffic operations to accommodate projected traffic volumes and correct geometric deficiencies associated with the existing roadway and bridges along I-26 between MM 187 and MM 194. The secondary purpose is to improve the safety of the existing facility.

The project need is based primarily on the existing and projected traffic volumes and operating conditions along this section of I-26. Specifically, the existing and projected traffic volumes indicate that I-26 would be operating beyond capacity and would experience an increase in traffic congestion and operational deficiencies. In addition, the I-26 facility is dated and includes various design elements that do not meet current design standards. The increased traffic volumes and design deficiencies result in increased safety concerns as demonstrated by the recent crash data for the corridor.

## **Public Involvement**

SCDOT has coordinated with various local, state, and federal agencies, local stakeholders, and the public to identify concerns during development of the project. SCDOT sent a letter of intent (LOI) on May 22, 2018 to approximately 75 representatives including South Carolina Department of Health and Environmental Control (SCDHEC), South Carolina Department of Natural Resources (SCDNR), U.S. Fish and Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACE), and South Carolina State Historic Preservation Office (SHPO). The LOI included a brief description of the proposed project, a location map, contact information, and a request for comments. SCDOT also distributed the LOI to political representatives of local agencies including Berkeley, Dorchester, Charleston, and the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG). A copy of the LOI and distribution list is included in Appendix B of the EA.

On, January 24, 2019, SCDOT held a public information meeting (PIM) to provide information about the proposed project and to solicit feedback from area residents, businesses and commuters. The meeting also gathered information from the public or any interested organization on historic or cultural resources in the area. The PIM, held at the Ridgeville Community Center, was advertised in the local newspaper, with signage along the roadway, and through post cards sent out to residents within the project zip codes. A public website has been developed and is being maintained throughout project development to provide additional information, project resources, and schedules (<a href="https://www.i26-sc27.com">https://www.i26-sc27.com</a>). A total of 148 people attended the PIM; 73 comments were received during the designated 15-day comment period. Comments were received in comment boxes at the PIM, via mail, from the website, and via email. SCDOT prepared and distributed responses to each comment (in Appendix A of the EA).

A public hearing was held on Thursday, November 7, 2019 at the Ridgeville Community Center. The purpose of the public hearing was to provide an opportunity to review and comment on the proposed project. SCDOT advertised the public hearing with post cards and a newspaper advertisement and the EA



was made available to the public for review prior to the public hearing at the appropriate SCDOT District Office, at SCDOT Headquarters, at Ridgeville Town Hall, and online at <a href="https://www.i26-sc27.com">https://www.i26-sc27.com</a> 15 days prior to the public hearing date. A total of 102 people attended the hearing. During the hearing, seven written comments were submitted in the comment box and three verbal comments were recorded. During the 15-day comment period, five comments were received, for a total of twelve written comments. A summary of the public hearing, these comments, responses, and the court reporter transcripts can be found the public hearing certification package in Appendix A of this document.

## **Revisions Since Approval of the EA**

Since approval of the EA, no modifications were made to design that would result in a change to environmental impacts. The lengths of existing acceleration and deceleration ramps on I-26 were extended from what were noted in the traffic report (which can be found in Appendix C the EA), based on SCDOT standards. The new ramp lengths are based on requirements from SCDOT's design manual, shown in the most recent design plans, and noted in the table below.

Table 1. I-26 Ramp Lengths

Ramp location/direction	Existing (EA) length (feet)	Proposed (new) design length (feet)
Westbound exit ramp	500	430
Westbound entrance ramp	900	1,000
Eastbound exit ramp	450	455
Eastbound entrance ramp	800	1,000

In addition, preliminary traffic control plans were developed since approval of the EA. Traffic control is proposed to occur in four phases. The first phase would include clearing and grubbing the PSA roads; improving the outside shoulders; and shifting existing traffic in each direction to the existing outside travel lane and improved shoulder. Road widening work on the I-26 median will begin in both directions. The second phase would include construction of the I-26 bridge over Cypress Swamp, new roadway alignment and Cypress Campground Bridge over I-26, and the new SC 27 bridge/interchange including two new roundabouts on SC 27 at intersections with the ramps. Phase three would complete the staged construction of the I-26 mainline widening including the new bridge over Cypress Swamp and traffic will be shifted to the new I-26 mainline lanes in both directions and to the new section of the bridge over Cypress Swamp. The fourth phase would tie in adjacent side roads and relocated frontage roads to Cypress Campground Road and shift traffic to the new paved areas of SC 27 and the new bridge over I-26 so the roundabouts on SC 27 and bridge over I-26 can be completed. Final grading, guardrail installation, paving, signing, and markings will be completed during this last phase. Traffic control plans will be developed during final design.

In addition to progressing project design, wetlands and other waters of the U.S. were further evaluated and confirmed by the U.S. Army Corps of Engineers (USACE) since approval of the EA. This included



additional wetland, stream, and impact areas as further documented in the impacts summary section. Anticipated impacts associated with drainage improvements and erosion control, specifically around streams, were also incorporated in the impact areas. Impacts to wetlands and streams increased from the approved EA due to revisions to the jurisdictional determination and to incorporate potential impacts from drainage improvements. Impacts to right-of-way decreased since the EA from 9.8 acres to 9.5 acres due to lowering the mainline, which lowered bridges and side roads, resulting in less fill.

The proposed revisions would still address the purpose and need and would not change any findings previously documented in the EA.

## **Alternatives Considered**

Various location and design alternatives were evaluated during the development of the project. These alternatives were further analyzed to evaluate potential impacts on the human and natural environment. The environmental resources were identified through various methods, including available mapping, existing data review, and/or field investigations. Specifically, the wetlands and other waters of the U.S. (WOUS) were largely identified based on available mapping (National Wetland Inventory, light detection and ranging [LIDAR], topographic) and field reconnaissance.

Three alternatives were originally developed for the SC 27 (Exit 187) interchange, two alternatives were considered for the replacement of the Cypress Campground Road bridge over I-26, and one alternative was considered for the mainline widening. Expanded discussion regarding the project alternatives is included in Part III of the approved EA.

#### 1. Selected Alternative

The Selected Alternative includes widening I-26 to the median, replacing the Cypress Campground Road bridge with a new structure to the east, replacing I-26 mainline bridges, and reconfiguring exit 187 into a diamond roundabout interchange. Fieldwork, including wetland delineations, has been conducted to determine potential environmental impacts. Based on finalizing design and traffic configurations, the Selected Alternative would require the acquisition of approximately 9.5 acres of new ROW from 14 parcels to build and maintain traffic during construction, and for sideroad/frontage road relocations to meet design standards. Specifically, the ROW and parcel impacts are due to the need to realign Emma Lane/Miles Lane, and Interstate Drive/Jared Lane at the SC 27 interchange (exit 187). In addition, the Selected Alternative would result in impacts to 15 noise receivers, 1,678 linear feet of stream impact, and 7.4 acres of wetlands. The final design impacts are summarized in Table 2 and the Selected Alternative is illustrated on Figures 2-8.

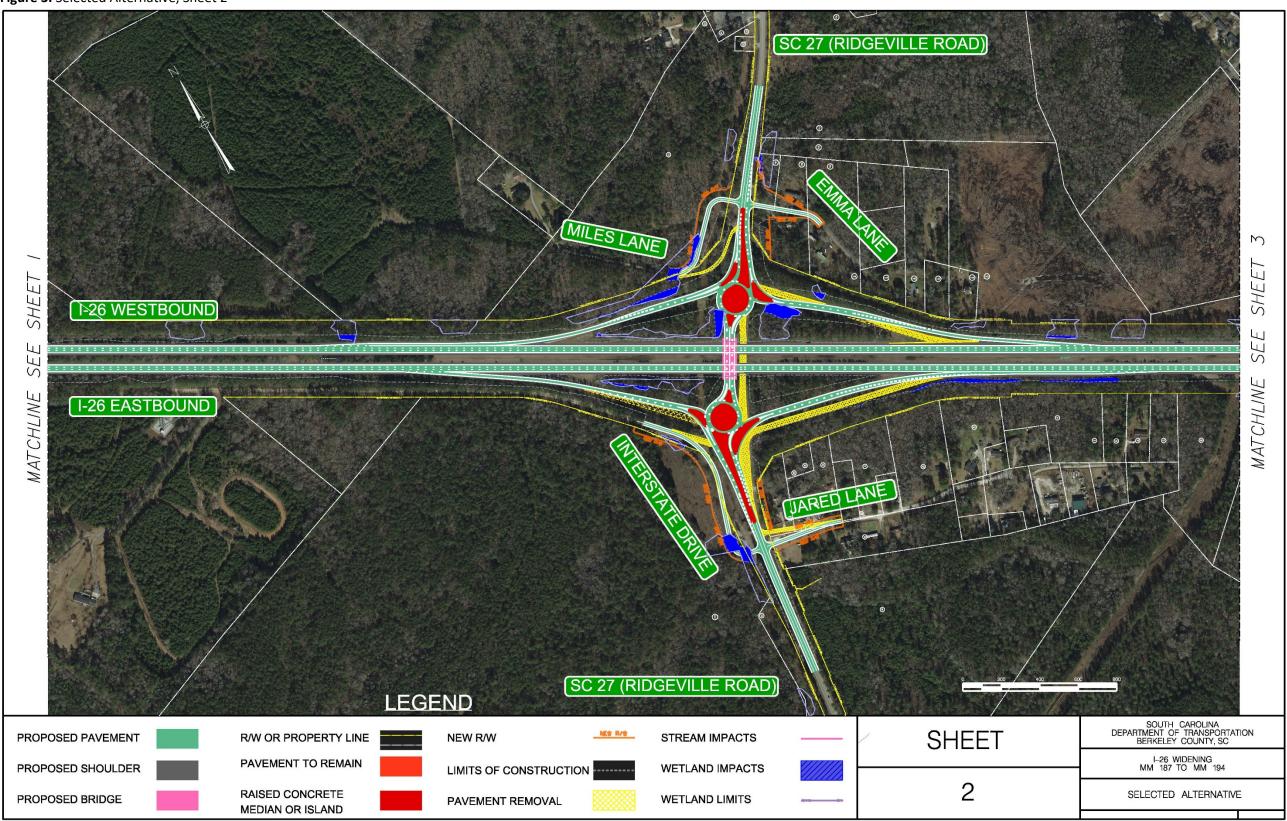


Figure 2. Selected Alternative, Sheet 1





Figure 3. Selected Alternative, Sheet 2



MEDIAN OR ISLAND



Figure 4. Selected Alternative, Sheet 3 SHEET S I-26 WESTBOUND I-26 WESTBOUND SEE MATCHLINE I-26 EASTBOUND 1-26 EASTBOUND MATCHLINE **LEGEND** SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION BERKELEY COUNTY, SC HER R/R SHEET PROPOSED PAVEMENT NEW R/W R/W OR PROPERTY LINE STREAM IMPACTS I-26 WIDENING MM 187 TO MM 194 PAVEMENT TO REMAIN PROPOSED SHOULDER LIMITS OF CONSTRUCTION WETLAND IMPACTS 3 SELECTED ALTERNATIVE RAISED CONCRETE PROPOSED BRIDGE WETLAND LIMITS PAVEMENT REMOVAL



Figure 5. Selected Alternative, Sheet 4

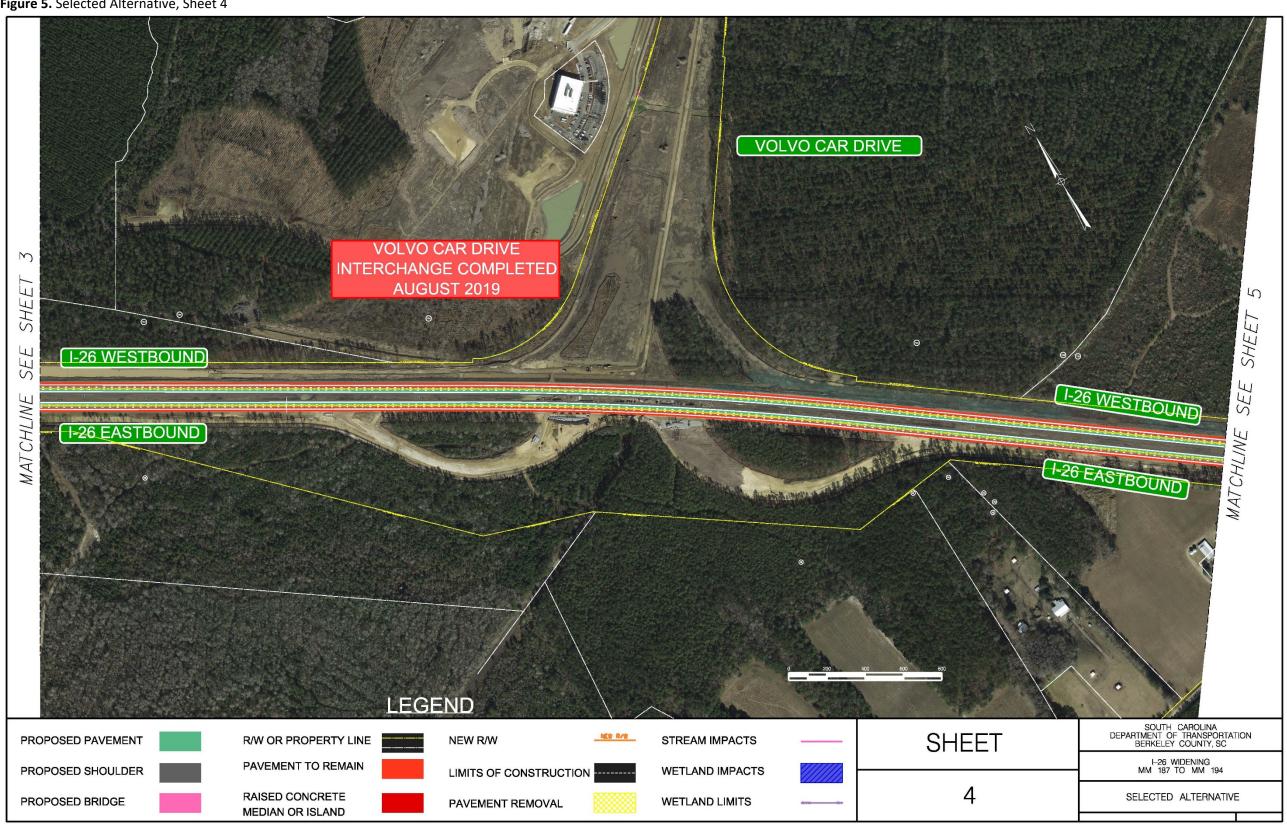




Figure 6. Selected Alternative, Sheet 5

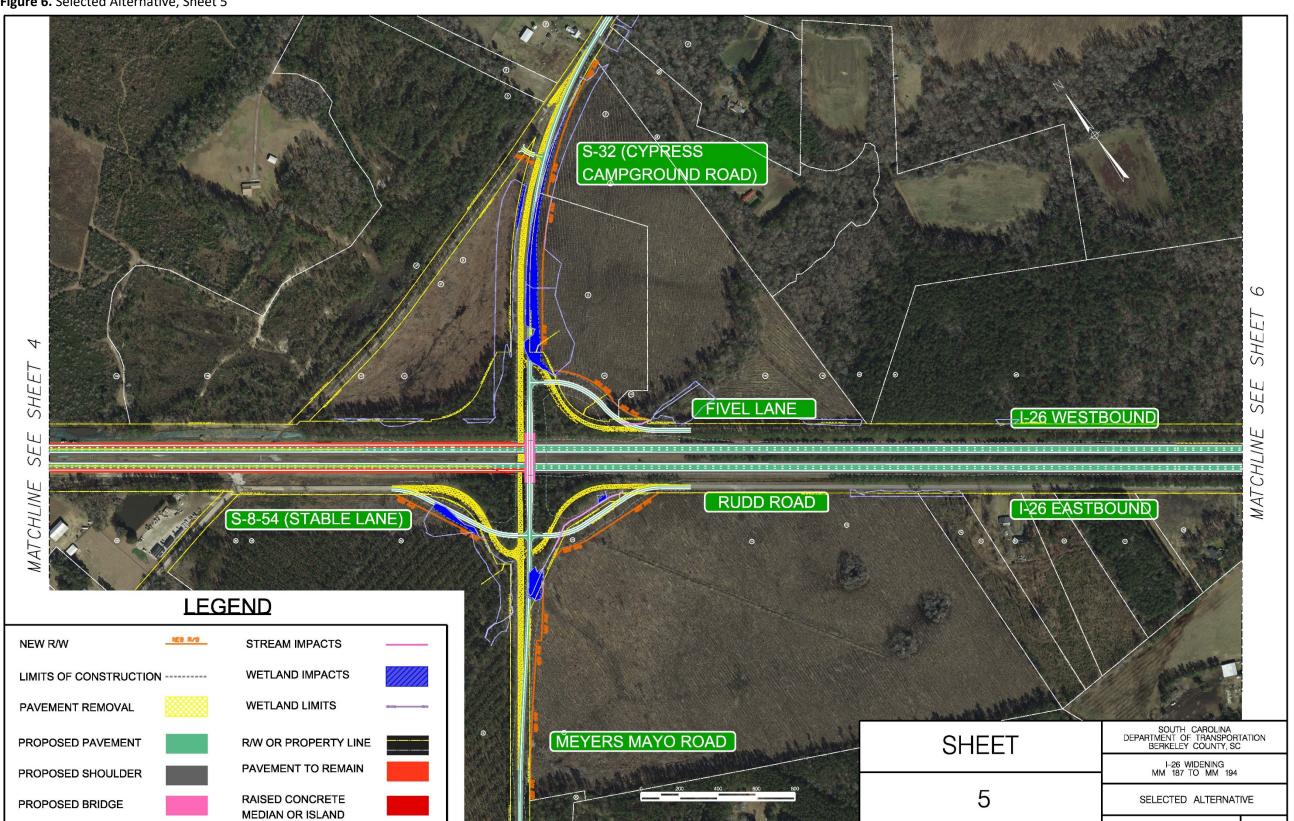




Figure 7. Selected Alternative, Sheet 6

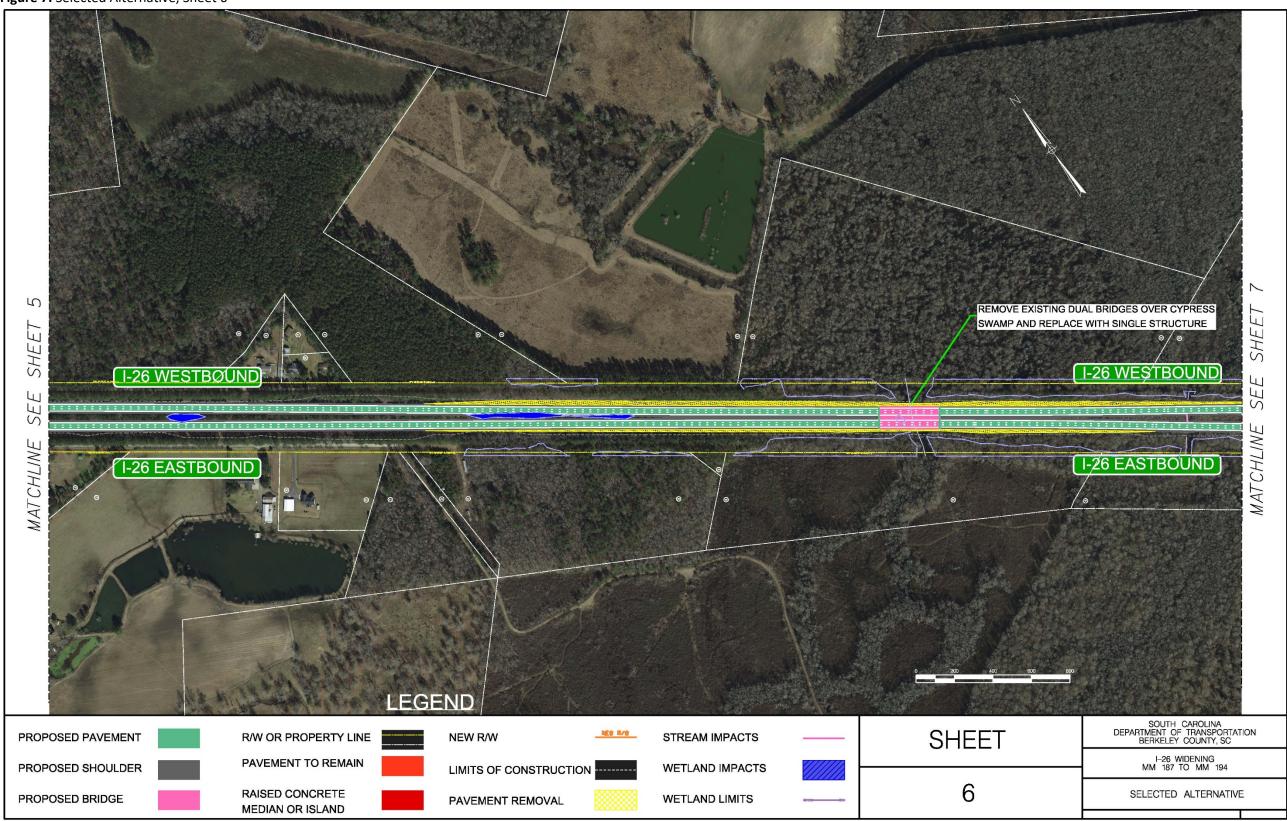




Figure 8. Selected Alternative, Sheet 7

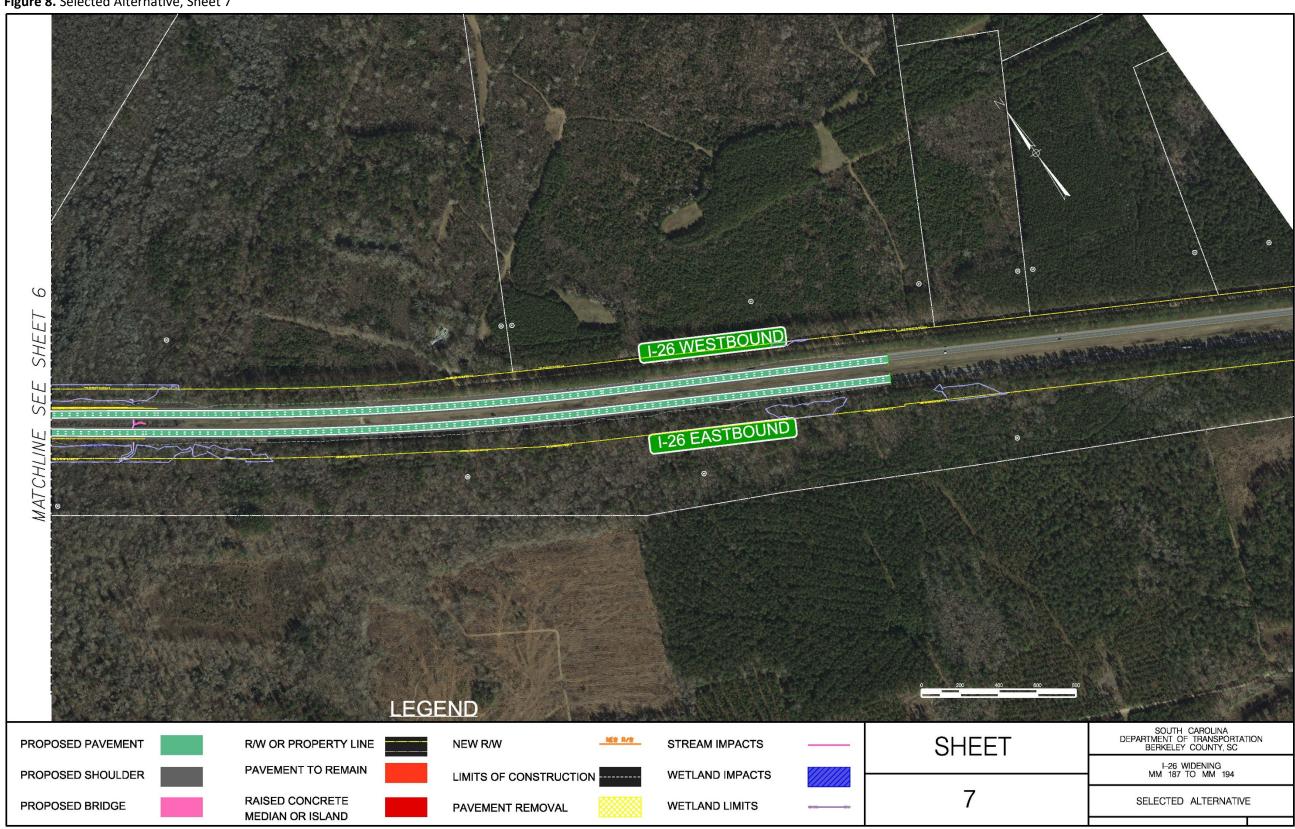




Table 2. Selected Alternative Impact Matrix

	Selected Alternative			
Impact Category	Mainline	Cypress Campground Road Bridge	Interchange Alternative 3	TOTAL
Potential WOUS				·
Wetlands (acres)	1.15	2.44	3.82	7.4
Streams (linear feet)	648	1,030	0	1,678
Permits				Individual Section 404
Threatened/Endangered Species	None	None	None	None
Prime Farmland (acres)	0	1.1	1.6	2.7
Cultural Resources				
Architectural	0	0	0	0
Archaeological	0	0	0	0
Section 4(f) Resources (parks, wildlife refuges, etc.)	0	0	0	0
Traffic Noise (Impacted Receivers)*				15
Potential Hazardous Material Sites	0	0	0	0
Right-of-Way				1
Total ROW (acres)	0	4.8	4.7	9.5
Properties Impacted	0	6	8	14
Number of Relocations	0	0	0	0

<sup>\*</sup>Not applicable, mainline noise impacts were included with analysis of alternative

#### Mainline:

The proposed mainline widening would span across approximately 7 miles of I-26 from approximately 1 mile west of SC 27 at exit 187, to approximately 1 mile west of Jedburg Road (exit 194). The mainline widening would occur to the median of the existing facility, with only minor work beyond the existing shoulder to provide adequate clear zones. The widening of I-26 from four to six lanes would improve the capacity and operational conditions of the facility, resulting in an adequate LOS through the design year. The work along the mainline would also require the replacement of dual bridges over Cypress Swamp and the Cypress Campground Road bridge over I-26 on new alignment. The proposed improvements along the mainline would also include various roadway geometry and drainage improvements. Roadway geometric improvements would primarily include interchange reconstruction, ramp and side road realignment, cross-slope corrections, profile improvements, and shoulder widening. Various drainage improvements would be implemented to improve stormwater conveyance, including upgrades to existing crossline pipes and culvert extensions. This includes the installation of an additional culvert along Timothy Creek. Both eastbound and westbound widening would be accommodated/implemented through two primary typical sections. For the majority of the project, a grass median with a cable barrier would be installed while in the vicinity of the bridges, a concrete permanent barrier would be installed.



Figure 9. Mainline Typical #1

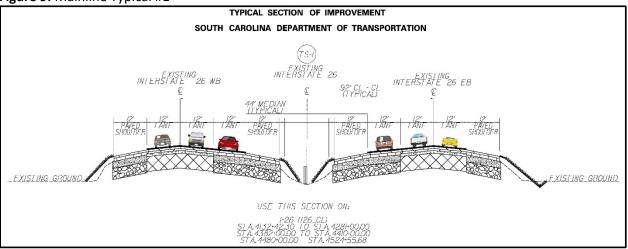
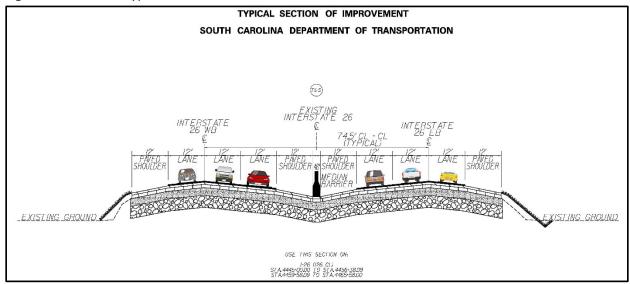


Figure 10. Mainline Typical #2



#### **Cypress Campground Road Bridge Replacement:**

The proposed improvements to the Cypress Campground Road Bridge would include replacing the existing bridge with a new structure to the south/east of the existing bridge. The proposed bridge would include two 12-foot-wide travel lanes with 10-foot-wide shoulders and have a total width of approximately 47 feet. The offset alignment allows traffic to be maintained throughout construction, minimizing negative impacts to residents and commuters. The roadway approaches would begin approximately 2,000 feet northeast, and 1,500 feet southwest of the proposed bridge. In addition, the side roads of Fivel Lane, Rudd Road, and Stable Lane would be relocated with improved intersections.

## Exit 187 – SC 27 Interchange:

Interchange Alternative 3 (Diamond Roundabout) was determined to be the Selected Alternative for the reconstruction of the existing interchange. Alternative 3 has the smallest environmental impact while



providing adequate LOS and operating conditions through the 2043 design year. It resulted in the least amount of new ROW required, impacted the fewest parcels, and had the least impact to WOUS.

The proposed project would reconstruct the existing diamond interchange with a diamond roundabout design and would include the replacement of the SC 27 overpass bridge off alignment to maintain traffic throughout construction. Alternative 3 would result in eastbound and westbound ramp intersections to be configured as a pair of roundabouts which would eliminate the need for traffic signals and stop conditions. The roundabouts would create free flowing right turn movements to and from the ramps, further improving the operational efficiency of the intersections.

Figure 11. SC 27 Typical #1

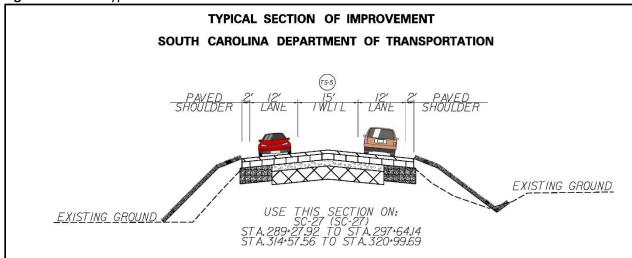
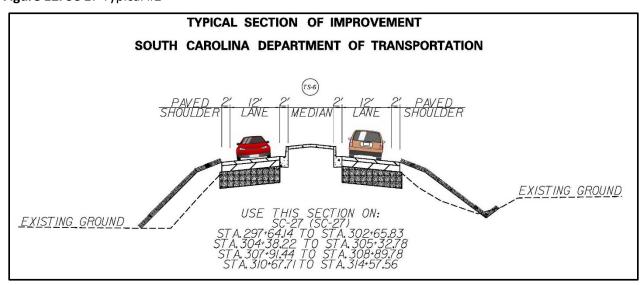


Figure 12. SC 27 Typical #2





## **Impacts Summary**

This section includes a summary of the potential environmental effects of the Selected Alternative on the human and natural environment. An expanded discussion of the probable impacts on the environment is included in Part IV of the EA.

#### 1. Surface Water Resources

The proposed project would include construction of a new bridge over Cypress Swamp. The proposed structure would be slightly (approximately 20 feet) longer and approximately 2.5 feet higher than the current structures and will maintain adequate conveyance. In addition, various culverts and crossline pipes would be replaced and/or extended to maintain adequate conveyance and accommodate the proposed improvements.

The Selected Alternative has potential to impact water quality through both the quantity and quality of stormwater runoff by increasing the area of impervious (i.e. paved) surface, thereby increasing the amount of runoff into adjacent streams and wetlands. Current stormwater conveyance features, both open and closed, will be improved and designed to accommodate the increase in runoff associated with the increase in paved surfaces.

Potential impacts to stormwater quality resulting from vehicular traffic were also considered. Water quality pollutants commonly associated with vehicular traffic include suspended solids, heavy metals, nutrients, motor oil, and grease. The proposed project is not expected to affect the existing traffic volumes or vehicle mix, and therefore would result in similar pollutant-loading as the existing condition.

The proposed project would incorporate applicable designs and techniques to minimize temporary and permanent construction impacts, including various strategies as outlined in the SCDOT Stormwater Quality Design Manual.<sup>1</sup> These techniques include specific strategies to collect, treat, and convey stormwater prior to discharging to receiving waters. Stormwater control measures, both during construction and postconstruction, are required for SCDOT projects with land disturbance and/or projects constructed in the vicinity of 303(d), total maximum daily load (TMDL), and other sensitive waters in accordance with SCDOT's MS4 Permit. The contractor would also be required to minimize potential stormwater impacts through implementation of construction best management practices, reflecting policies contained in 23 CFR § 650B and SCDOT's Supplemental Specifications on Seed and Erosion Control Measures (latest edition).

<sup>&</sup>lt;sup>1</sup> SCDOT, Stormwater Quality Design Manual, December 2014.



#### 2. WETLANDS AND OTHER WATERS OF THE U.S.

The boundaries of all wetland and other WOUS were completed during early project development utilizing the Routine On-Site Determination Method as defined in the Corps of Engineers Wetland Delineation Manual and the Atlantic and Gulf Coastal Plain Regional Supplement to the Manual. In summary, 64 wetland features were identified in the PSA totaling 53.357 acres. In addition, five streams were identified in the PSA totaling 2,481 linear feet (1.921 acres). These streams include Timothy Creek, Thompson Creek, Cypress Swamp, and two unnamed tributaries to Cypress Swamp. One pond totaling 0.024 acre was also identified within the PSA. Numerous ditches and other linear conveyances were identified and presumed nonaquatic features that are not within the jurisdiction of USACE. A request for a preliminary jurisdictional determination (PJD) was submitted in November 2018, a field review of potentially jurisdictional features within the PSA was conducted by USACE and SCDOT in February 2019, and revisions were requested to nine jurisdictional features, including wetlands. An updated PJD incorporating the requested revisions as well as subsequent changes to the PSA boundary as a result of design updates, was submitted in July 2019. The stream and wetland totals from the July 2019 PJD submittal were presented in the approved EA. A second field verification was conducted in November 2019 and three additional revisions to jurisdictional features were requested, affecting two wetlands. The updates resulted in an increase of 2.332 acres of wetlands as compared to the July 2019 PJD submittal for a total of 53.357 acres in the PSA. The two revised wetlands were along Cypress Campground Road. The revised PJD incorporating the requested changes was submitted to USACE on December 10, 2019 and USACE issued a PJD letter on January 28, 2020 and assigned SAC-2018-01822 as the USACE file number for the project. A detailed review of the resources identified in the PSA can be found in the Natural Resources Technical Memorandum (NRTM) in Appendix D of the EA. The issued PJD can be found in Appendix B of this document.

The Selected Alternative would result in 7.4 acres of wetland impacts and 1,678 linear feet of stream impacts. The wetland impacts are primarily associated with the reconfiguration of exit 187 and the replacement of the Cypress Campground Road bridge. These impacts include the placement of fill material and clearing and grubbing to accommodate construction and maintenance of stormwater controls. Most of the stream impacts would occur along Cypress Campground Road, specifically along the southeast quadrant associated with the relocation of Rudd Road. Other impacts would be associated with the extension and replacement of culverts, piping, channel relocation, and rip-rap armoring.

A Clean Water Act Section 404 permit from USACE would be required for all impacts to wetlands and other WOUS. Specifically, the anticipated 7.4 acres of wetland impacts, and 1,678 linear feet of stream impacts would require a Section 404 Standard (i.e. Individual) permit from USACE and with a Section 401 water quality certification from SCDHEC.

#### 3. FLOODPLAINS

The project would include bridge and culvert replacements along two regulated floodplains including the bridge replacement over Cypress Swamp and the installation of an additional culvert along Timothy Creek.



As proposed, the existing 210-foot-long bridge over Cypress Swamp would be replaced with a 320-foot-long structure. The existing dual 6x10-foot-diameter culverts along Timothy Creek would be retained and paired with an additional 6x6-foot culvert to improve conveyance. These improvements have the potential to change the 100-year based flood profile along the regulated floodplain areas. As such, preliminary hydraulic analysis was conducted at each site. The analysis indicates that a Conditional Letter of Map Revision/Letter of Map Revision (CLOMR/LOMR) may be required. The preliminary findings are further documented in the *SCDOT Bridge Replacement Scoping Trip Risk Assessment Form* included in Appendix E of the EA.

A final detailed hydraulic analysis would be conducted during final design development and would be performed in accordance with SCDOT Requirements for Hydraulic Design Studies.<sup>2</sup> These final analysis and findings would also be coordinated with appropriate agencies, including SCDOT, FEMA, and the Berkeley County Floodplain Manager to ensure compliance. Therefore, the project would be developed in accordance with Executive Order (E.O.) 11988 (Floodplain Management and 23 CFR § 650A), and roadway/bridge design would comply with all appropriate floodplain regulations and guidelines.

#### 4. FARMLANDS

The PSA has been evaluated in accordance with the Farmland Protection Policy Act (FPPA) of 1981. The Natural Resources Conservation Service (NRCS) Web Soil Survey and GIS data layers were evaluated to identify prime farmland soils within the PSA.<sup>3</sup> A total of approximately 164 acres of prime farmland was identified in the PSA, which included areas within the existing roadway footprint. The project is largely rural and located beyond the immediate limits of a municipality and is not considered an urban place or committed for urban land uses. Therefore, a NRCS *Farmland Conversion Impact Rating for Corridor Type Projects* (NRCS-CPA-106) was completed for the project and is included in Appendix F of the EA. The PSA includes approximately 545 acres of total area and 9.5 acres would be directly converted to transportation uses. The *Corridor Assessment Criteria* analysis resulted in a score of 56, and the relative value of farmland is 100 for a total score of 156 for the project. This score is less than the threshold score of 160; and therefore, not considered a priority for protection nor are alternative sites or additional studies required under the FPPA. Total impacts to farmlands (2.7 acres) did not change since the EA. While the Alternative Impact Matrix from the EA showed 1.7 acres total, that was a miscalculation of the impacts. The total score of 156 did not change since the approved EA.

#### 5. THREATENED AND ENDANGERED SPECIES

Pursuant to Section 7 of the Endangered Species Act (ESA) of 1973, the proposed project was evaluated for the potential presence of federally threatened or endangered species in the PSA. The USFWS database was evaluated and field surveys were conducted for federally protected species in the PSA. Initial field

<sup>&</sup>lt;sup>2</sup> SCDOT, https://www.scdot.org/business/technicalPDFs/hydraulic/requirements2009.pdf, last accessed July 2019.

<sup>&</sup>lt;sup>3</sup> https://we<u>bsoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx</u>, last accessed July 19, 2019.



studies were conducted in September 2018, and protected species listed in Berkeley and Dorchester Counties were evaluated. Since the NRTM was completed, USFWS published new county species lists (last updated September 9, 2019). Those species lists were reviewed, and no changes were made to the Berkeley or Dorchester County species lists. Table 2 lists the federally threatened or endangered species known to occur or to have formerly occurred in Berkeley and Dorchester Counties and their associated protection status, which is consistent with the listings utilized for the field investigations. The September 2019 USFWS lists includes ten threatened or endangered species, fourteen at-risk species (ARS), a candidate species, and the bald eagle (*Haliaeetus leucocephalus*). The bald eagle is no longer protected under the ESA but is afforded protection through the Bald and Golden Eagle Protection Act (BGEPA) of 1940. ARS and candidate species for Berkeley and Dorchester Counties are included in Table 3 for informational purposes only.

**Table 3.** Protected Species Listed for Berkeley and Dorchester Counties

Protected	Protection	
Common Name	Scientific Name	Status
American chaffseed	Schwalbea americana	Е
American wood stork	Mycteria americana	Т
Atlantic sturgeon	Acipenser oxyrinchus	E
Bald eagle	Haliaeetus leucocephalus	BGEPA
Bog asphodel	Narthecium americanum	ARS
Boykin's lobelia	Lobelia boykinii	ARS
Canby's dropwort	Oxypolis canbyi	E
Carolina-birds-in-a-nest	Macbridea caroliniana	ARS
Ciliate-leaf tickseed	Coreopsis integrifolia	ARS
Eastern diamondback rattlesnake	Crotalus adamanteus	ARS
Frosted elfin	Callophrys irus	ARS
Frosted flatwoods salamander	Ambystoma cingulatum	T, CH*
Gopher frog	Lithobates capito	ARS
Gopher tortoise	Gopherus polyphemus	С
Monarch butterfly	Danaus plexippus	ARS
Northern long eared bat	Myotis septentrionalis	Т
Pondberry	Lindera melissifolia	E
Raven's seedbox	Ludwigia ravenii	ARS
Red cockaded woodpecker	Picoides borealis	E
Saltmarsh sparrow	Ammospiza caudacuta	ARS
Shortnose sturgeon	Acipenser brevirostrum	E
Southern hognose snake	Heterodon simus	ARS
Spotted turtle	Clemmys guttata	ARS
Sun-facing coneflower	Rudbeckia heliopsidis	ARS



Protected Sp	Protection	
Common Name	Scientific Name	Status
Tri colored bat	Perimyotis subflavus	ARS
West Indian manatee	Trichechus manatus	Т

Notes: E=endangered; T=threatened; C=Candidate; CH=critical habitat

Based on literature and field reviews, SCDOT and FHWA recommended that the proposed project would have a biological conclusion of **no effect** on federally protected species under the jurisdiction of USFWS. These findings are further detailed and documented in the NRTM (Appendix D of the EA).

#### 6. CULTURAL RESOURCES

A Phase I Cultural Resources Survey of the project corridor was completed between June 12 and July 10, 2018, with additional investigations of the expanded PSA conducted in May 2019. This purpose of the study was to identify significant archaeological and historic architectural resources in its area of potential effect (APE) and to assist SCDOT in meeting its obligations under Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR Part 800).

Archaeological investigations for the project revisited two previously recorded archaeological sites and one isolated find. One site (Site 38DR495 associated with Cypress Methodist Campground) is listed on the National Register of Historic Places (NRHP) and its eligibility is currently considered unassessed. The other site (Site 38DR496) and the isolated find are recommended as not eligible for the NRHP.

The historic architectural survey identified 27 previously unrecorded historic resources and reassessed 15 previously identified historic resources. None of the newly surveyed resources are recommended eligible for the NRHP. One previously identified resource (the Cypress Methodist Campground) is listed on the NRHP. No other newly or previously surveyed resources are recommended eligible for the NRHP. As such, the proposed project would not adversely impact any known cultural resources.

A detailed review of the resources identified within the PSA can be found in the *Phase I Cultural Resource Survey* with State Historic Preservation Office (SHPO) and Tribal Historic Preservation Office (THPO) concurrences in Appendix G of the EA.

## 7. AIR QUALITY

The National Ambient Air Quality Standards (NAAQS) were established by USEPA under the Clean Air Act (CAA), as amended, to protect public health, the environment, and the quality of life from the detrimental effects of air pollution. The NAAQS have been set for six criteria pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM), and sulfur dioxide (SO<sub>2</sub>). Mobile sources

<sup>\*</sup>There is no potential habitat for the frosted flatwood salamander within the PSA due to the lack of wetlands associated with longleaf pine savannahs (see NRTM)



from on-road vehicles contribute to four of the six criteria pollutants: CO,  $NO_2$ ,  $O_3$ , and PM. Temporary air quality impacts could occur during construction and would be in the form of emissions from construction equipment, dust from construction embankment, and clearing of areas prior to paving or revegetation. During construction, slowed traffic through construction areas may produce additional emissions. Emissions from construction equipment are anticipated to have a minimal impact on air quality due to the amount of time it would take to construct the proposed roadway improvements.

In accordance with the CAA, all portions of South Carolina are designated as in attainment, nonattainment, or unclassifiable for meeting NAAQS standards. Each state determines which areas within its boundaries are designated to be in attainment or nonattainment and must develop a State Implementation Plan to ensure that areas achieve and/or maintain attainment status for NAAQS standards. A review of current air quality data determined that the U.S. Environmental Protection Agency (EPA) has designated Berkeley County and Dorchester County 'in attainment' for the criteria pollutants, and in compliance with the NAAQS.<sup>4</sup>

The proposed project is not expected to require any additional transportation control strategies to maintain the Counties' current attainment status and the project is anticipated to be consistent with the State Implementation Plan. However, the project must be continually evaluated throughout project development to ensure compliance with the most current air quality regulations and attainment status.

In addition to the NAAQS criteria air pollutants, EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, nonroad mobile sources (i.e., airplanes), area sources (i.e., dry cleaners) and stationary sources (i.e., factories or refineries). The project was analyzed under FHWA's interim guidance on mobile source air toxics (MSATs).<sup>5</sup> For each alternative in this EA, the amount of mobile source air toxics (MSATs) emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The estimated VMT under the Build Alternative (Selected Alternative) is the same as that of the No-Build Alternative because the project is an interstate and the vehicles using it would be the same even if the roadway is not widened; therefore, it is expected there would be no appreciable difference in overall MSAT emissions. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050.<sup>6</sup> Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the PSA are likely to be lower in the future in nearly all cases.

<sup>&</sup>lt;sup>4</sup> https://www3.epa.gov/airquality/greenbook/anayo\_sc.html

<sup>&</sup>lt;sup>5</sup> Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 18, 2016

<sup>&</sup>lt;sup>6</sup> Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 18, 2016



The additional travel lanes will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of MSAT could be higher under certain build alternatives than the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built along I-26 between MM 187 and MM 194. However, the magnitude and the duration of these potential increases compared to the No-Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No-Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions).

The complete MSAT guidance and language is included in Appendix H of the EA.

## 8. Noise

A traffic noise impact assessment, in compliance with 23 CFR Part 772 and the SCDOT Traffic Noise Abatement Policy (2014, Policy), was completed to determine existing and future noise levels associated with the No-Build Alternative and each of the build alternatives. Analysis methodology was based on the FHWA Traffic Noise Model (TNM 2.5), proposed project traffic data and design files, receivers modeled in areas of frequent human use, ambient noise field measurements, and TNM 2.5 model validation in accordance with the requirements in 23 CFR § 772.11(d)(2). Overall, the no-build and build conditions resulted in similar results with 14 or 15 receivers (all residential) impacted, based on the specific alternative scenario (14 receivers for two build alternatives and 15 receivers for the No-Build and one build alternative). The impacted receivers have not changed since the approved EA. These receivers would be impacted due to noise levels approaching or exceeding the noise abatement criteria. Since receivers would be impacted by traffic noise from the build alternatives, mitigation analysis (i.e. Noise Barrier Analysis) was warranted according to the Policy. The noise abatement analyses determined that no abatement measures met the feasible and reasonable criteria in accordance with the Policy. Therefore, no abatement measures to eliminate or reduce noise impacts, including noise barriers, are proposed for the project. The detailed findings associated with the noise analyses are documented in the Noise Impact Assessment: I-26 Widening MM 187-194 included as Appendix I of the EA.

## 9. HAZARDOUS MATERIALS AND WASTE SITES

A Phase 1 Environmental Site Assessment (ESA) was conducted using the *American Society for Testing and Materials (ASTM) E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* The purpose of the Phase I ESA is to identify recognized environmental conditions (RECs) in connection with the PSA. The PSA includes Shell Food Mart, a current operating gas station, which is listed as an underground storage tank (UST) facility in the Environmental Risk Information Services (ERIS) database report and is considered a REC. However, the proposed project is not anticipated



to impact or require new ROW from this facility, therefore, no additional sampling is needed. The detailed findings regarding hazardous materials are documented in the *Phase I Environmental Site Assessment: I-26 Widening Between MP187-MP193-Phase1* included as Appendix J of the EA.

## 10. COMMUNITY IMPACTS

The proposed project would require 9.5 acres of new ROW but would not result in any relocations or displacements. In addition, the acquisitions would not fragment, disrupt, or impact the future known planned land uses. The ROW acquisition process would be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq.). Temporary, adverse impacts may occur during the construction period, including intermittent interruptions in the flow of traffic, noise and dust generated by construction equipment, and travel delays.

The proposed project would result in improved traffic operation, increased capacity, and an improved transportation facility.

## 11. Environmental Justice (E.O. 12898)

FHWA defines environmental justice (EJ) as "identifying and addressing disproportionately high and adverse effects of [FHWA's] programs, policies, and activities on minority and low-income populations to achieve an equitable distribution of benefits and burdens. This includes the full and fair participation by all potentially affected communities in the transportation decisionmaking process." *E.O. 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, requires federal agencies to identify community issues of concern during the NEPA planning process, particularly those issues relating to decisions that may have a disproportionate impact to low-income or minority populations.

Demographic and economic conditions were examined using U.S Census Bureau data and EPA's Environmental Justice Screening and Mapping Tool (EJSCREEN). The data available for this area indicates that 52 percent of residents are minority, which is higher than the state average of 36 percent; 3 percent of residents are low-income, and 0 percent are considered linguistically isolated, which is considerably lower than the state average of 38 percent and 2 percent, respectively. Most of the PSA is contained within Census Tract 201.02, Block Group 2. This block group has a higher percentage of minorities, a lower median household income, and a higher percentage of the population in poverty compared to Dorchester and Berkeley Counties, State, and national averages. These findings are summarized in the EA.

<sup>&</sup>lt;sup>7</sup> Federal Highway Administration Environmental Justice Reference Guide, April 1, 2015. https://www.fhwa.dot.gov/environment/environmental\_justice/publications/reference\_guide\_2015/fhwahep150\_35..pdf, accessed September 2019.



Additional mapping, literature review, and field reviews were conducted to identify specific EJ communities and areas that would potentially be negatively affected by the proposed project. The Pringletown community located along Old Gillard Road (SC 27), just northeast of the PSA was identified as a largely minority community. The remaining PSA and the immediate vicinity are largely undeveloped forested land with sparse residential development.

The proposed project is not expected to result in "disproportionately high and adverse effects" on low-income population or minority populations. The project would not directly impact the Pringletown community. The project would require 9.5 acres of ROW from 14 parcels; however, these acquisitions are not considered to be "disproportionately high and adverse effects" on the Pringletown community.

## 12. INDIRECT AND CUMULATIVE IMPACTS

It is FHWA's and other federal agencies' responsibility to consider direct, indirect, and cumulative impacts in the NEPA process as established in the *Council on Environmental Quality (CEQ) Regulations for implementing the Procedural Provisions of NEPA*. The CEQ regulations define the impacts and effects that must be addressed and considered by federal agencies in satisfying the requirements of the NEPA process. The CEQ regulations note three impact categories—direct, indirect, and cumulative. According to FHWA guidance, the determination or estimation of reasonably foreseeable actions is essential to both indirect and cumulative impact analysis.

Indirect impacts, or effects, are reasonably foreseeable impacts to the environment that are caused by an action, but occur later in time, or are farther removed in distance from the PSA. Indirect impacts are generally associated with induced growth, and impacts that result from changes in the existing land use patterns, population density, or growth rate of an area. Transportation projects often reduce travel time, making land in and around the project area more attractive to developers and ultimately influencing local development trends. Subsequently, these land use changes could lead to environmental impacts such as degradation of natural habitat and/or water quality issues.

Cumulative impacts, or effects, are the impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. According to FHWA, cumulative impact analysis is resource-specific and generally performed for the environmental resources directly impacted by a federal action under study, such as a transportation project. Cumulative impacts would occur when impacts resulting from the project are added to historical changes in land use as well as reasonably foreseeable future actions.

A qualitative analysis was conducted to evaluate the potential indirect and cumulative impacts (ICI) associated with the proposed improvements along I-26 and exit 187. Indirect and cumulative impacts are analyzed for resources of concern within particular geographic spatial and temporal boundaries. This allows for the appropriate context to be developed for each resource. The ICI study area boundaries were developed through consideration of the resource to be impacted relative to the project location. The study



area associated with the ICI extends beyond the general PSA to include both Pringletown and Ridgeville. This ICI study area contains approximately 52 square miles and includes recent commercial development (the Volvo Manufacturing Facility and associated new interchange, Camp Hall Industrial Campus, and Ridgeville Industrial Campus), and areas projected for mixed use, low-density development and major employment hubs. The indirect and cumulative impacts were assessed for each notable resource within this defined area. The identification of affected notable resources took into consideration input received during the agency coordination and public involvement processes, the evaluation of the trends and projected growth along the corridor, and characteristics of the PSA. Information obtained from these sources were used to assess potential impacts to these notable resources based on location, proximity to the project, and relationship to the project. Land use, aquatic resources, and communities were considered affected notable resources for indirect and cumulative impacts.

Overall, the proposed project is anticipated to have minimal indirect and cumulative impacts on land use, communities, and aquatic resources. The project would increase capacity and improve the operational efficiency along I-26 and exit 187. However, these improvements would be along existing facilities and would not alter existing travel patterns or result in new access. Therefore, induced development would be minimal, and would be undertaken in compliance with existing and future land use plans.

The cumulative impacts within the PSA include conversion of forested land, increased residential and commercial developments, and the manipulation and loss of aquatic resources. Potential cumulative impacts of the proposed project on these resources would be minimized through project scope, compliance with applicable local, state, and federal regulations, and implementation of general best management practices during construction.

## **Basis of Finding of No Significant Impact**

FHWA has determined that this project will have no significant impact on human and natural environment. This FONSI is based on the EA and other supporting information, which have been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The EA provided sufficient evidence and analysis for determining that an environmental impact statement is not required. FHWA takes full responsibility for the accuracy, scope and the content of the EA and other environmental documentation for this project.

https://www.berkeleycountysc.gov/drupal/sites/default/files/Final\_adopted\_CompPlan\_5\_year\_review\_in\_color.pdf, last accessed July 2019.



## Appendix A: Public Hearing Certification

Appendices A

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

Columbia, South Carolina

Project ID: P02963

Road: Interstate 26 from Mile Marker 187 to

Mile Marker 194

CERTIFICATE OF COMBINED LOCATION AND DESIGN PUBLIC HEARING

This is to certify that on Thursday, November 7, 2019 between 5:00 p.m. and 7:00 p.m., a public hearing was held in the Ridgeville Community Center at 105 School Street in Ridgeville, South Carolina, as provided by 23 CFR 771.111(h). Economic and social effects of the project's location, its impact on the environment, and its consistency with the goals and objectives of area planning, as promulgated by the community, have been considered by the South Carolina

David P. Kelly
SCDOT RPG 1 NEPA Coordinator

March 19, 2020

Department of Transportation.

# Public Hearing for the I-26 Widening, MM 187-194 Project in Berkeley County, South Carolina

#### Time and Location

The public hearing was held on Thursday, November 7, 2019 from 5 p.m. to 7 p.m. at Ridgeville Community Center at 105 School Street in Ridgeville, South Carolina. This location was chosen due to its proximity to the project area and its ample space for displaying project materials.

#### Outreach

Fifteen days prior to the meeting, a public notice was advertised in *The Post & Courier*, *The Berkeley Independent Newspaper*, and the *Summerville Journal Scene*. Post cards were mailed to postal customers in the zip codes within a buffer around project area, based on the U.S. Postal Service's Every Door Direct tool. Road signs were mounted in the project area inviting the public to the hearing, and the Ridgeville Chief of Police dropped off handouts at the area churches prior to the public hearing to help increase meeting awareness and attendance. The outreach materials (post card and newspaper affidavits) are in Appendix A.

#### Handouts

A handout with project information, including the project purpose, proposed schedule, and preferred alternatives was given to each attendee at the public hearing (Appendix B). The handout also included ways the public can provide comments and participate throughout the project.

#### Displays

Three sets of roll plots showing the project area, detailed views of each interchange, and typical sections for each segment were set up around the room. One roll map was set up on tables where people could view the proposed project and make an informal note on a sticky note, and two roll maps were set up on the walls adjacent to the roundabout movements displays. The roundabout movement displays showed zoomed in details of directional movements for the proposed roundabouts at the SC 27 interchange. The display materials from the public hearing can be found online and in Appendix C. A designated area was setup for comment forms where participants could sit down at a table and write down and submit their comments in the comment boxes. A sign-in table was set up at the entrance of the room where project team members greeted the attendees and informed them of the opportunity to sign up for a formal verbal comment and gave them a project handout.

#### Personnel

Project team members were wearing name tags and included SCDOT personnel and their designated consultants:

Name	Company/Agency
Shane Belcher	FHWA
Craig Winn	SCDOT
Henry Phillips	SCDOT

Branford Breland	SCDOT
David Kelly	SCDOT
Jen Necker	SCDOT
Megan Groves	SCDOT
Nicole Riddle	SCDOT
Freedom Spradley	SCDOT
Jeremy Harmon	SCDOT
Trey Snelling	SCDOT
Chris Beckham	SCDOT
Dan Moses	Mead & Hunt
Chris Baker	Mead & Hunt
Matt DeWitt	Mead & Hunt
Keith Powell	Mead & Hunt
Charlee Cowger	Mead & Hunt
Brittany Williams	Mead & Hunt
Barrett Stone	Infrastructure Consulting and Engineering (ICE)
Renee Mulholland	Infrastructure Consulting and Engineering (ICE)
Stuart Day	Stantec
Katie Horner	Stantec
Police Chief Quintion Joyner	Ridgeville Police Department

#### Process

Upon arrival, guests were greeted at the sign-in table, asked to sign in, and encouraged to take a handout and make a comment (Appendix B). Guests who wanted to make a verbal comment had until 5:55 p.m. to sign up on the formal comment sign-in sheet. Team members were stationed at display boards, roll maps, and throughout the meeting room. The first hour of the hearing was an informal open house format, during which time the attendees walked around to the various displays and asked team members questions. At 6:00 p.m., the formal portion of the hearing was held. It began with a presentation by the SCDOT project manager, Craig Winn, and concluded with verbal comments by three members of the public, who each had 2 minutes to speak. After the formal portion of the hearing, attendees were encouraged to talk to project team members and view the project displays and submit written comments.

#### Attendance

The hearing was attended by 102 people. Of this number, 22 were African American males, 15 were African American females, and 15 were Caucasian females. A copy of the sign-in sheets is in Appendix D.

#### Comments

Comments were accepted at the hearing in comment boxes, and were accepted until November 22, 2019 via mail, email, and through the project website. During the hearing, seven written comments were submitted in the comment box and three verbal comments were recorded. During the 15-day comment period, five comments were received, for a total of twelve written comments. A summary of these comments, responses, and the court reporter transcripts can be found in Appendix E. Below is a table of the top comment categories.

Comment type	Number of comments
In favor of project/preferred	3
alternative/roundabouts	
Continue widening I-26 to Exit 197/Columbia	2
Continue project/widen SC 27 to US 78	2
Connect Volvo/Cypress Campground to US 78	1
Include improvements at Jedburg Road	1
Public meeting for Jedburg Road project	1
Need traffic light at Jedburg Road and Dawson Branch Rd	1
No stop signs or traffic lights; maintain flow	1
Improvements/impacts to Miles Lane?	1
Impacts to property on Ridgeville Road at Jared Lane?	1
Repair/fix other roads first	1
Grass roots outreach strategy?	1

## **Appendices**

**Appendix A**: Outreach – affidavit/advertisement, post card

**Appendix B**: Handout and Comment Form

**Appendix C**: Displays

Appendix D: Sign-in sheets and Verbal Comment Sign-in

**Appendix E**: Comments, Responses, and Court Reporter Transcripts

# Appendix A

Outreach

Reard # 1313
RECEIVED

**AFFIDAVIT** OF PUBLICATION

# The Post and Courier

State of South Carolina

County of Charleston

Personally appeared before me the undersigned advertising Clerk of the above indicated newspaper published in the City of Charleston, County and State aforesaid, who, being duly sworn, says that the advertisement of

appeared in the issues of said newspaper
on the following day(s): 10 23 19

copy attached

#### **Public Hearing**

Thursday, November 7, 2019 from 5:00 p.m. to 7:00 p.m., at the Ridgeville Community Center, located at 105 School Street, Ridgeville, South Carolina 29472.

To provide an opportunity for citizens to review and discuss individually with representatives from SCDOT the proposed 1-26 and SC27 Interchange Improvements Project. The proposed Improvements are needed to bring the roadway and bridges up to current design and safety standards, improve traffic operations, increase capacity and reduce congestion within the corridor. Another purpose of the meeting is to gather information from the public or any interested organization on historic or cultural resources in the area.

From 5:00 p.m. until 6:00 p.m., the hearing format will be informal. Large graphic disptays of the entire project will be available for viewing and project team members from the Federal Highway Administration, South Carolina Department of Transportation (SCDOT) and their Consultant will be available to answer questions and discuss the project with interested citizens on an individual basis. At 8:00 p.m., SCDOT will make a brief, fromal presentation in the auditorium about the project purpose and need, schedule, and potential impacts to the community. Immediately following the presentation, citizens will have the option to make formal, verbal comments regarding the proposed project. Anyone who wishes to verbally comment must sign up between 5:00 p.m. and 5:55 p.m. Sign in will be available when entering the public hearing. Each comment will be limited to two minutes and the time may not be transferred. The Informal portion of the public hearing will continue during this time.

Project details, including environmental documentation of the project's effects, will be provided. Maps and drawings of the proposed improvements will be available, and citizens may ask questions and provide comments regarding the possible social, economic and environmental effects of the project. Property owners and business owners on or near the project area are except to action.

Related maps and/or drawings, environmental assessment, and other pertinent data will be available for public review at least 15 days prior to the public hearing and also at this website: www.scdot.org (Public involvement Portal- Public Comment). A printed version of the EA will be available for review at Ridgeville Town Hall (105 School Street, Ridgeville, SC 29472) from October 23, 2019 through November 7, 2019. Additional information concerning the project may be obtained by contacting Craig Winn, PE, SCDOT Program Manager, at 855-487-2388 or by email 128-SC27@scdot.org. The displays and handout will be available online (126-SC27.com) horizontal to visit the website and beginning November 8, 2019. Persons unable to attend are encouraged to visit the website and provide comments. Persons with disabilities who may require special accommodations should contact Ms. Betty Gray at 803-737-1395.

South Carolina Department of Transportation and Federal Highway Administration

C22-1827945-

Subscribed and sworn to

before me this 6th

Soreruli

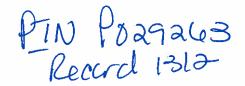
A.D. 20

NOTARY PUBLIC, SO

My Commission expires Sept. 24, 2023

Advertising Clerk RECEIVED





#### **AFFIDAVIT OF PUBLICATION**

Publication Name: The Berkeley Independent Newspaper

Address: 212 Carolina Avenue, Moncks Corner

Phone: 843-761-6397

State of: South Carolina

County of: Berkeley

I, Ann Mack, am an authorized agent to make this affidavit of publication. Under oath, I state that this following is true and correct, to the best of my knowledge. that this following is true and correct, to the best of my knowledge.

Business name: South Carolina Department of Transportation

Ad tag line: 1-26 and SC 27 interchange improvements Project/Berkeley County, South Carolina

Date(s) for publication: October 23, 2019

Subscribed and sworn to before me on the 28 day of October, 2019

Commission expires September 12, 2023

AFFIDAVIT
OF
PUBLICATION



#### Summerville Journal Scene

State of South Carolina
County of Dorchester

RECEIVED

Personally appeared before me the undersigned Advertising Representative of the above indicated newspaper published in the town of Summerville, County and State aforesaid, who, being duly sworn, says that the advertisement of

NOV 2 2 2019

Environmental Management SCDOT

Appeared in the issues of said
newspaper on the following day(s):

Subscribed and sworn to
Before me this 18th day

Of November

2019

Advertising Representative

NOTARY PUBLIC FOR SOUTH CAROLINA My Commission expires September 12, 2023

# I-26 and SC 27 Interchange Improvements Project









# **PUBLIC HEARING**

THURSDAY, NOVEMBER 7, 2019
RIDGEVILLE COMMUNITY CENTER
105 SCHOOL STREET, RIDGEVILLE, SC
5:00 PM TO 7:00 PM







PRSRT STD ECRWSS U.S. POSTAGE PAID EDDM RETAIL

The South Carolina Department of Transportation (SCDOT) proposes to widen approximately six miles of I-26 between SC 27 (Exit I87) to one mile west of Jedburg Road (Exit I94). The purpose of the project is to increase capacity, reduce congestion, and improve traffic operations within the project corridor.

The Purpose of this Public Hearing is to provide information about the project to the public and to solicit feedback from area residents, businesses and commuters. Another purpose of the meeting is to gather information from the public or any interested organization on historic or cultural resources in the area. Engineering and environmental personnel from the FHWA, SCDOT and their consultant will be available to answer questions and discuss the project with interested citizens on an individual basis.

Local

Postal Customer

Additional information concerning the project may be obtained by contacting Craig Winn, PE, SCDOT Program Manager, at 855-467-2368 or by email I26-SC27@scdot.org. Persons who may require special accommodations at the meeting, should contact Ms. Betty Gray at 803-737-I395.

# Appendix B

Handout and Comment Form

## I-26 AND SC 27 INTERCHANGE IMPROVEMENTS PROJECT

#### PROJECT SCHEDULE





#### YOUR INPUT MATTERS

Comment forms are available if you wish to provide a written comment. You may leave your completed form in the comment box provided at this meeting, email your comments to I26-SC27@scdot.org, leave comments at I26-SC27.com or mail comments to:

Craig Winn, PE, SCDOT Program Manager c/o South Carolina Department of Transportation Lowcountry Regional Production Group 955 Park Street, Room 40I Columbia, SC 29202-019I

PHONE

855-467-2368

#### Submit comments by November 22, 2019.

Title VI compliance: SCDOT complies with all requirements set forth by Federal regulations issued by the U.S. Department of Transportation under the Title VI of the Civil Rights Act of 1964, as amended. Any persons who believe that he or she has been discriminated against because of race, color, religion, sex, age, handicap or disability, or nation origin under a program receiving federal aid has the right to file a complaint with SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at the Office of Business Development & Special programs, 955 Park Street, Suite II7, Columbia, SC 29202 or at 803.737.5095. The complaint should be submitted no later than I80 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident and should be signed by the person making the complaint.







#### PUBLIC HEARING

RIDGEVILLE COMMUNITY CENTER – 5:00 PM TO 7:00 PM 105 School Street, Ridgeville, SC

#### **THURSDAY, NOVEMBER 7, 2019**

The South Carolina Department of Transportation (SCDOT) proposes to widen approximately six miles of I-26 from SC 27 (Exit I87) to one mile west of Jedburg Road (Exit I94).

#### **PURPOSE OF THE PROJECT**

The primary purpose of the proposed project is to improve traffic operations to accommodate projected traffic volumes, and correct geometric deficiencies associated with the existing roadway and bridges along I-26 between MM I87 and I94.

- ✓ IMPROVE TRAFFIC OPERATIONS AND INCREASE CAPACITY ALONG THE CORRIDOR
- ✓ IMPROVE THE ROADWAY AND BRIDGES TO NEW DESIGN AND SAFETY STANDARDS
- **✓** REDUCE CONGESTION

#### **PURPOSE OF THIS MEETING**

The purpose of this Public Hearing is to provide information about the project to the public and to solicit feedback from area residents, businesses and commuters. Another purpose of the meeting is to gather information from the public or any interested organization on historic or cultural resources in the area not analyzed in the environmental assessment.

#### THE NEPA PROCESS

The Environmental Assessment (EA) for this project has been written to follow the National Environmental Policy Act Environmental Assessment (NEPA EA) requirements. The EA identifies the purpose and need for the project, develops alternatives that may meet the purpose and need – including an option to do nothing, and analyzes the environmental impacts of these alternatives. The EA also recommends a Preferred Alternative.







**ANALYZE ALTERNATIVES** 

126-SC27.com

## I-26 AND SC 27 PREFERRED ALTERNATIVE

#### What interchange alternatives were studied?

No-Build Alternative Alternative 2 – Partial Cloverleaf

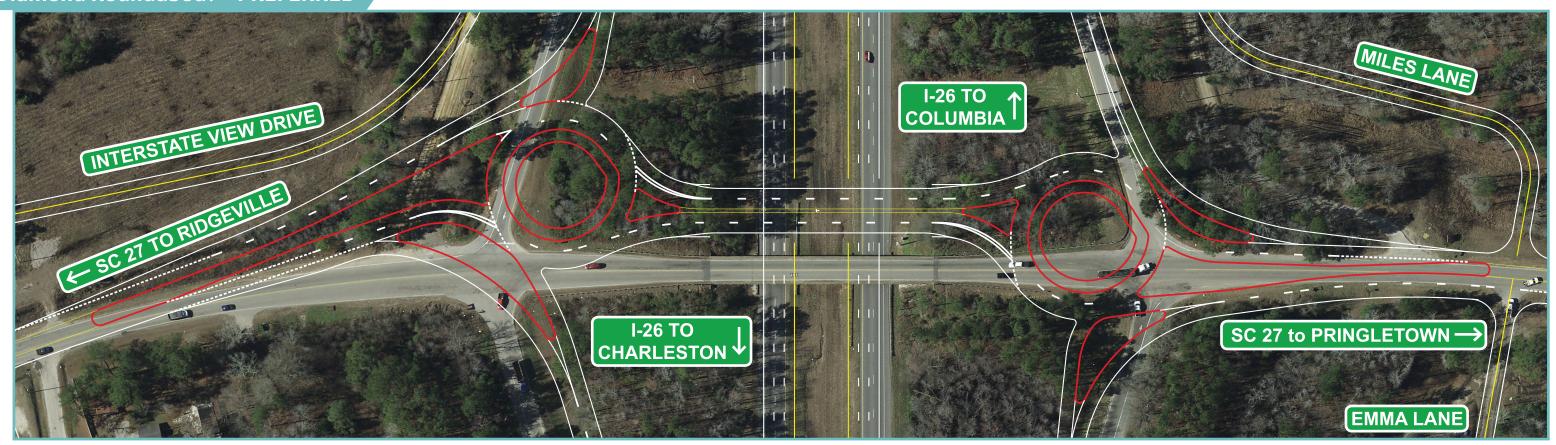
Alternative I – Rural Diamond Interchange Alternative 3 – Diamond Roundabout – PREFERRED

#### Sign up for project updates and interact with us

Scan this QR code on your phone or visit 126-SC27.com to download the Draft Environmental Assessment, make a comment, or join our mailing list.

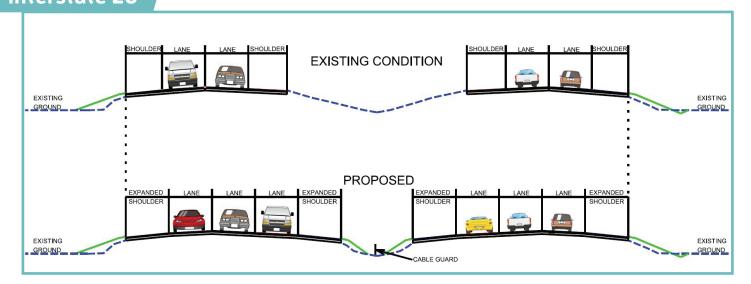


#### **Diamond Roundabout - PREFERRED**



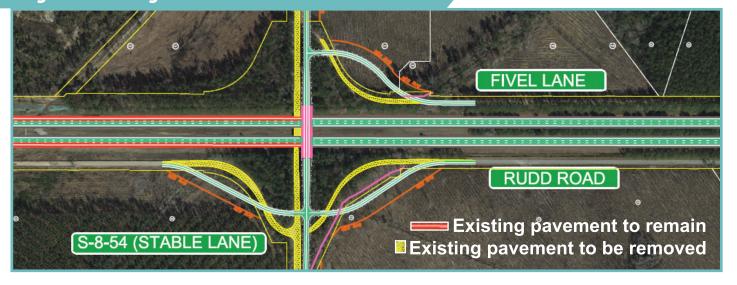
#### **Typical Section**

#### Interstate 26



# **Cypress Campground Road Bridge Replacement**

## Along Offset Alignment to East - PREFERRED



# PUBLIC HEARING COMMENT SHEET Thursday, November 7, 2019



#### I-26 and SC 27 Interchange Improvements – Berkeley County, South Carolina

NAME Mr, Mrs, Ms, Mr & Mrs				
(Please choose one:)				
MAILING ADDRESS _	Street/Route	City	State	Zip Code
PHONE NUMBER				
COMMENTS				

Mail Comments to: Craig Winn, PE, SCDOT Program Manager

c/o South Carolina Department of Transportation

Lowcountry Regional Production Group

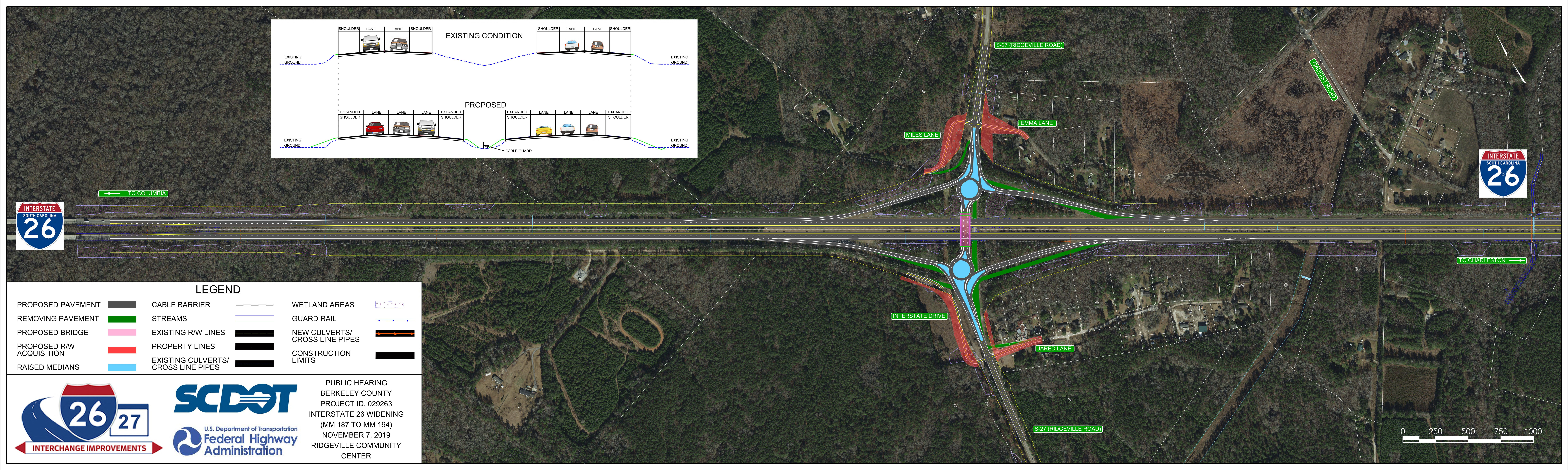
955 Park Street, Room 40I Columbia, SC 29202-019I E-mail: I26-SC27@scdot.org

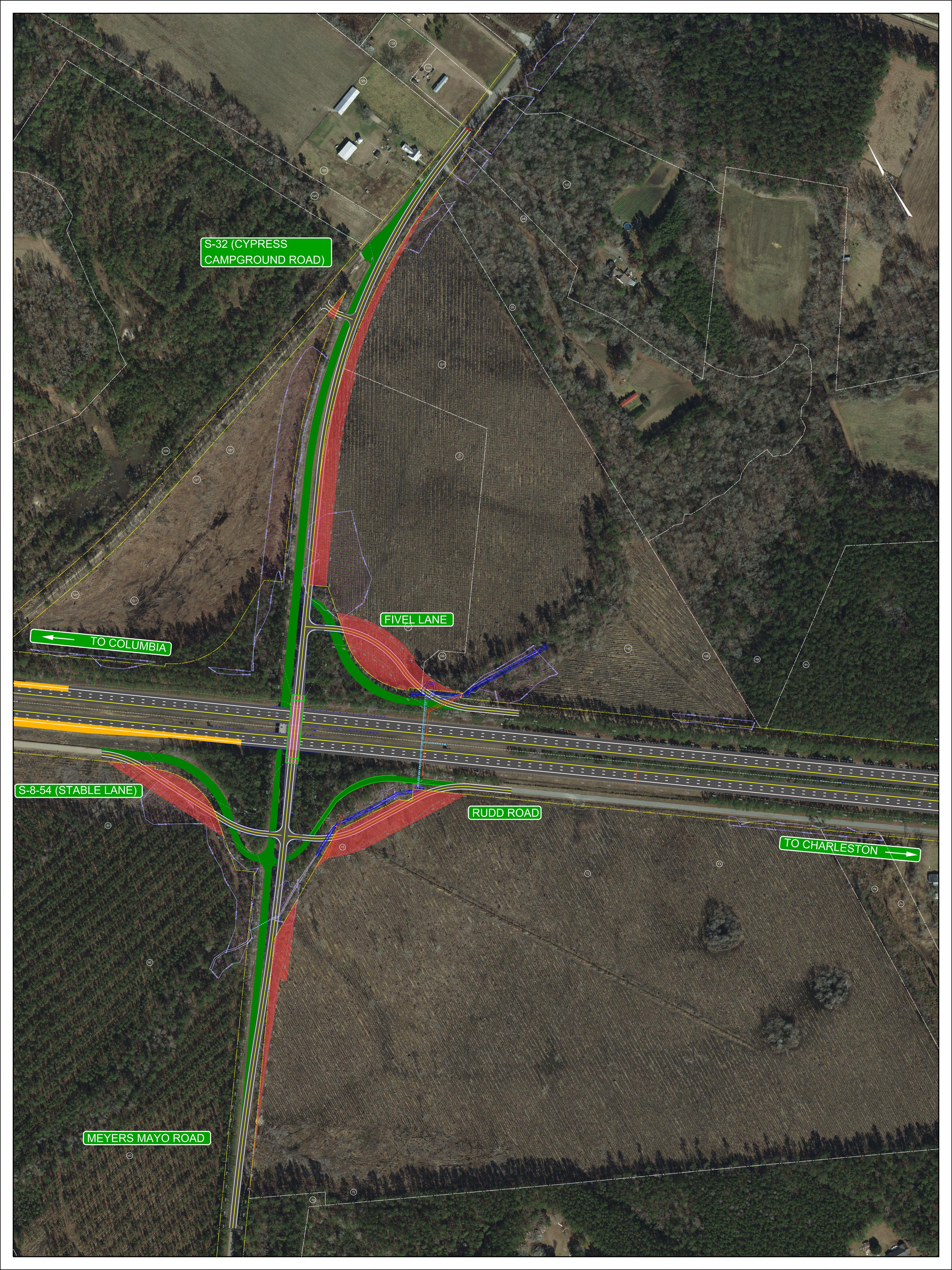


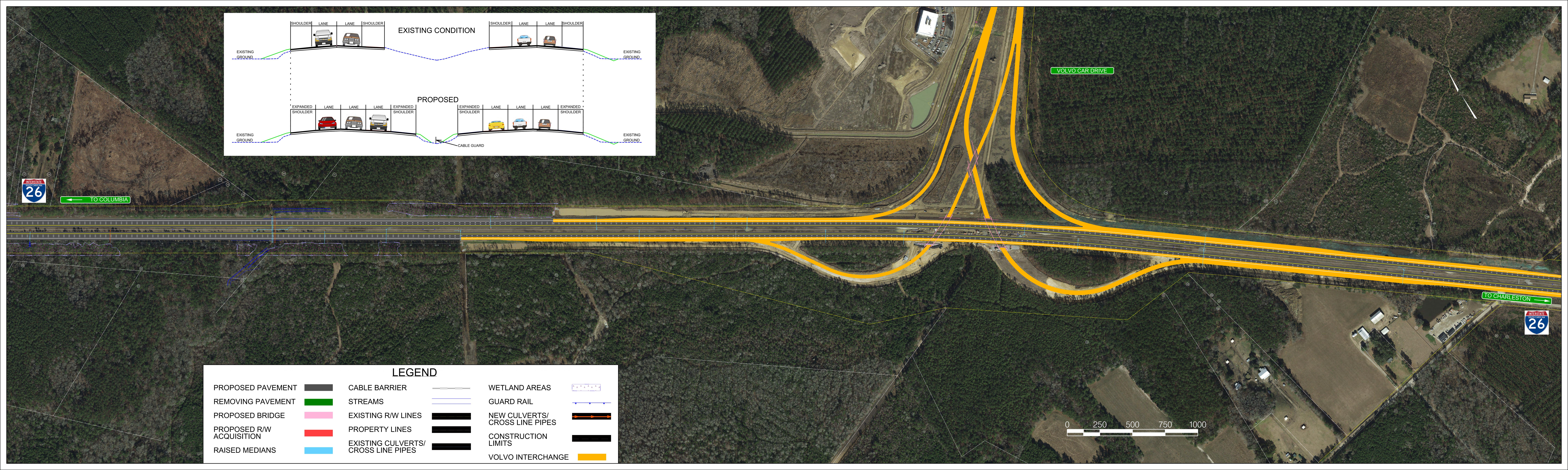
NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. A formal response to your comment will not be provided. Written comments will be accepted until November 22, 2019.

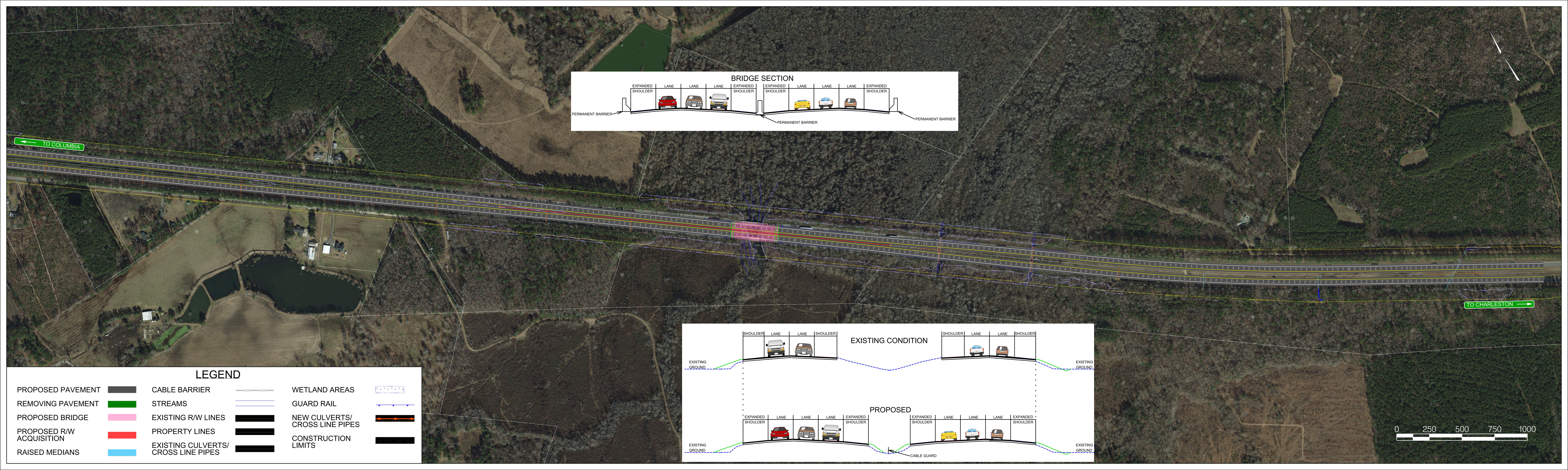
# Appendix C

Displays

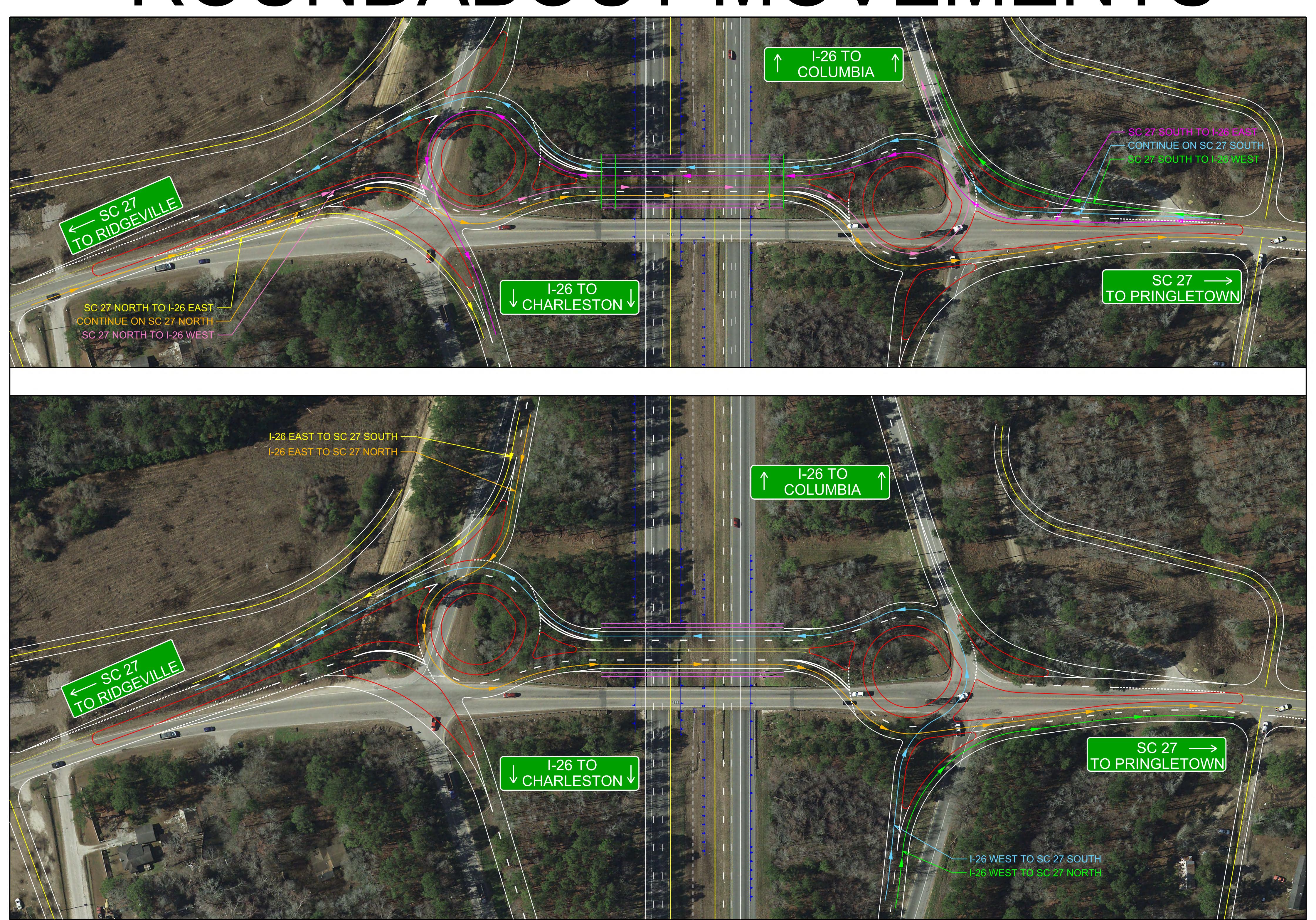








# ROUNDABOUT MOVEMENTS



# Appendix D

Sign-in sheets and Verbal Comment Sign-in





Berkeley County, South Carolina

NAME (please print)	ADDRESS (please print)
Phyllis Hughes	203 Schoolhause Rd. DORCACSTEN, SC
	368 HAVEN RO RIDGEVILLE S.C. 29472
Rudd Smith	205 5. HICKORY ST S'WIR 29483
Richard Cerbin	921 Apple Core LN., Rodgeville St 29472
Nauty Carbin	
JACOB WALKER	519 Haveni Rd Ridgerille SC29472
Bill Blakely	665 Ridge Rd. Ridge Ville, SC. 29472
RON MCCLARE	243 S. MAIN ST RIDCEVILLE SC 29472
Carl Kavenell	432 Huy 28 Ridgeville Sc 29472
Mirian While	432 Huy 28 Ridgeville SC 29472 125 Levi Ln Ridgeville SC 29472
Abraham White	J
Jessie a. Georan	369 Redgev. 16 Rd. R. dgev. 1/e, 50. 2947
C.T. Harmon	184 Waston Grove Road Summervill SC 29483
Cleveland RAYI	105 Kimani LA Ridgeville, SC 29472
Julie M. RAND	149 N. MAINST. Ridgeville SC29472
The FO Soms	1 151 Gazed GN Ridgerd 52947
elwin Haddis	+ 1124 Staclar Resportes 50 29472
Dany Wollen	207 Rudd Rd Ridgerille 29472
Franklin Pinchney	130 Colin Lome Ribgeville 29472
Brands main	hose Mare peace p. CHAMERTO, SCZPNOS





Berkeley County, South Carolina

NAME (please print)	ADDRESS (please print)
Cheryl Mushrush	115 Pear Field Rd Dorchester, SC 29437
Mary E. Cummingo	934 Hoy 78 Ridgeville, S.C. 29437
Dave Wright	110 Timothy Lane Ridgeville, Sc 29+27
Clarence Hughes	P.O. Box 126487 S. Rail Road AV Ridge Ville S. C29472
John Bings	2129 BridEwood Forms PKWY RIDGE U, WES CO9472
Margaret Walker	519 Howen Rd Ridgewille, SC 29472
Shelly Green	140 Emma In Ridgeville S.C. 29472
Vick Green	
VALLACE MUCKENELOS	852 ADGRAD AIDGEVILLA, SC 28472
FLL'IS BRUNSON J	114 ARABIAN SUMMEVILLE SC 29482
Robert L. Nix	232 SAMFERN RUMEVILLE SC 29482 232 SAMFERN RU RIShjeville St. 29472
Keith CAFO	103 Sylphson De Sumperille S. Cagy
Rita Pringle	120 Jared Lane Ridgevilles
Dorothy Kivere	1/8 Jared Lane + classille & 2941)
Ruth Daniels	170 Jared Lane Ridgerille, S.C. 24472
Harry Co. 11 and	170 Jared Lane Ridgerille, S.C. 24472 1114 Nash Rol Ridgentle SC 2947a
( ) Cfalm,	Mosper ( Pe 50 29472)
TABy J. KV, ght	171 Courtag Ou b Dlad St Googe 50
Devone Flagger	2141 STATE Rd SUMMERVILLE, S.C. 19486
DOUGLAST SARKER	2289 CYPRESS CAMPGROUND Pd. S.VILLE





Berkeley County, South Carolina

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Berkeley County, South Carolina

NAME (please print)	ADDRESS (please print)
ANNAM CARTER	124 N.RAILROAD AVE, RIDGEVILLE, S.C. 29472
Thomas Kemmerer	290 Washington Town Rd., Sville, SC 29486
Jeffeny Huseman	804 Ridgeville Pa Ridgeville Sc 29472
Sherrie Super-William	123 morray Lane, R. Lgeville, SC 29472
Offredia Shipes	
anzi Com	384 Cober Jan Rd, Rikgeville, St.
Elaine M. Farland	457Eest Main Harleyville SC 29448
BOBBY BOIBO	100 RETRIEVER LOUSE CREEK
Terrence Green	
John CRHON	245 MERDOW WOOD RD SEMMERYICE, &
Cynthia & Willard	2027 Cypress Camparound Rd, Ridgeville 29472
James Kichlick to	125 Pearfield Rd. Dorchester & C29437
anna Mair Bells	1168 Redge Road, Relgeville 46, 29472
Kend Days Bolin	439 Schoolst, Rigeville. Sc 29472
PAND MIZEN	III DORCHESTER ST RIDGGILL TE 29472
Share Mason	1362 Carter Rd. Ridgeville Sc 2947a
"Angel Vany (Fails)	1185 Cypress Canground 21. Pragrile & 29472
Debbie Mack	603 Haven Rd Ridgeville, SC 29472
Sandy Barry	201 Summe View Rd Siville SC 29484
AB Gleo	aglen@ Komesc. com





Berkeley County, South Carolina

NAME (please print)	ADDRESS (please print)
Johnnie CAPEIS	103 Rannie in Ridgeville St 29472
Michael CAPTER	222 Ridge Rd Ridgeth (c 2840
Larry Phinney	105 Queta De St. George SC 29477
Michael Johnson	218 Stratford Drive Summerville SC
Daniel Klapperich	1879 Dawson Branch Rd, 29483
Pamela Keefer	161 Chapel Ridge Lane Ridgeville, SC 2947.
Karen amulo	150 Walten Grove Rol Summuville, SC 29483
PAUL CAPPS	BOAB RIVERWAS DR. MTPLEASANT SC 29466
DANY THOWA	485 CUPLER POSTORS'ULLR, SC 29436
SARAH COX.	Bedeag.
Curtis Bamott	138 Tarad Lano Zidgarino SC 29472
TED WILLARA	2027 Cypress PANESCANNS PA 2947.
Tanika Willis	414 Cummings Chapel Rd Ridgeville. 29472 P.O. Box Lot, R ville SC 29472
JENOTIS Brown	P.O. BOX LOY, R VILLE SC 29472
Charles Ackerman	P.O. B.x 342 HARLEYVILLE, S.C. 29448
Ruthre Williams	101 Padduch Way Summert SC 29481





#### I-26 and SC 27 Interchange Improvements – Berkeley County, South Carolina

NAME (please print)	ADDRESS (please print)		
Voshua Cope	398 Myer Mayo Rd Ridgenille		
	<u> </u>		
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ic .			
- 104 ti Str			
<u> </u>			







Berkeley County, South Carolina

NAME (please print)	ADDRESS (please print)
DAVID PROVIDEDANO	217 RALWAY DRIVE DORELLESTOR SC 29437
Shely South	101 Oak eight, Stalle 29485
	<del></del>
d.	



#### I-26 and SC 27 Interchange Improvements – Berkeley County, South Carolina

#### PUBLIC HEARING FORMAL COMMENT SIGN UP SHEET -

Thursday, November 7, 2019

#### RULES FOR MAKING FORMAL COMMENTS

- You MUST sign below to speak. Your name will be called to speak from this formal Public Hearing Comment Sign Up Sheet.
- You will be given two (2) minutes in which to make your comments. This time may not be transferred. No profanity or personal attacks are allowed.
- You will receive a signal when you have 30 seconds remaining. You will receive a second signal when the two (2) minutes has expired.
- The formal portion of the hearing will be recorded; however, verbal comments will not be responded to in writing. If you would like to receive a written response, you must submit a written comment.

NAME (please print)	ADDRESS (please print)
Harry Gilliard Curto Ronnett Pastor Caper	Ridgeville SC 29472 138 Jarod Lane SC 29472 103 Rennie La Ridgein

# Appendix E

Comments, Responses, and Court Reporter Transcripts

# PUBLIC HEARING COMMENT SHEET Thursday, November 7, 2019



# I-26 and SC 27 Interchange Improvements – Berkeley County, South Carolina

Mr. Mrs. Ms. Mr. Eurtis Ramett
(Please choose one:) MAILING ADDRESS BO. Box 464 Pidgeville SC 29472
Street/Route City State Zip Code PHONE NUMBER 843-471-7694
COMMENTS The continued project towards 115-78
from SC-27 proposal to make three lame
highway the dimation of SC-27

Mail Comments to:

Craig Winn, PE, SCDOT Program Manager

c/o South Carolina Department of Transportation

**Lowcountry Regional Production Group** 

955 Park Street, Room 40I Columbia, SC 29202-019I

E-mail: I26-SC27@scdot.org



NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. A formal response to your comment will not be provided. Written comments will be accepted until November 22, 2019.



January 8, 2020

Mr. Curtis Bennett P.O. Box 464 Ridgeville, SC 29472

Mr. Bennett:

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

In response to your comment regarding widening SC 27 and continuing the project toward US 78; this project extends approximately 1 mile along SC 27 in each direction from I-26 to provide for potential interchange improvements and widening at exit 187 but does not include improvements along the full length of SC 27. Dorchester County has had discussions about widening SC 27 between I-26 and Hwy 78 but SCDOT does not have plans to widen SC 27 as the department does not have a program for widening roadways outside of the interstate program. Both Berkeley and Dorchester Counties have infrastructure sales tax programs for developing and implementing various transportation projects. A comprehensive project listing and associated information for each can be found at <a href="https://www.buildingberkeley.org/">https://www.buildingberkeley.org/</a> and <a href="https://www.dorchestercountysc.gov/our-county/road-projects">https://www.buildingberkeley.org/</a> and <a href="https://www.dorchestercountysc.gov/our-county/road-projects">https://www.dorchestercountysc.gov/our-county/road-projects</a>.

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged throughout the process, please visit our project website at <a href="https://www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

Craig Winn, PE

SCDOT Program Manager

Crain ali



# PUBLIC HEARING COMMENT SHEET Thursday, November 7, 2019



# I-26 and SC 27 Interchange Improvements – Berkeley County, South Carolina

NAME Mr, Mrs, Ms, Mr & Mrs_ SHERRIE SNIPES- WILLIAM
(Please choose one:)
MAILING ADDRESS 123 MURRAY LANE, RVILE, SC 29472
PHONE NUMBER  Street/Route  404 - 423 - 3136 (CO)  State Zip Code
PHONE NUMBER 404 - 423 - 3136 Cm
comments the exchanges at 1) Volvo and or
2) Cypress should Jannect to thou! 78
B) What's the plan to widen Huy 27 from
I-26 to Hwy 78. It should be at
least 2 lanes (each way.)
(C) I'd like to know your strategy for
avassroots out reach, specifically by
African-Americans to African-American
in the Ridgentleared. It disheartening to
See 20+ DOT representives at this meeting
and No African Americans in attendance,
networking, connecting lete. with the
African-American Residents (:)
Mail Comments to: Craig Winn, PE, SCDOT Program Manager
c/o South Carolina Department of Transportation
Lowcountry Regional Production Group
955 Park Street, Room 40l
South Caroline Department of Transportation Columbia, SC 29202-0191
U.S. Department of Transportation Federal Highway Administration  E-mail: I26-SC27@scdot.org

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. A formal response to your comment will not be provided. Written comments will be accepted until November 22, 2019.



January 8, 2020

Ms. Sherrie Snipes-Williams 123 Murray Lane Ridgeville, SC 29472

Ms. Snipes-Williams:

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

- 1. In response to your comment regarding connecting Volvo Car Drive and/or Cypress Campground Road to US 78, SCDOT does not have a funding source for new location roadways to connect either road to US 78. The Cypress Campground Bridge will be replaced to accommodate future configurations associated with the widening of I-26 and address current structural deficiencies. No other improvements along Cypress Campground Road or Volvo Car Drive are planned at this time. SCDOT and Dorchester County will evaluate and make improvements as needed and based on available funding.
- 2. In response to your comment regarding widening SC 27 and continuing the project toward US 78; this project extends approximately 1 mile along SC 27 in each direction from I-26 to provide for potential interchange improvements and widening at exit 187 but does not include improvements along the full length of SC 27. The department does not have a program for widening roadways outside of the program to widen the interstates. Widening of other roadways are typically handled by county infrastructure sales tax programs. Dorchester County has an infrastructure sales tax programs for developing and implementing various transportation projects. A comprehensive project listing and associated information can be found <a href="https://www.dorchestercountysc.gov/our-county/road-projects">https://www.dorchestercountysc.gov/our-county/road-projects</a>.
- 3. Regarding grassroots outreach and personnel at SCDOT public meetings, the Ridgeville Chief of Police Quintion Joyner assisted the project team during the public hearing and also dropped off flyers at the area churches prior to the public hearing to help increase meeting awareness and attendance. Because this project had no specific Title VI issue or disproportionate impact to minority communities, the SCDOT Office of Civil Rights did not attend the public hearing. Title VI prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. For more information on Title VI, please visit SCDOT's Title VI web page at <a href="https://www.scdot.org/business/bus-development-titleVI.aspx.">https://www.scdot.org/business/bus-development-titleVI.aspx.</a>

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged



throughout the process, please visit our project website at <a href="https://www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

Craig Winn, PE

**SCDOT Program Manager** 



# PUBLIC HEARING COMMENT SHEET Thursday, November 7, 2019



#### I-26 and SC 27 Interchange Improvements – Berkeley County, South Carolina

NAME Mr. Mrs, Ms, Mr & Mrs  David Scharling  (Please choose one:)
MAILING ADDRESS 150 Dollar Grave Ru Simmerile SC 27983
Street/Route City State Zip Code PHONE NUMBER (843) 291 - 9992 ( (843) 830-1657
COMMENTS
1) NEED PUBLIK MEETSNE FUR 5-26 at State Hong It Projects 2) Need fallik light at Hong 16 and Darson Bronch
2) Need fallic light of Hay 16 and Darson Banch

Mail Comments to:

Craig Winn, PE, SCDOT Program Manager

c/o South Carolina Department of Transportation

**Lowcountry Regional Production Group** 

955 Park Street, Room 40l Columbia, SC 29202-019l E-mail: I26-SC27@scdot.org



NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. A formal response to your comment will not be provided. Written comments will be accepted until November 22, 2019.



January 8, 2020

Mr. David Scharling 150 Walton Grove Road Summerville, SC 29483

Mr. Scharling:

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

- In response to your comment regarding a public meeting for the I-26 at State Highway 16 (S-16/Jedburg Road) project, Berkeley County, in conjunction with SCDOT, is improving the I-26 and Jedburg Road interchange (exit 194) and the project is currently under construction; therefore no additional public meetings are currently scheduled. If you have any specific questions on the Jedburg Road Improvements please contact me.
- 2. In response to your comment regarding adding a traffic light at S-16 and Dawson Branch Road, the Dawson Branch Road intersection is outside the proposed I-26 Widening and SC 27 Interchange and I-26 at Jedburg Road project areas; however, SCDOT continually evaluates intersections to determine if a signal warrants or if improvements are needed.

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged throughout the process, please visit our project website at <a href="https://www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

Craig Winn, PE

**SCDOT Program Manager** 

Crain, Wi



# PUBLIC HEARING COMMENT SHEET Thursday, November 7, 2019



# I-26 and SC 27 Interchange Improvements – Berkeley County, South Carolina

NAME  AND MES ME MES MES TO	AVID PROVENTZANO			
MPlease choose one )	217 RAIL WAY DRIVE	DORCHEST	DR 50	29437
	Street/Route 843-437-7698	City	State	Zip Code
COMMENTS PLEA	BE NO STOP SILMS O	a TRAFFIC	LIGHT	-5.
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Mail Comments to:

Craig Winn, PE, SCDOT Program Manager

c/o South Carolina Department of Transportation

**Lowcountry Regional Production Group** 

955 Park Street, Room 40I Columbia, SC 29202-019I

E-mail: I26-SC27@scdot.org



NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. A formal response to your comment will not be provided. Written comments will be accepted until November 22, 2019.



January 8th, 2020

Mr. David Provenzano 217 Railway Drive Dorchester, SC 29437

Mr. Provenzano:

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

In response to your comment about not including stop signs or stop lights at the new interchanges, no stop signs or new traffic signals are proposed for the new roundabouts at the ramps connecting to SC 27 (Ridgeville Road). The new roundabouts will have new pavement markings and roadway signing (on the shoulder and overhead) indicating lane assignments and turning movements entering the roundabouts, and new right-turn lanes from the ramps directly to SC 27 on all approaches, bypassing the roundabouts.

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged throughout the process, please visit our project website at <a href="https://www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

Craig Winn, PE

**SCDOT Program Manager** 



Insufficient address provided; no response sent

# PUBLIC HEARING COMMENT SHEET Thursday, November 7, 2019



# I-26 and SC 27 Interchange Improvements – Berkeley County, South Carolina

NAME Mr, Mrs, Ms, Mr & Mrs  ALVY
(Please choose one:)  MAILING ADDRESS  Street/Route  MAN ST. Right State  Zip Code  Zip Code
PHONE NUMBER 10 NOT CACC 50297
COMMENTS
to groject an interest in fublic ingert.
2) Repair Dane existing roads Before
tus sinject.
3/ his is cont at work a It trules.
I tul and then may
a the last Before the house
- B) Da alling To prosect that
loty are nelded. Wellen, My 30
deflorable rouge (PD) then consider this
man confinents to: Craig winn, PE, SCDOT Program manager
c/o South Carolina Department of Transportation
Lowcountry Regional Production Group
955 Park Street, Room 401
Columbia, 5C 29202-0191
U.S. Department of Transportation Federal Highway E-mail: 126-SC27@scdot.org

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. A formal response to your comment will not be provided. Written comments will be accepted until November 22, 2019.

# PUBLIC HEARING COMMENT SHEET Thursday, November 7, 2019



# I-26 and SC 27 Interchange Improvements – Berkeley County, South Carolina

NAME Mr, Mrs, Ms, Mr & Mrs ERNEST Blaylock Ja
(Please choose one:)
MAILING ADDRESS 2194 Hwy 78 DorchesTER SC 29437
Street/Route City State Zip Code PHONE NUMBER 843 563-4568
COMMENTS Thanks for Shaping the information.
ROUND A BOUT WAS PERLAPS the best choice
BEWARE THAT The AREA Close to the present I-26 Ridge bridge is known for being dangerous & a drug
bridge is known for being dancerous & a drug
haven.
Looking forward to the completion of this
long Awnited project.

Mail Comments to:

Craig Winn, PE, SCDOT Program Manager

c/o South Carolina Department of Transportation

**Lowcountry Regional Production Group** 

955 Park Street, Room 40I Columbia, SC 29202-019I

E-mail: I26-SC27@scdot.org



NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. A formal response to your comment will not be provided. Written comments will be accepted until November 22, 2019.



January 8, 2020

Mr. Ernest Blaylock, Jr. 2194 Highway 78 Dorchester, SC 29437

Mr. Blaylock:

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

We appreciate your input and your support of the proposed project.

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged throughout the process, please visit our project website at <a href="https://www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

Craig Winn, PE

Cay Win

**SCDOT Program Manager** 



# PUBLIC HEARING COMMENT SHEET Thursday, November 7, 2019



# I-26 and SC 27 Interchange Improvements – Berkeley County, South Carolina

INAIVIE
Mrs, Ms, Mr & Mrs Vac RISINGER
MAILING ADDRESS /35 HAVEN Q PINGENILLE SE 25472  Street/Route City State Zip Code
Street/Route City State Zip Code
PHONE NUMBER SY3 425 1549
COMMENTS I'M A TOFE Hugger LET DROUGH'S LAW RULE!
I KNOW BUDGETS & PROJECTS. LANGE AND It would
be nice if consideration Could BE MADE TO CONTINUE FROM
JABURE +0 NEWTON EXIT 1973/8 3 Lames to 2 BAC
TO 3 WOULD SORM TO BE A TRAFFIC PROBLEM F-ROM
THE 3TART

Mail Comments to:

NIARAE

Craig Winn, PE, SCDOT Program Manager

c/o South Carolina Department of Transportation

**Lowcountry Regional Production Group** 

955 Park Street, Room 401 Columbia, SC 29202-0191

E-mail: 126-SC27@scdot.org





January 8, 2020

Mr. Val Risingen 138 Haven Road Ridgeville, SC 29472

Mr. Risingen:

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

In response to your comment to continue widening I-26 from Jedburg Road to Nexton Parkway (exit 197), SCDOT is improving the I-26 and Jedburg Road interchange (exit 194) and widening I-26 from milemarker (MM) 193 to MM 197 (Nexton Parkway) with construction currently underway. Current SCDOT projects can be viewed at <a href="https://www.scdot.org">www.scdot.org</a> Public Involvement Portal > Project Viewer.

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged throughout the process, please visit our project website at <a href="https://www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

Craig Winn, PE

**SCDOT Program Manager** 



## **Renee Mulholland**

**From:** SMPSHPT1302@scdot.org

Sent: Friday, November 8, 2019 7:22 AM

**To:** I26-SC27@scdot.org

**Subject:** Comment from SCDOT contact form - I-26/SC 27

Follow Up Flag: Flag for follow up

Flag Status: Flagged

**Workflow Notification** 

The following message was sent from the I-26/SC 27 contact form:

First Name: Tyria Last Name: White

Email: ty91white@gmail.com Address 1: 149 Miles Lane

State: SC Zipcode: 29472 Comment: Hello,

City: Ridgeville

I live on Miles Lane and wasn't able to attend the meeting on last night. A few of the earlier proposals show pavement being added to part of our road. What changes can we expect to see?

## Winn, Craig L.

From:

Winn, Craig L.

Sent:

Tuesday, January 7, 2020 2:33 PM

To:

ty91white@gmail.com

Subject:

I-26-SC 27 Public Comment

Ms. White:

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

In response to your comment about what changes can be expected on Miles Lane, under the Preferred Alternative, Miles Lane will need to be realigned approximately 150 feet to the north to accommodate the new interchange configuration and provide a safer intersection to SC 27 with improved sight distance in both directions. The length of the Miles Lane proposed realignment is approximately 600 feet and will connect back to the existing roadway. The realignment of Miles Lane would result in parcel right-of-way impacts of approximately 1.22 acres from this property.

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged throughout the process, please visit our project website at <a href="https://www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

## Craig Winn, PE, Assoc. DBIA

Program Manager SCDOT-Lowcountry RPG 955 Park Street – Rm 401 Columbia, SC 29201 (803) 737-6376 (o) (803) 609-5883 (c) WinnCL@scdot.org



Safety 1<sup>st</sup> – Live By It! Let 'em Work, Let 'em Live!

### Renee Mulholland

From: SMPSHPT1302@scdot.org

Sent: Friday, November 8, 2019 4:08 AM

**To:** I26-SC27@scdot.org

**Subject:** Comment from SCDOT contact form - I-26/SC 27

**Follow Up Flag:** Flag for follow up

Flag Status: Flagged

**Workflow Notification** 

The following message was sent from the I-26/SC 27 contact form:

First Name: Terrence Last Name: Green

Email: theridgetlg@yahoo.com Address 1: 1106 Gaddist Rd

City: Ridgeville State: SC Zipcode: 29472

Comment: Thank you for allowing an opportunity to express concern for the upcoming expansion at HWY 27 I-26. My comments are regarding parcel 38. It is my understanding that a right a way will be needed from Jared lane, along side highway 27, to facilitate this project. We have property within close proximity of where the round-about is being installed. Our property is at 137 Ridgeville Rd, between Jared Ln I-26. There is a driveway that currently allows access to this property, however, the proposed changes would block entrance and take a portion of that parcel. The amount of traffic flow expected in years to come will produce safety concerns, noise and impact the quality of life for that area. We are asking that the decision makers consider this and offer a viable solution, including offering fair compensation. Again, thank you for allowing an opportunity to provide input.

Regards,

# Winn, Craig L.

From:

Winn, Craig L.

Sent:

Tuesday, January 7, 2020 2:33 PM

To:

theridgetlg@yahoo.com

Subject:

I-26 SC 27 Public Comment

### Mr. Green:

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

In response to your comment about impacts to tract 38, the design team is currently reviewing the proposed improvements to SC 27 (Ridgeville Road) and Jared Lane, presented at the public hearing. We are evaluating design adjustments to reduce or eliminate new right-of-way on this property. Should new right-of-way be necessary to acquire on tract 38, SCDOT will contact you regarding the right-of-way acquisition process including just compensation determination. A project noise study was performed for the entire project corridor including the interchange at SC 27 and it was determined that noise walls were not warranted.

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged throughout the process, please visit our project website at <a href="www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

## Craig Winn, PE, Assoc. DBIA

Program Manager SCDOT-Lowcountry RPG 955 Park Street – Rm 401 Columbia, SC 29201 (803) 737-6376 (o) (803) 609-5883 (c) WinnCL@scdot.org



Safety 1<sup>st</sup> – Live By It! Let 'em Work, Let 'em Live!

### Renee Mulholland

**From:** SMPSHPT1302@scdot.org

Sent: Friday, November 8, 2019 8:22 AM

**To:** I26-SC27@scdot.org

**Subject:** Comment from SCDOT contact form - I-26/SC 27

**Follow Up Flag:** Flag for follow up

Flag Status: Flagged

**Workflow Notification** 

The following message was sent from the I-26/SC 27 contact form:

First Name: Marcia Last Name: Farrell

Email: MFarrell@homesc.com Address 1: 1147 Wildgame Road

City: Symmerville State: South Carolina Zipcode: 29486

Comment: The current plans for expansion should include Jedburg Road, Exit 194, to provide much needed assistance to the continued growth in this area. We are currently experiencing unsafe traffic conditions as vehicles get backed up both on the interstate and along the emergency lanes. Why does Berkeley County continue to release Building Permits before ensuring the current infrastructure can support the growth? Example new hospital on the corner of Hwy 176 17A, with only two lanes which definitely does not safely accommodate emergency vehicles and also compounded by the tremendous growth in Cane Bay and Nexton areas. We need to stop the insane madness of putting the cart before the horse mentality.....our lives matter!!!

# Winn, Craig L.

From:

Winn, Craig L.

Sent:

Tuesday, January 7, 2020 2:34 PM

To:

MFarrell@homesc.com

Subject:

I-26 SC 27 Public Comment

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

- 1. In response to your comment to include Jedburg Road (exit 194) in the proposed project, Berkeley County, in conjunction with SCDOT, is improving the I-26 and Jedburg Road interchange (exit 194) and widening I-26 from milemarker (MM) 193 to MM 197 (Nexton Parkway) and the project is currently under construction. Current SCDOT projects can be viewed at <a href="https://www.scdot.org">www.scdot.org</a> Public Involvement Portal > Project Viewer.
- 2. Please contact the Berkeley County Planning and Zoning for questions or concerns on building permits and growth in the region at <a href="https://www.berkeleycountysc.gov">www.berkeleycountysc.gov</a>

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged throughout the process, please visit our project website at <a href="https://www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

## Craig Winn, PE, Assoc. DBIA

Program Manager SCDOT-Lowcountry RPG 955 Park Street – Rm 401 Columbia, SC 29201 (803) 737-6376 (o) (803) 609-5883 (c) WinnCL@scdot.org



Safety 1<sup>st</sup> – Live By It! Let 'em Work, Let 'em Live!

## Renee Mulholland

**From:** SMPSHPT1302@scdot.org

**Sent:** Thursday, November 7, 2019 6:40 PM

**To:** 126-SC27@scdot.org

**Subject:** Comment from SCDOT contact form - I-26/SC 27

Follow Up Flag: Follow up Flag Status: Flagged

**Workflow Notification** 

The following message was sent from the I-26/SC 27 contact form:

First Name: Jackson Last Name: Hurst

Email: ghostlightmater@yahoo.com Address 1: 4216 Cornell Crossing

City: Kennesaw State: GA Zipcode: 30144

Comment: I have a comment regarding the I-26/SC 27 Interchange Improvements Project Public Hearing. My comment is that I like how the I-26/SC 27 Interchange preferred Alternative 3 Diamond Roundabout will make the I-26/SC 27 Interchange much safer, and I like how I-26 between MM 187 and 194 will be three lanes in each direction and have a cable guardrail in the median to reduce wrong way crashes and prevent them as well.

# Winn, Craig L.

From:

Winn, Craig L.

Sent:

Tuesday, January 7, 2020 2:35 PM

To:

ghostlightmater@yahoo.com

Subject:

I-26 SC 27 Comment

Mr. Hurst:

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

We appreciate your input and support of the proposed project.

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged throughout the process, please visit our project website at <a href="https://www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

## Craig Winn, PE, Assoc. DBIA

Program Manager SCDOT-Lowcountry RPG 955 Park Street – Rm 401 Columbia, SC 29201 (803) 737-6376 (o) (803) 609-5883 (c) WinnCL@scdot.org



Safety 1<sup>st</sup> – Live By It! Let 'em Work, Let 'em Live!

## **Renee Mulholland**

**From:** SMPSHPT1302@scdot.org

Sent: Thursday, November 7, 2019 6:39 AM

**To:** I26-SC27@scdot.org

**Subject:** Comment from SCDOT contact form - I-26/SC 27

Follow Up Flag: Follow up Flag Status: Flagged

**Workflow Notification** 

The following message was sent from the I-26/SC 27 contact form:

First Name: Dana Last Name: Gibson

Email: dbgibson05@gmail.com Address 1: 1343 Winchester Drive

City: Charleston State: SC Zipcode: 29407

Comment: Yes please widen I26 to three lanes all the way to Columbia. The traffic is heavy from Charleston to Columbia

seemingly at all times and days.

# Winn, Craig L.

From:

Winn, Craig L.

Sent:

Tuesday, January 7, 2020 2:36 PM

To:

dbgibson05@gmail.com

Subject:

I-26 SC 27 Comment

Ms. Gibson:

Thank you for providing your comments following the I-26 Widening and SC 27 Interchange Improvements project public hearing held on November 7, 2019. The South Carolina Department of Transportation (SCDOT) appreciates your participation and comments regarding the project. SCDOT carefully considers all suggestions, objections, and concerns before final project decisions are made. Your comments are also entered into the public hearing file and made part of the official record.

In response to your comment to widen I-26 to three lanes all the way to Columbia, SCDOT is evaluating as part of its Rural Interstate program the widening of I-26 from Exit 125 (Sandy Run Road) to exit 187 (Ridgeville Road). To view the list of planned projects, visit SCDOT's website at <a href="https://www.scdot.org/inside/planning-stip.aspx">https://www.scdot.org/inside/planning-stip.aspx</a>. Current SCDOT projects can be viewed at <a href="https://www.scdot.org">www.scdot.org</a> Public Involvement Portal > Project Viewer.

Thanks again for taking the time to provide a written comment. SCDOT understands the need to expedite these improvements and is moving this project forward as quickly as possible. To stay engaged throughout the process, please visit our project website at <a href="https://www.126-SC27.com">www.126-SC27.com</a> for project updates and to join our mailing list. If you should have any further questions, please contact me at (803) 737-6376.

Sincerely,

## Craig Winn, PE, Assoc. DBIA

Program Manager SCDOT-Lowcountry RPG 955 Park Street – Rm 401 Columbia, SC 29201 (803) 737-6376 (o) (803) 609-5883 (c) WinnCL@scdot.org



Safety 1<sup>st</sup> – Live By It! Let 'em Work, Let 'em Live!

## **Renee Mulholland**

**From:** SMPSHPT1302@scdot.org

Sent: Thursday, November 7, 2019 6:39 AM

**To:** I26-SC27@scdot.org

**Subject:** Comment from SCDOT contact form - I-26/SC 27

Follow Up Flag: Follow up Flag Status: Flagged

**Workflow Notification** 

The following message was sent from the I-26/SC 27 contact form:

First Name: Dana Last Name: Gibson

Email: dbgibson05@gmail.com Address 1: 1343 Winchester Drive

City: Charleston State: SC Zipcode: 29407

Comment: Yes please widen I26 to three lanes all the way to Columbia. The traffic is heavy from Charleston to Columbia

seemingly at all times and days.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION PROPOSED I-26 AND SC 27 INTERCHANGE IMPROVEMENTS PROJECT BERKELEY COUNTY

# **PUBLIC HEARING**

\*\*\*\*\*

Thursday, November 7, 2019 6:00 p.m. - 6:22 p.m.

The South Carolina Department of Transportation Public Hearing was held at Ridgeville Community Center, 105 School Street, Ridgeville, South Carolina, on the 7th day of November, 2019 before Travis McLeod, Certified Court Reporter and Notary Public in and for the State of South Carolina.

## **APPEARANCES**

Henry Phillips, SC DOT Public Hearing Officer
Craig Winn, SC DOT Project Manager

## INDEX

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Certificate											21	

## **EXHIBITS**

(No exhibits were marked during this public hearing.)

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MR.	PHILLIPS: Okay folks, it is 6:00 p.m. and
	that's what time we advertised we'd start, so
	we're gonna start. So some of y'all in the
	back that are standing, you're welcome to
	continue standing and looking at displays or
	you can come forward. There are some seats up
	front. It's like church, there are some seats
	right up front here or we'll bring some more
	out if we need to. So with that thank you all
	for coming out tonight. My name is Henry
	Phillips, I work for the South Carolina
	Department of Transportation, sort of acting as
	the Public Hearing Officer tonight, so I'll be
	like the MC. So with that thank you again for
	being here. This is an important meeting
	obviously, we're gonna talk about the I-26 SC
	27 Interchange and Interstate improvement. So
	it's certainly a viable project. And we're
	excited that you all are here and we look
	forward to hearing from you if you haven't
	already given us some comments. If you haven't
	or if you have and you want to give us some
	more comments there are comment sheets back
	there, you can take those with you, we're
	accepting comments for this project through the

22nd of this month. You can leave them with
us, go to our website, I'll mention that in a
little bit and leave comments there as well.
So with that a couple just some ground rules
I want to make sure everybody knows about so
we'll all know what the expectations are. In
a little bit the project manager will come up
and he'll give a presentation that you're all
waiting for. This is not a question and answer
type format, okay? So when Craig comes up he's
going to give the presentation and then we're
going to move into the folks who have signed up
to make a comment. We'll do that. And then
once we're adjourned, 'cause I don't think
we'll go past our time, then we'll open the
floor back up and the folks that are here,
Craig and others, will be available to answer
any questions that you might have. But it's
not a question and answer type format. If we
get into that sometimes it gets a little out of
hand and somebody might not get their questions
asked because somebody else is taking up too
much. So just so everyone knows that. The
other thing, we have a court reporter here, so
this is a public hearing so ever since I

started talking until I get done in a little
while, this becomes an official part of the
public record for this project, okay? So it
goes right in with the comments that we receive
in written format as well. Obviously I can't
emphasis enough how important it is to have
public involvement and I hope you know,
probably a lot of y'all were here from the
public information meeting that was held
previously, and I hope that tonight when you've
looked at the displays and you've looked at
where the design is at that there have been
some changes that were made based on input that
was received from you at that previous meeting.
So I just want to emphasis that because a lot
of people think that, well they're not going to
listen to me, they're not going to hear what
I'm saying. We are listening, we are hearing
and we will try to implement everything that we
can, okay? So hopefully you will notice that
there have been some changes made and I think
those changes were a direct result of comments
that we did receive from the public. So thank
y'all for that. Moving along with this, I'll
give an opportunity right now if there are any

local elected public officials, I know a few
have come in and were not really interested in
speaking, but is there anybody still here?
Mayor was here, he said he was good. And we
had the supervisor from Berkeley County
Supervisor was here, he said he's good. Would
you like to speak for a couple minutes? All
right, he said he's good. So with that
awesome. With that I'm going to go ahead and
turn this over now to Mr. Craig Winn. Craig is
the project manager for this. Craig.

MR. WINN: Good evening, everyone. Thank you for coming 'cause this is an important meeting to see the changes I've made from the public information meeting in January. This is our public hearing. We'll present a preferred alternative tonight as well as ---

PUBLIC MEMBER: Talk louder, please.

MR. WINN: --- as well as the project schedule and construction duration. The purpose of the public hearing is we're working through the deeper process, we want to present and explain the proposed preferred alternative. So if there is any additional questions after the presentation please see the people around the

-	
1	tables, they can provide additional commentary
2	and explain what's going on with the
3	alternatives as well as we want to receive your
4	public comment, which all become part of the
5	record. That will allow us to make any tweaks
6	before we finalize things. So the problems
7	that we're looking at with the project is the
8	Exit 187 to the Jedburg Interchange to Exit 194
9	as well as improvements on SC 27 about a half
10	a mile from the interchange, the extraction.
11	The goal is to improve the roadway and bridges
12	within that corridor. So an alternative will
13	rain in the median as well as cable guard rail
14	improvements as well as a new bridge over the
15	Cypress Campground or Cypress Swamp, and a new
16	Cypress Campground overpass bridge, a new SC 27
17	interchange which includes a new bridge. And
18	the goal of it is to, you know, increase
19	capacity and reduce congestion within the
20	corridor. So we analyzed four alternatives as
21	a part of this. So the first alternative is
22	known as the no-build alternative. Next one is
23	the rural diamond interchange which is very
24	similar to what's out there now and we're just
25	looking at widening it. With each of the

alternatives we look at impacts on human and
natural environment. So for the first
alternative we have 25 acres of right-of-way
impact with that one and 22 acres of wetland
impacts. For alternative two with a partial
cloverleaf as well as two additional loop ramps
we have 20 acres of right-of-way impacts and 14
acres of wetland impacts. Then alternative
three which is the diamond roundabout which you
see on the display side as the preferred
alternative, it has two acres of right-of-way
impacts and 9 acres of wetland impacts. So for
the Cypress Campground Road Bridge we looked at
two alternatives. The first alternative was
the existing alignment alternative, which we
presented at the first meeting, which was
basically we got a lot of people commenting,
we came back and looked alternative two, which
is an offset alignment that allows the existing
roadway to stay open during construction. It
would be built completely off alignment away
from the existing bridge. So this is the
preferred alternative. So these are the travel
patterns as you go through the roundabout.
We'll just walk through these for each

C	different movement so that everybody can	see
t	the options and how you get through the	his
1	roundabout. So this is from Pringletown	to
(	Charleston. So you'd come down in the le	eft
]	lane, stay in the left lane through the ent	ire
1	roundabout and then exit off the ramp to he	ead
t	towards Charleston. The next one	is
Ι	Pringletown to Columbia. This is just a	and
$\epsilon$	each of the right turns have a slip ramp so	you
r	never have to enter the roundabout.	So
k	basically you come down in the right lane, to	ake
t	the slip ramp and head down the on-ramp to	I-
2	26. Pringletown to Ridgeville. You'd stay	in
t	the right lane the entire way through be	oth
1	roundabouts, which would allow you then to ex	xit
C	on SC 27. All right, coming from Charleston	to
F	Ridgeville you'd come up the ramp, go in	the
	outside lane of the roundabout, stay within	the
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7	you're coming from Charleston to Pringlet	own
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	and make a single bridge that would obviously

be constructed while maintaining the existing
traffic patterns. Then we'll basically stage
construct it, move it to the new part of the
construction and then build the rest of the
bridge. And we'll have a median barrier
separating lanes of traffic. So this is the
NEPA Process. We've developed alternatives and
presented those at the first public information
meeting. We analyzed those further, we
continued to look at those and we came up with
preferred alternatives. And then we've
completed the environmental assessment. So
this is the next step, which is the public
hearing. And after the public hearing we'll
revise alternatives based on public input. And
then we're hoping to get an FHWA decision on
our environmental impact and right-of-way
construction. I would just ask, as Henry said,
please make your comments known so we can
understand any of the community issues and what
needs to be addressed as we move this forward.
And everybody will get a reply to their
comments and then we'll take all that into
consideration. Thank you.

MR. PHILLIPS: All right. Thanks, Craig. Okay.

With that I'll go over just a few of the ground
rules. We do have three folks that have signed
up to speak, so thank you for that. Again,
it's not a question answer format. You have
two minutes, okay? So when you come up and
begin, your time begins, you have two minutes.
We have a young lady right over here who's
going to let you know when you've got 30
seconds left. So if you could kind of wrap up
your thoughts and comments at that time, and
then she'll tell you when it's time to stop.
So with that we do ask that you be polite, be
nice, no profanity, no personal attacks, all
that good stuff. Let's all behave. Very
important two things very very important.
When you come up here I may butcher your name,
okay? So when you come up here state your name
and state your address, okay? Also, if you're
here representing a group, a public interest
group or whatever or a neighborhood
association, let us know that as well, okay?
The time is not transferrable. Also, very
important, your verbal comments, we're gonna
record those and we'll get those, but if you
we would ask that you would also give us your

comments or questions or ideas in writing as well. So if you come up here and say, well I think they ought to do this or do that or whatever, that's great but if you could also give it to us in writing, that would be -- that would help us a lot more, okay? So with that I will get started. The first person I have is Harry Gilliard. You still good?

MR. GILLIARD: Yes, sir.

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MR. PHILLIPS: All right. Come on down.

MR. GILLIARD: Good evening everybody, my name is Harry Gilliard. I live at 1114 Nash Road, Ridgeville, South Carolina 29472. And so this first meeting here tonight because missed the first one because I was out of town. However from what I've seen from the proposed plan I thought it looked really good in general as far as, like, the land impact because, you know, where we're from in our area, like, a lot of people own their land and it was passed down from generations. And so that's something that's really important and near and dear to a lot of people. And so I, at least in this aspect of it in this part of it, I thought that was really nice that you minimized that impact

on the community. And also that the roundabout
'cause I asked about it 'cause I hadn't seen
anything anywhere else in the Charleston metro
area, and so, like, what was that all about?
And so they were saying that, okay, you know,
it's the least land impact but also, you know,
they're looking toward the future and, I guess,
you know, with all the growth that's happening
in the area and we can't stop the growth
sometime. And so I think that was a really
good I think it was a really good idea as
well. And so I'm really excited to see how
this shakes out. It would be a little
different for everybody. I think what I'm most
concerned about are like 'cause I thought I
read online that there was like a mile in each
direction or something like that about an
expansion of 27. However I spoke with one of
the personnel and they said that that's
something that's county maintained. And so
that's not in their purview. But overall I
liked what I saw today as far as, like, the
presentation is concerned. So that's all I
have to say. Thank you.

MR. PHILLIPS: Thank you, Mr. Gilliard. Next I have

Curtis Bennett. Curtis.

MR. BENNETT: Good evening, everyone. I'm Curtis
Bennett and I live at 130 Jared Lane,
Ridgeville, South Carolina 29472. I was going
over the proposal and I was looking at it and
I had some questions. I looked and I said,
okay, you have three lanes right here and
you're trying to add a lane right here as far
as the median. But what about if a car was
continue to into Pringletown and it can't get
over. It would have to go all the way around
the roundabout then get onto the Interstate to
go to 26 or would have to continue circling and
circling. So was just wondering about that as
well. And I had another question as to the
lane proposal as to 26. I looked at existing
conditions or proposes you're just adding
another lane and I heard it said it's going to
be there in the next five years to ten years.
I understand all that and I understand the
growth effect. But when you look at it it's
kind of, okay, why do something and just let it
sit for five or the next ten years. We can go
ahead and knock it out in one fatal blow.
Because at the end of the day Volvo has left a

gargantuan effect on this community, and the
growth effect is going to be even more
gargantuan, but everybody's coming out of town,
everybody's coming from out of state, maybe
even out of country. So you have Volvo and
it's in most of Pringletown's back yard. So
you really have to think about the future
instead of now. So my proposal is to why put
a band-aid on something right now. We could
just go ahead and take care of that and nip it
in the bud. And I heard about funding. I was
considering an idea that you might talk to the
president of Volvo operations, maybe sale
operations because they basically decided this
whole thing was their idea. So why not try to
have them chip in because they were already a
multi-billion dollar corporation. So why not
try to help the DOT out and basically say it's
a win-win. We'll give you the traffic so why
don't you basically give us the funds to
continue to give you more traffic and that way
we can get everything settled. So that was
just my proposal and my questions about it and
thank you for your time.

MR. PHILLIPS: Thank you, Mr. Bennett. We may take



you to future meetings for other projects.

Next up, Pastor Caper.

MR. CAPER: Good evening. Good evening. My name is Pastor Johnnie Capers and I reside at 103 Reedy Ridgeville, South Carolina. Lane, South Carolina born and raised. Just have a few concerns that I just want to put out there and I want everyone to kind of like keep this in One of the things that I would like proposed to see that there be an addendum put in place just in case the project that you are considering doing now doesn't actually flow like you desire it to flow, it don't really operate like you desire it to operate. a lot of times, you know, you really don't know it until you actually implement it and put it in play, and I was hoping we'd have a backup plan for that. I was actually earlier -- my concern was about the new roundabout because it's basically aimed at commercial traffic. And as we know that the state port authority just bought the Ridgeville Industrial Park out. And so because they're deepening the port down in Charleston, so most of their containers are gonna be held in the Ridgeville Industrial Park

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area. So there's actually, when he selling the
roundabout, it's going to be a lot of tractor-
trailer trucks and what-have-you there. And I
always considered that people in Jared Lane and
on Emma Lane, if you guys were proposing to put
some kind of noise barrier up in there because,
you know, trucks when they get there can be
down-shifted and what-have-you. So there's
gonna be a lot of noise. And the next thing
and I actually if we could ask if we're
gonna have catch stations in place for the
additional runoff, so the people that live on
Jared Lane or Emma Lane, if you have some catch
stations there then the water can be directed
down, you know to, like, Cabot Creek or
somewhere instead of they said my times up.
Thank you.

MR. PHILLIPS: Thank you, Pastor Caper. Okay. That was all the speakers that we had that signed up. So thank y'all for doing that. We still have the facility until 7:00 p.m. And some good questions and comments were brought up, folks are still here if you want to try to seek them out and delve into that a little bit more. We'll be here until 7:00. Just want to go back

over again, there are comment forms back there,
there are boxes if you want to leave your
comments with us tonight, you can certainly do
so. We have an address, you can mail them in.
It should also be in your hand-out an email
address to email those in to us as well. You
can go to our DOT website and at SCDOT.org. On
that front page you'll see something that'll
say public portal. Click on that, you'll see
projects, this one will be on there, you can
look at that. You'll see if you go to that
page for this project you'll see all the
displays that you've seen here tonight. You'll
see the opportunity to comment that was as
well. And I believe the presentation that
Craig gave earlier, if it's not on there right
now it should be up on there in the next day or
two. So all that should be there available.
Again, we're talking comments for the project
through November 22nd. So if you could help us
be in that time frame that'd be great because
it helps us to stay on schedule the best that
we can. With that, thank you again for coming
out tonight, thank y'all for being so patient,
those of you that got here at 5:00 o'clock and



# Appendix B: Issued PJD Letter

*Appendices* B



## **DEPARTMENT OF THE ARMY**

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

Regulatory Division

South Carolina Department of Transportation Attn: Mr. Sean Connolly Post Office Box 191 Columbia, South Carolina 29202-0191 ConnollyMS@scdot.org

Dear Mr. Connolly:

This is in response to your request for a Preliminary Jurisdictional Determination (PJD) (SAC-2018-01822) (SCDOT Project ID P02963) received in our office on August 1, 2019, and revised on December 17, 2019, for a 492 acre site located near Ridgeville along Interstate 26 from mile marker 187 and 193 and including the intersections of Highway 27, Ridgeville Road and S-32, Cypress Campground Road, Berkeley County, South Carolina (From Latitude: 33.146569°, Longitude: -80.329805° to Latitude: 33.088918°, Longitude: -80.220848°). A PJD is used to indicate the approximate location(s) and boundaries of wetlands and/or other aquatic resources presumed to be waters of the United States on a site pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. § 1344) and/or navigable waters of the United States pursuant to Section 10 of the Rivers and Harbors Act of 1899 (RHA) (33 U.S.C. § 403).

The site is shown on the attached figures 6-1 through 6-19 of 19 entitled "PROPOSED INTERSTATE 26 (I-26) WIDENING AND INTERCHANGE IMPROVEMENTS PROJECT" and dated December, 2019, prepared by Mead and Hunt on behalf of SCDOT. Based upon on-site inspection on February 26, 2019, and November 18, 2019, a review of aerial photography, topographic maps, National Wetlands Inventory maps, soil survey information, and Wetland Determination Data Form(s), we conclude the boundaries shown on the referenced depiction are a reasonable approximation of the aquatic resources found within the site that are presumed to be subject to regulatory jurisdiction of the Corps of Engineers. The site contains a total of approximately 55.302 acres or 2,481 linear feet of federally defined wetlands and other aquatic resources that are presumed to be waters of the United States subject to Corps' jurisdiction under Section 404 of the CWA. Of these aquatic resources, the site contains 53.357 acres of federally defined wetlands, 0.024 acre of open water, and 1.921 acres or 2,481 linear feet of other aquatic resources that are presumed to be waters of the United States subject to Corps' jurisdiction under Section 404 of the CWA.

You are cautioned the boundaries of the delineated wetlands and/or other aquatic resources presumed to be subject to regulatory jurisdiction of the Corps of Engineers shown on the attached depiction are approximate and subject to change.

By providing this PJD, the Corps of Engineers is making no legally binding determination of any type regarding whether jurisdiction exists over the particular aquatic resource(s) in question. This PJD is not a definitive determination of the presence or absence of areas within

the Corps of Engineers' jurisdiction, and, therefore, it does not have an expiration date. Also note this PJD is not an appealable action under the Corps of Engineers' administrative appeal procedures defined at 33 CFR 331 as it is not a final action. A PJD is "preliminary" in the sense that a recipient of a PJD can later request and obtain an Approved Jurisdictional Determination (AJD) for a definitive, official determination of the presence or absence of jurisdictional aquatic resources on a site, including the identification of the geographic limits of the jurisdictional aquatic resources. To receive a definitive determination of jurisdiction, you must submit an AJD request.

Be aware a permit from this office may be required for certain activities in the areas identified as wetlands and/or other aquatic resources that are presumed to be subject to regulatory jurisdiction of the Corps of Engineers. These areas may further be subject to restrictions or requirements of other state or local government agencies. A PJD may be used as the basis of a permit decision however, when computing impacts, compensatory mitigation requirements, and other resource protection measures, a permit decision made on the basis of a PJD will treat all aquatic resources affected in any way by the permitted activity as jurisdictional. If you intend to request an AJD in the future, you are advised not to commence work in these wetlands and/or other aquatic resources presumed to be jurisdictional prior to receiving the AJD. Attached is a Preliminary Jurisdictional Determination Form describing the areas in question and clarifying the option to request an AJD.

If you submit a permit application as a result of this PJD, include a copy of this letter and the depiction as part of the application. Not submitting the letter and depiction will cause a delay while we confirm a PJD was performed for the proposed permit project area. Note that some or all of these areas may be regulated by other state or local government entities, and you should contact the South Carolina Department of Health and Environmental Control, Bureau of Water, or Department of Ocean and Coastal Resource Management, to determine the limits of their jurisdiction.

This PJD was conducted to identify approximate location(s) of aquatic resources presumed to be subject to regulatory jurisdiction of the Corps of Engineers on the particular site identified in this request. This PJD may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

Attached is a copy of the Preliminary Jurisdictional Determination Form signed by our office. Please sign, retain a copy for your records, and return a signed copy to this office within 30 days of receipt of this letter.

In all future correspondence, please refer to file number SAC-2018-01822. A copy of this letter is being forwarded to State and/or Federal agencies for their information. If you have any questions, please contact Christopher D. Mims, Project Manager, at (843) 329-8154, or by email at Christopher.D.Mims@usace.army.mil.

Sincerely,

Christopher D. Mims
Project Manager, Special Projects Branch

Attachments:

Preliminary Jurisdictional Determination Form

Copies Furnished:

Mr. Chris Beckham
South Carolina Department of Transportation
Post Office Box 191
Columbia, South Carolina 29202-0191
BeckhamJC@scdot.org

Mr. Matt DeWitt Mead and Hunt, Inc. 878 South Lake Drive Lexington, South Carolina 29072 Matt.DeWitt@MeadHunt.com

SCDHEC - Bureau of Water 2600 Bull Street Columbia, South Carolina 29201 WQCWetlands@dhec.sc.gov

SCDHEC - OCRM 1362 McMillan Avenue, Suite 400 North Charleston, South Carolina 29405 OCRMPermitting@dhec.sc.gov