

Project: US Route 78 Improvements, Phase 3
Project ID: P032003

Environmental Assessment
Appendix T

Agency Coordination Meeting (ACE) Notes
February 14, 2019

Improvements to US Highway 78 – Phase 3



U.S. Department
of Transportation
**Federal Highway
Administration**



Dorchester
County
Sales Tax
Transportation
Authority

Agency Coordination Effort Meeting Notes – February 14, 2019

Attendees:

Sean Connolly – SCDOT
Betty Gray – SCDOT
Chris Beckham – SCDOT
David Kelly – SCDOT
Jessica Kennedy – SCDOT
Vince McCarron – SCDOT
Mickey Queen – SCDOT
Shane Belcher – FHWA
Michelle Herrell – FHWA
Steve Brumagin – USACE
Christopher Mims - USACE
Ivan Fannin – USACE
Laura Boos _ USACE
Amanda Heath _ USACE (on phone)

Ailya Singh-White – USEPA (on phone)
Mark Caldwell _ USFWS (on phone)
Russ Webb – USFWS (on phone)
Tom Daniel – SCDNR (on phone)
Susan Davis _ SCDNR (on phone)
Greg Mixon – SCDNR
Chuck Hightower – SCDHEC
Logan Ress – SCDHEC
Tyler West – SCDHEC
Joe Wilkerson – SHPO (on phone)
Rudy Powell – Davis & Floyd
Donnie Dukes – Davis & Floyd
Tilly Bull – Davis & Floyd

Project Overview:

The Dorchester County Sales Tax Transportation Authority (DCTA), through an Intergovernmental Agreement with the South Carolina Department of Transportation (SCDOT) and in coordination with the Federal Highway Administration (FHWA), proposes to improve US Highway 78 (US 78) from Orangeburg Road (S-18-22) to Berlin Myers Parkway (SC Route 165) in Dorchester County, South Carolina. As seen in Figure 2-1, Phase 3 is located along existing US Highway 78 beginning near secondary road S-18-22 (Orangeburg Road/Dawson Branch Road) and extends to just beyond SC 165 (Berlin G. Myers Parkway) in Summerville. Phases 1 and 2 of US Highway 78 Improvements were previously approved as separate projects, with a northern terminus of secondary road S-167 (Academy Road/Sugar Hill Road), continuing to a southern terminus near Orangeburg Road. Specific details of the proposed improvements include:

- Widen US Highway 78 from 2 lanes to 5 lanes from Orangeburg Road to Berlin G. Myers Parkway
- Intersection Improvements at Orangeburg Road/Dawson Branch Road

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- Intersection Improvements at Jedburg Road/ Mallard Lane
- Intersection Improvements at Deming Way
- Intersection Improvements at West Richardson Avenue/Auburn Hills Road
- Intersection Improvements at North Maple Street
- Intersection Improvements at Iris Street/Bryan Street
- Intersection Improvements at North Cedar Street
- Intersection Improvements at US 17A
- Intersection Improvements at Berlin G. Myers Parkway
- Construct approximately 6.27 miles of sidewalks
- Construct approximately 2.55 miles of Multi-use Path from Auburn Hills Road to Branch Creek Trail

Phase 2 and portions of the current Phase 3 project were previously the subject of a letter of intent (LOI) submitted to agencies and public officials, and discussed in public information meetings. As a result of input from those notices and meetings, it was decided to break Phase 2 out into a separate project and prepare an environmental document for just Phase 2. Right-of-way acquisition for Phase 2 has been broken into two phases, 2A and 2 B, with Phase 2A nearing completion and Phase 2B scheduled to start soon. Construction has also been broken into two phases and is scheduled to begin on Phase 2A during the summer of 2019. Phase 3 as discussed in the LOI and initial public information meetings was to begin near Orangeburg Road and extend to West Richardson Avenue. Again, based on input from these meetings, Phase 3 has been extended to Berlin Myers Parkway.

Alternatives Considered:

In addition to the no-build alternative, alternatives considered were to widen the road around the existing centerline, all to the north of the current center line, or all to the south of the current center line. The impacts of each of these alternatives are summarized in the table below.

Impact	Preferred Alternative	North Alignment	South Alignment
Relocations	13	16	24
Floodplains	yes	yes	yes
Wetlands, acres	4.312	4.0	5.3
Threatened/Endangered Species	No effect	No effect	No effect
Cultural Resources/Historical	0	0	0
Archaeological Section 4(f) Resources	0	0	0
Hazardous Materials	11 sites	7 sites	4 sites
Permits	Individual 404 permit	Individual 404 permit	Individual 404 permit
ROW required, acres	8.4	27.4	40.4

Additionally, the south alignment would require obtaining a substantial amount of right-of-way (ROW) from Norfolk Southern Railroad. The northern alignment would affect numerous commercial parking lots significantly. After reviewing all of the impacts, it was determined that

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alignment around the existing centerline would have the least overall impact to the humans and the environment.

Wetland Impacts:

Based on preliminary design for the project, it is estimated that the approximately 4.3 acres of wetlands will be impacted. The impacts to wetlands are anticipated to be in excess of the quantity authorized under the General Permit; therefore an individual 404 permit will be required. Mitigation will be implemented to offset these impacts. Mitigation for the unavoidable impacts will be through the purchase of credits from a USACE-approved commercial mitigation bank. A specific bank or combination of banks would be identified further into the permitting process.

Project Progress:

Subsequent to the public information meeting that held for Phases 2 and 3, a additional public information meeting has been held for the current Phase 3 project. The project is currently in the preliminary design phase and an environmental document is being prepared. The following is the anticipated schedule for the project:

- Complete Environmental Document April 2019
- Public Hearing May 2019
- Final Environmental Decision July 2019

Project Team:

Joy Riley, Project Manager, SCDOT
David Kelly, NEPA Manager Lead, SCDOT
Michelle Herrell, Environmental Oversight, FHWA
Tilley Bull Consultant Project Manager, Davis & Floyd, Inc.

Agency Input:

- Need to add additional data to alternatives impact matrix, to include:
 - Costs
 - Area of floodplain impacts
 - Number of impacted noise receivers
- Discussion of quality of wetlands impacted
- Quantify potential railroad ROW impacts