

# Public Hearing for the Proposed US 21 Harbor River Bridge Replacement Project in Beaufort County, South Carolina

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## Time & Location

The public hearing was held on Tuesday, November 15, 2016 from 5:00 to 7:00 p.m. at Lady's Island Elementary School in Beaufort County. This location was selected because of the proximity to the project area and its convenient location. The school provided ample space for displaying project materials and interaction amongst project team members and the public.



## Outreach

Approximately 15 days prior to the meeting, a public notice was displayed in the Beaufort Gazette inviting members of the community to attend the Public Hearing. The public notice can be found in Appendix A.

## Handouts

A project handout and map insert were presented to each attendee at the hearing (Appendix B). The handout included the project purpose and need, an explanation of the hearing format, and a section on how the public can participate throughout the project. The map insert featured a visual rendering of the preferred alternative.

## Displays

Three sets of project display boards were set up on easels around the room. Two sets of roll maps were displayed on tables near the display boards. A designated area was set up for comment forms and boxes where participants could sit down and write down their comments. A sign-in table was set up at the entrance where project team members greeted members of the public and informed them of the opportunity to sign-up for a formal comment and other ways to submit comments. The materials displayed during the public hearing can be found in Appendix C.

## Personnel

Active project team members included:

First Name	Last Name	Company
Michael	Darby	HDR
Jesica	Mackey	HDR
Blair	Wade	HDR
Brad	Carter	HDR
Brandon	Stokes	HDR
Renee	Mulholland	HDR
Benjamin	Burdette	HDR
Jae	Mattox	SCDOT
Tyke	Redfearn	SCDOT
Chad	Long	SCDOT
Mark	Westberry	SCDOT
Nicole	Riddle	SCDOT
Will	McGoldrick	SCDOT
Russell	Chandler	SCDOT
Shane	Belcher	FHWA
Rickele	Gennie	FHWA
Lt. John	Downing	US Coast Guard
Chief Warrant Officer Ricky	Keefauver	US Coast Guard

## Process

Upon arrival attendees were greeted, given a brief overview of the public hearing format and encouraged to take a handout and comment form (Appendix B). Project team members were easily identified by nametags. Team members were stationed at display boards, roll maps, and at various locations throughout the meeting space. Additional team members were assigned a tour guide role. This role included guiding a small group of attendees around the meeting providing in-depth detail about the displays and the opportunity for participants to ask any questions or voice concerns. At 6:00 p.m. the formal portion of the meeting was held. This included a presentation by Tyke Redfearn and comments from three members of the public. As participants departed, they were encouraged to submit their comments and were thanked for attending.

## Attendance

Approximately 57 members of the public were in attendance. Of this number approximately 14 were white females and one (1) was a black female. A copy of the sign-in sheets can be found in Appendix D.



## Comments

During the hearing, three (3) comments were recorded and five (5) written comments were submitted. Throughout the 30-day comment period, 12 comments were submitted. A summary of these comments, responses and the court reporter transcripts can be found in Appendix E. Below you will find a table of the top three comment categories:

Comment type	# of comments
<b>Bicycle/Pedestrian</b>	7
<b>Safety/Speed Limits</b>	5
<b>Aesthetics</b>	4
<b>Alternatives</b>	3
<b>Bridge Height</b>	3
<b>Noise</b>	3
<b>Information Request</b>	2
<b>General</b>	1
<b>Environmental Impacts</b>	1
<b>Water Quality</b>	1
<b>Property Values</b>	1
<b>Utilities/FIPSD Water Line</b>	1
<b>Wildlife</b>	1

# Appendix A

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Outreach

**AFFIDAVIT OF DISTRIBUTION**

STATE OF SC

COUNTY OF Beaufort

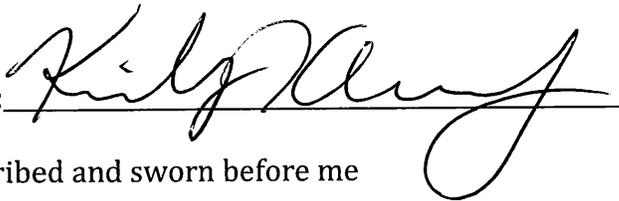
CITY OF Bluffton

I, Kimberly T. Abernethy, being duly sworn on oath now and during all times herein stated, have been the publisher and designated agent of the publication known as,

The Island Packet/Beaufort Gazette  
("Publication")

and have full knowledge of the facts herein stated as follows:

The insert for SCDT ("Ad/Advertiser") was distributed to the Publication's full circulation on 31<sup>st</sup> day of Oct., 2016.

By: 

Subscribed and sworn before me

This 15 day of Dec, 2016

Notary Seal:

  
Notary Public

## INTERNATIONAL TRADE

# EU, Canada sign long-delayed trade pact

BY LORNE COOK  
Associated Press

## BRUSSELS

The European Union and Canada signed a landmark trade pact Sunday, ending days of drama after a small Belgian region refused to endorse the agreement and deeply embarrassed the EU.

As protesters gathered outside EU headquarters in Brussels, Canadian Prime Minister Justin Trudeau, European Council President Donald Tusk, European Commission President Jean-Claude Juncker and Slovak Prime Minister Robert Fico,

whose country holds the EU's rotating presidency, put an end to the suspense by signing the Comprehensive Economic and Trade agreement.

"This accord is the product of long discussions. Frank discussions, but which have always taken place in respect, among partners that share common values," Trudeau told reporters afterward.

The EU needed unanimity among all its 28 members and Belgium needed the backing of all its regions to approve the pact known as CETA. Trudeau had been due to sign it on Thursday but was forced to cancel his flight when

Belgium couldn't sign on because of opposition from the Wallonia region.

Wallonia, smaller than the U.S. state of New Jersey, defied hopes for a deal between more than 500 million EU citizens and 35 million Canadians for weeks. Politicians there argued that CETA would undermine labor, environment and consumer standards and allow multinational corporations to crush local companies.

After several rounds of talks late into the night last week Belgium formally gave its endorsement on Saturday morning. Even Trudeau's plane appeared to have conspired to hold

up the signing ceremony as it turned back to Ottawa overnight with mechanical problems.

But Trudeau, who made it to EU headquarters only two hours late, said he welcomed the challenge posed by Wallonia.

"The fact that throughout people are asking tough questions of a deal that will have a significant impact on our economies, and giving us the opportunity to demonstrate that that impact will be positive, is a good thing," he said.

Juncker lauded the agreement as "the best and most progressive that we have ever signed."

He added that "we are grateful to Canada for being as patient as it has been."

But, Juncker said wagging his finger, "Belgium should reflect on the way it functions when it comes to international relations."

## DEATH NOTICES

## Viola Coleman

Viola Coleman, 76, of St. Helena Island and widow of Ernest Coleman, died Sunday, Oct. 30, 2016, at Beaufort Memorial Hospital.

Arrangements by Marshal's Wright-Donaldson Home for Funerals.

## Richard Ferguson Jr.

Richard Ferguson Jr., 68, of Beaufort, died Sunday, Oct. 30, 2016, at Beaufort Memorial Hospital.

Arrangements by Marshal's Wright-Donaldson Home for Funerals.

## Sean Knight

Sean Knight, 45, of the Lands End Community on St. Helena Island and son of Everline Brown and the late Harold Brown, died Friday, Oct. 28, 2016, at

the home of his mother in Port Royal.

Arrangements by Chisholm Galloway Home for Funerals.

## Eulia Moon

Eulia Moon, 47, of St. Helena Island, the daughter of Barbara Moon and the mother of David Lee Moon, Tameka S. Moon, Edward Legree Jr. and Jimmy B Legree, died Friday, Oct. 28, 2016, at MUSC Charleston.

Arrangements by Allen Funeral Home of Beaufort.

## Michael Williams

Michael Williams, 64, of Lady's Island and husband of Betty Williams, died Saturday, Oct. 29, 2016, at his residence.

Arrangements by Marshal's Wright-Donaldson Home for Funerals.



MIC SMITH AP

Robert Nicotra braves the beach on Isle of Palms on Oct. 7 as Hurricane Matthew nears.

## FROM PAGE 3A

## FLOODING

areas."

Todd Ehret, a National Oceanic and Atmospheric Administration oceanographer who specializes in tides, said the readings in Charleston came from water level gauge 8665530, just as they had for the past century. The findings deliver a simple message: The sea is higher than it used to be. Ehret was not associated with the study.

"Storms that 100 years ago would have stopped just short of the top of the Battery wall today are flowing over it," he said. "Now, this is relative sea level, compared to land. You build a structure on land, and that's a constant of a reference point. But land can be subsiding, and land can be rising. Our readings show the level of the sea relative to the land."

The study focuses on only 8 inches, noting that this is the amount scientists attribute to global warming – and one of the authors added that about 6 inches of that are thought to be directly attributable to human activity, with the other 2 thought to be attributed to natural warming.

An introduction to the report notes that even those 8 inches have meant floods that can "block traffic, degrade infrastructure and cause a multitude of problems in daily life, even on sunny, storm-free days."

The report takes a simple approach. Study the days of flooding at tidal gauges around the country, find the days that exceeded the National Weather Service's "nuisance flood" threshold, then subtract sea level rise.

Reduce South Carolina's recent coastal floods by 8

inches, and of the 216 flood days from 2005 to 2014, only 40 days of flood would still have reached the nuisance level.

In other words, without sea level rise, there were 176 days when sea water would not have covered streets and backed up drainage systems.

The study doesn't include 2015, but NOAA's statistics indicate that Charleston had a record number of 38 days of nuisance flooding that year. Charleston is used because of the tidal gauge there, though for 2015 NOAA reported record numbers of coastal flooding days for cities throughout the region.

The report, put together by Climate Central, shows that the number of nuisance-flooding days overall is increasing. From 1995 to 2004, there were 175 flood days, 130 of which would not have reached the level of nuisance without sea level rise at that date.

From 1985 to 1994, there were 102 flood days, with 72 attributed to sea level rise.

Strauss said local variations in sea level weren't surprising. He said one reason for local variations was water temperature: Where it is rising most quickly, the water is expanding. Another reason is that ocean currents are slowing: "Whether that's due to climate change, we don't know."

"People expect the oceans to be like peanut butter spread smoothly and evenly over bread," he said in an interview. "Sea levels are more like chunky peanut butter."

## AUGUSTA SOUTHERN — TREE REMOVAL —



LICENSED • INSURED  
COMPLETE TREE REMOVAL

706-836-4370

## PROPOSED BRIDGE REPLACEMENT ALONG US 21 OVER HARBOR RIVER

Beaufort County

### PUBLIC HEARING

## When:

Tuesday, November 15, 2016, between 5:00 p.m. and 7:00 p.m.

## Where:

Lady's Island Elementary School, 73 Chowan Creek Bluff, Beaufort, South Carolina, 29907.

## Project:

The South Carolina Department of Transportation (SCDOT) plans to replace the existing swing-span bridge along US 21 (Sea Island Parkway) over the Harbor River in Beaufort County with a new fixed-span bridge that provides 65-foot-high clearance over the Harbor River. The proposed bridge would have two 12-foot-wide travel lanes (one in each direction) and two 10-foot-wide shoulders (one in each direction). During construction of the new bridge, the existing swing-span bridge will remain open to traffic.

## Hearing and Hearing Agenda:

The Hearing will be conducted on the above listed date and location. From 5:00 p.m. to 6:00 p.m., the format will be informal where guests are welcome to view project displays and other information related to the project and to talk with the project team. The formal portion of the hearing will begin at 6:00 p.m. with the SCDOT presentation and formal public comment period. Citizens who would like to make formal public comments should sign up to speak between 5:00 p.m. and 5:55 p.m. After the SCDOT presentation, each speaker will be allotted two (2) minutes to speak, and the speaker's time is not transferable to another person. From the end of the formal comment period until 7:00 p.m., the format will again be informal. Written comments will also be collected at all times during the hearing.

## Purpose of the Hearing:

The Purpose of the Hearing is to provide information concerning the proposed bridge replacement and to solicit input from area residents. Another purpose of the hearing will be to gather information from the public or any interested organization regarding historic or cultural resources in the area. Engineering and environmental personnel from SCDOT and its consultant will be available before and after the formal portion to discuss the project with interested citizens on an individual basis. Tentative schedules for construction and right of way acquisition will be discussed. Further project details, including an environmental assessment of the project's effects, will be available. Property owners near the bridge are requested to attend. Maps and drawings of the proposed improvements will be available and attendees may ask questions and provide comments regarding the possible social, economic, and environmental effects of the project.

## Review and Contact Information:

The environmental document, related maps and displays as well as other pertinent data were made available for public review on October 3, 2016 and will be available until November 30, 2016. The information is available online at [http://www.scdot.org/inside/public\\_hearings.aspx](http://www.scdot.org/inside/public_hearings.aspx) or in hard copy format at SCDOT's Central Office at 955 Park Street in Columbia, SCDOT's District Six Office located at 6355 Fain Boulevard, North Charleston, 843-740-1667; and SCDOT's Beaufort County Construction Office located at 13 Munch Drive, Beaufort, 843-524-7616. Additional information concerning the project may be obtained by contacting SCDOT Program Manager W. "Tyke" Redfearn at 803-737-1430 in Columbia. Persons with disabilities who may require special accommodations should contact Betty Gray, SCDOT Environmental Services Office Manager, at 803-737-1395.

South Carolina Department of Transportation and Federal Highway Administration

# Appendix B

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Handout and Comment Form





Anyone who wishes to verbally comment must sign up between 5:00 p.m. and 5:55 p.m. when entering the public hearing. Each comment will be limited to two minutes and may not be transferred. The informal portion of the public hearing will continue during this time. All formal verbal comments will be recorded as part of the official project record. Commenters will be asked to state their name, address, and any relevant group affiliation.

**Your Participation**

The EA, related maps and or drawings, and other pertinent data were made available for public review on October 3, 2016 and will be available until November 30, 2016, at SCDOT District Six Office located at 6355 Fain Boulevard, North Charleston, SC 29406 (843.740.1667); and the Beaufort County Construction Office located at 13 Munch Drive, Beaufort, SC 29906 (843.524.7616). Project information, including meeting materials and comment forms will also be available on the SCDOT website ([www.scdot.org](http://www.scdot.org)), "Public Hearings" Quicklink.

Comment forms are available and can be filled out tonight and placed in the provided comment box or returned by mail to the address on the form. Comments may also be mailed or emailed to Mr. William "Tyke" Redfearn at SCDOT. **Please return comments by the close of the comment period, November 30, 2016.** All comments will become part of the public record for this project.

**Project Description**

SCDOT, in coordination with FHWA and the US Coast Guard, plans to replace the existing US 21 Bridge over Harbor River. SCDOT has evaluated alternative bridge types and locations as part of the National Environmental Policy Act process and has determined proposed improvements for the bridge. The proposed improvement consists of replacing the existing swing-span bridge with a new bridge that provides 65-foot-high clearance over the Harbor River. The design and proposed posted speed limit of the proposed bridge and roadway is 55 mph, which would decrease to the existing 45 mph near Harbor Drive. During construction, the existing bridge would remain open to vehicles and the existing swing-span would operate for boats.

**What is the Project's Purpose and Need?**

The purpose of the proposed project is to correct structural and functional deficiencies of the US 21 bridge over the Harbor River and to upgrade the bridge and its approaches to current design standards. The existing bridge does not meet current design standards and is load restricted.

**What Alternatives Were Studied in the EA?**

A range of preliminary alternatives were considered for the proposed project, including the No Build Alternative which serves as a baseline for comparison. Five reasonable build alternatives that involve constructing a new fix-span bridge were identified:

- Alternative 1A, located approximately 122 feet to the north
- Alternative 1B (preferred), located approximately 65 feet to the north
- Alternative 2A, located approximately 168 feet to the south
- Alternative 2B, located approximately 311 feet to the south
- Alternative 3, located approximately 65 feet to the south

All of the reasonable alternatives would shift the US 21 bridge to the north or south and would be constructed nearly parallel to the existing bridge.

**What is the Preferred Alternative?**

Avoidance and minimization of impacts to the human and natural environments have been considered throughout the project development process. SCDOT selected Alternative 1B (see handout map insert) as the Preferred Alternative because it meets the project's Purpose and Need and minimizes potential impacts to the surrounding tidal marsh, creeks, and Essential Fish Habitat. Efforts to minimize effects to the Harbor Key community were undertaken by shifting the initial Alternative 1 closer to the existing bridge and away from Harbor Key which resulted in Alternative 1B.

**What is the Proposed Bridge Typical Section?**

The proposed bridge typical section includes one 12-foot-wide travel lane in each direction and a 10-foot-wide shoulder in each direction of travel. A 42-inch high barrier on the outside of each shoulder complies with the minimum height for roadways with cyclists. The width of the proposed bridge would be approximately 47 feet.

**Proposed Funding**

- FHWA Bridge Replacement and Rehabilitation Program
- Available funding in STIP: \$60,474,000

**Anticipated Project Cost**

- Preliminary Engineering: \$4,590,000
- Construction: \$50,490,000
- Total: \$55,180,000
- Project costs are estimated and approximate
- Project costs and schedule may change during final design

**Anticipated Project Schedule**

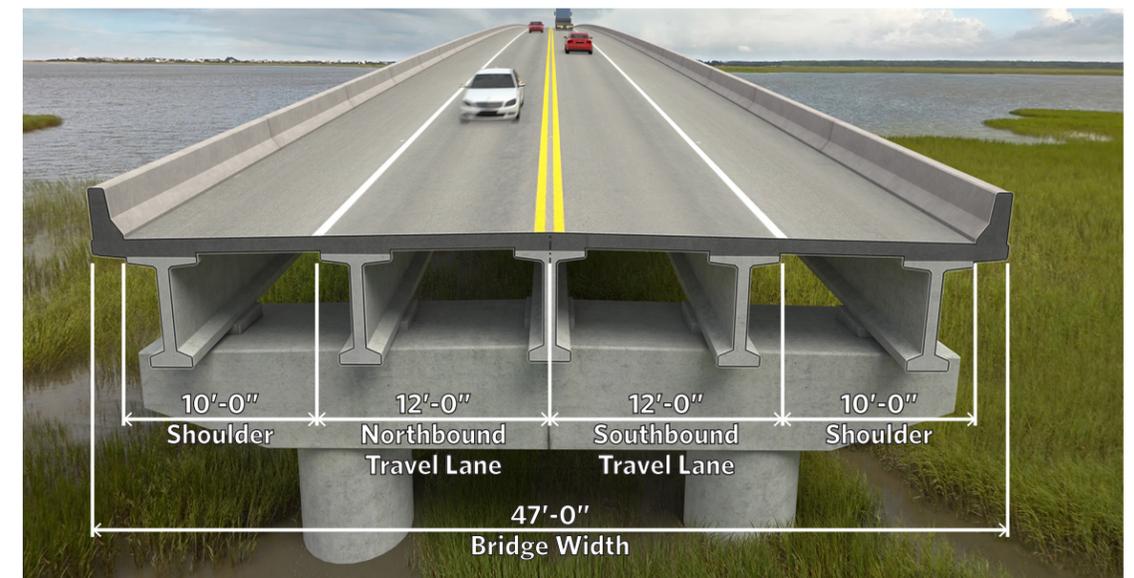
- Final Design and Permitting: late-2017 to late-2018
- Begin Construction: late-2018

A tentative timeline of the project development process is detailed below.

ACTIVITY	2015	2016	2017	2018	2019	2020
Planning and Environmental Studies						
Procurement						
Final Design and Permitting						
Begin Construction*						

(\*Construction duration 2.5 to 3 years)

	Alternatives					
	No-Build	1A	1B Preferred	2A	2B	3
Distance from Existing Bridge (feet)	0	122' North	65' North	168' South	311' South	65' South
Right-of-Way Acquisition (acres)	0	5.1	4.2	4.9	6.3	5.7
Salt Marsh/Critical Area Impacts (acres)	0	6.2	5.9	13.9	15.5	7.6



Rendering is based on conceptual bridge design. Bridge appearance may change during final design.





# Appendix C

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Displays

Rendering is based on conceptual bridge design. Bridge appearance may change during final design.

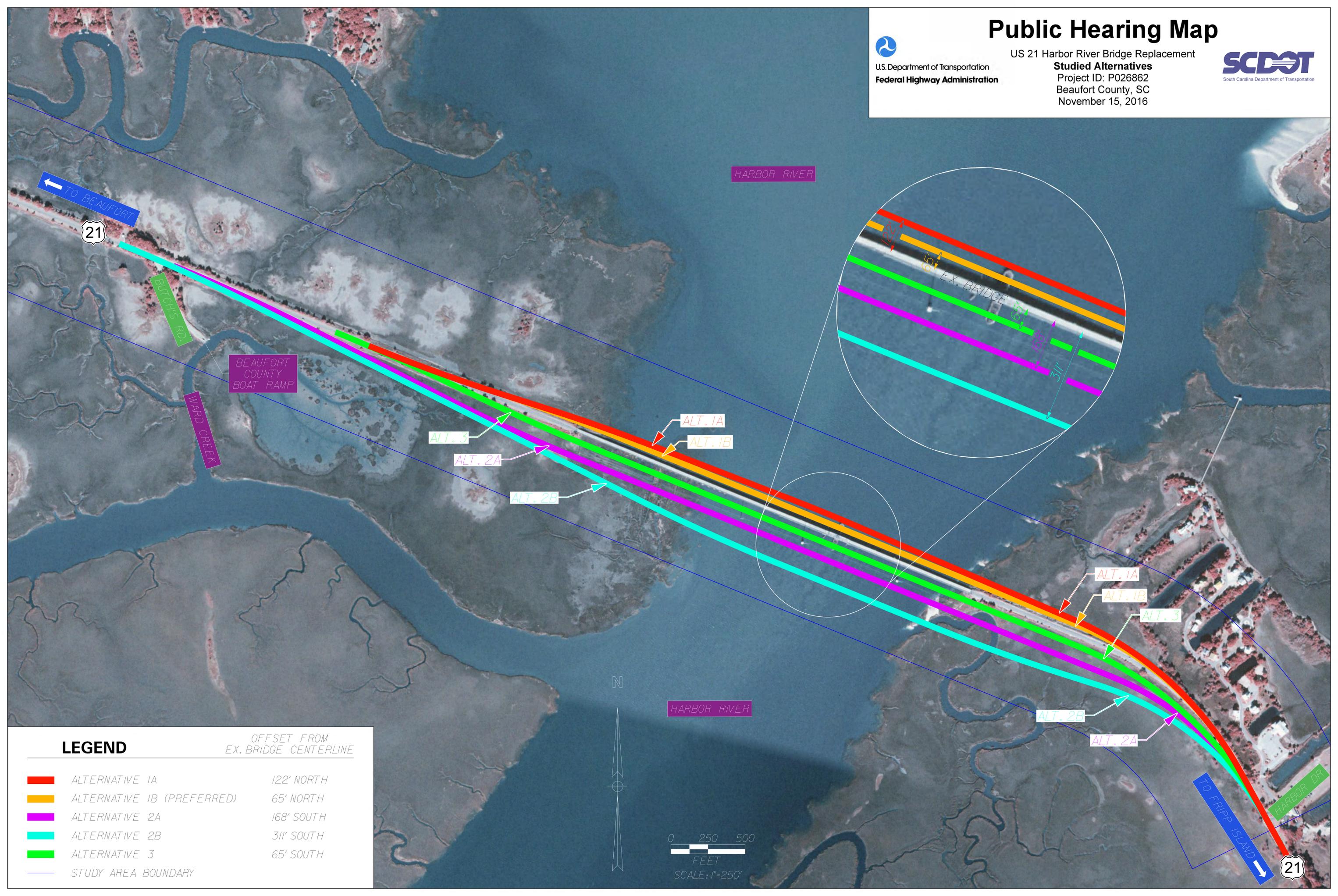




U.S. Department of Transportation  
Federal Highway Administration

# Public Hearing Map

US 21 Harbor River Bridge Replacement  
Studied Alternatives  
Project ID: P026862  
Beaufort County, SC  
November 15, 2016



## LEGEND

	OFFSET FROM EX. BRIDGE CENTERLINE
	ALTERNATIVE 1A 122' NORTH
	ALTERNATIVE 1B (PREFERRED) 65' NORTH
	ALTERNATIVE 2A 168' SOUTH
	ALTERNATIVE 2B 311' SOUTH
	ALTERNATIVE 3 65' SOUTH
	STUDY AREA BOUNDARY



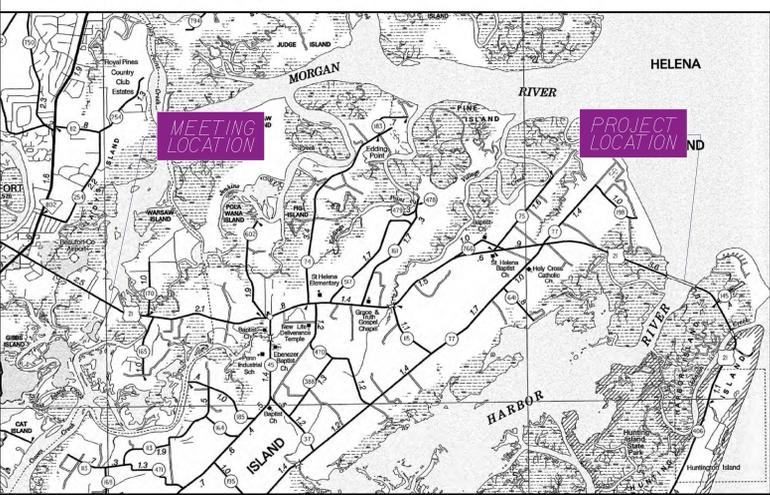
# Environmental Considerations



	No-Build	Alternative 1A	Alternative 1B (Preferred)	Alternative 2A	Alternative 2B	Alternative 3
 <b>Location</b>	NA	122' North	<b>65' North</b>	168' South	311' South	65' South
 <b>SCE&amp;G Powerline Relocation</b>	NA	No	<b>No</b>	No	No	Yes
 <b>Right-of-Way Acquisition (acres)</b>	0	5.1	<b>4.2</b>	7.9	6.3	5.7
 <b>Permanent salt marsh impacts (acres)</b>	0	6.2	<b>5.9</b>	13.9	15.5	7.6
 <b>Noise effects</b>	No impacted receivers	No impacted receivers	<b>No impacted receivers</b>	No impacted receivers	No impacted receivers	No impacted receivers
<b>ESTIMATED PROJECT COST (\$ MILLIONS)</b>						
 <b>Total</b> <small>*Assuming standard construction methods</small>	0	55.9	<b>55.2</b>	58.2	59.8	57.9

# Public Hearing Map

US 21 Harbor River Bridge Replacement  
Preferred Alternative  
Project ID: P026862  
Beaufort County, SC  
November 15, 2016



TRACT NO.	PROPERTY OWNER
1	COUNTY OF BEAUFORT
2	COUNTY OF BEAUFORT
4	COUNTY OF BEAUFORT
5	HARBOR ISLAND OWNERS ASSOCIATION
6	HARBOR ISLAND OWNERS ASSOCIATION
7	HARBOR ISLAND UTILITIES, INC.
8	CAROLINA RECREATIONAL CONCEPTS, LLC
9	PRIVATE PROPERTY OWNER
10	PRIVATE PROPERTY OWNER
11	HARBOR ISLAND UTILITIES, INC.
12	HARBOR ISLAND UTILITIES, INC.
13	HARBOR KEY COMMUNITY ASSOCIATION, INC.
14	PREFERRED ISLAND PROPERTIES
15	PREFERRED ISLAND PROPERTIES
16	PREFERRED ISLAND PROPERTIES
17	HARBOR ISLAND OWNERS ASSOCIATION
18	HARBOR ISLAND OWNERS ASSOCIATION
19	UNKNOWN

**LEGEND**

- NEW ROADWAY
- NEW BRIDGE
- APPROX. CONSTRUCTION LIMIT
- NEW RIGHT-OF-WAY
- PRESENT RIGHT-OF-WAY
- EX. PROPERTY LINE
- EX. SCE&G TRANSMISSION LINE





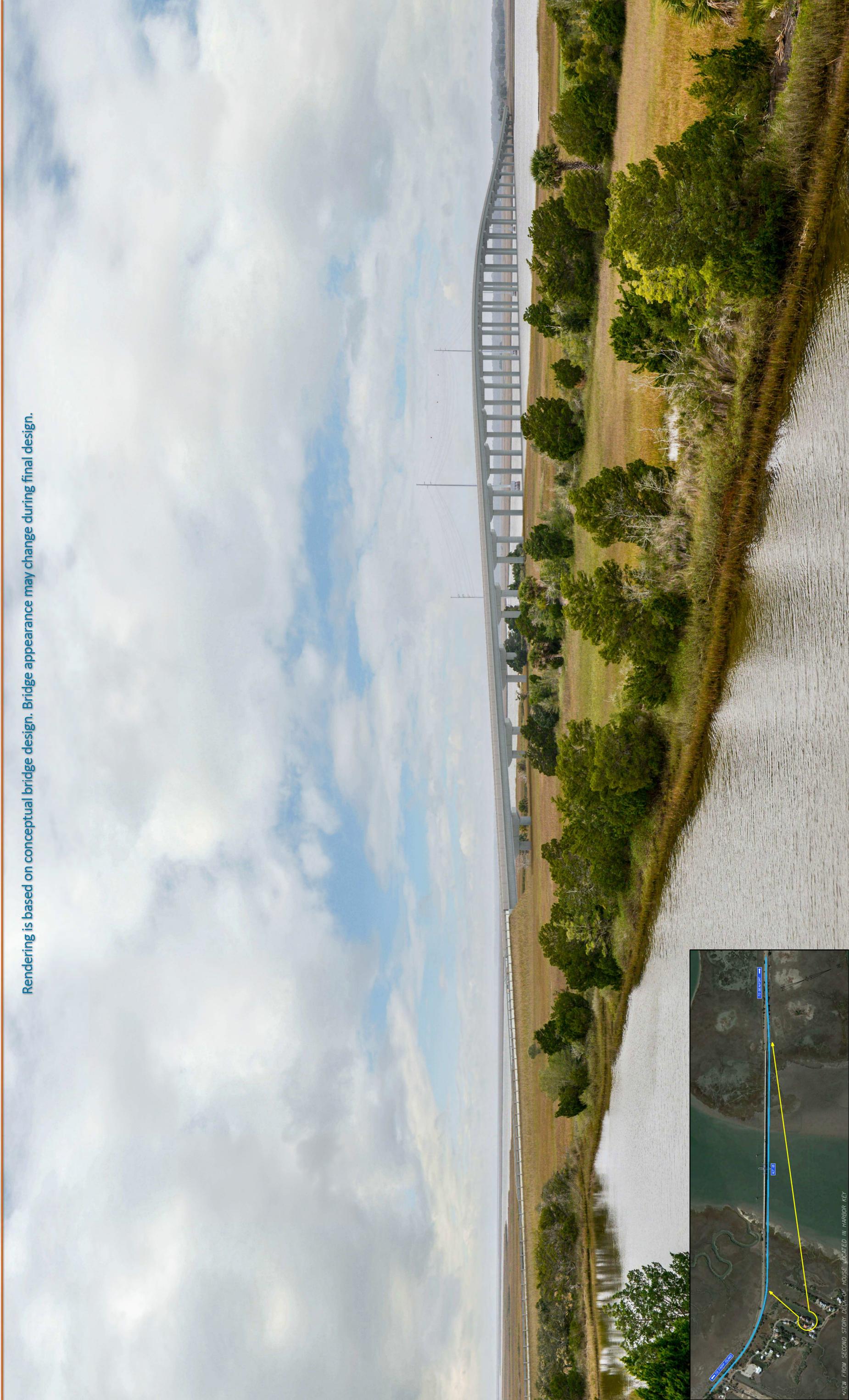
# PROPOSED US-21 HARBOR RIVER BRIDGE REPLACEMENT

Public Hearing: November 15, 2016

Project ID P026862  
Beaufort County, SC



Rendering is based on conceptual bridge design. Bridge appearance may change during final design.



VIEW FROM SECOND STORY DECK OF HOUSE LOCATED IN HARBOR KEY

# Appendix D

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Sign-in Sheet & Formal Comment Sign-up

**SCDOT PUBLIC HEARING  
SIGN IN SHEET**  
Tuesday, November 15, 2016

**PROPOSED US 21 BRIDGE REPLACEMENT OVER HARBOR RIVER**  
Project ID P026862  
BEAUFORT COUNTY

**NAME (please print)**

**ADDRESS (please print)**

Lewis Tabb

8 Waterside Dr. Beaufort (C.I.)

Stephen Roberts

7005 Haymarket Ln, Raleigh, NC

Alice Jane Chunga

86 Harbor Key

Kate Schaefer

Kates@SCCCK.org

Jocelyn Berglund

jberglund@americanbridge.net

Jeni Stokes

stokessterri11@gmail.com

STEPHEN RUSS

SRUSS.JC@COMAIL.COM

*[Handwritten signature]*

65 Alumni Rd BF SC 29907



South Carolina  
Department of Transportation

# SCDOT PUBLIC HEARING SIGN IN SHEET

Tuesday, November 15, 2016

## PROPOSED US 21 BRIDGE REPLACEMENT OVER HARBOR RIVER

Project ID P026862  
BEAUFORT COUNTY

**NAME** (please print)

**ADDRESS** (please print)

Andrew Smith

613 Beacon Knoll Lane, Fort Mill, SC 29708

Frank Glover

2310 Waverly Way Beaufort SC 29902

Vinson Gammage

1980 Cameron Ave Sanford FL 32771

Matt McMillan

2850 Mt Wilkeson Pkwy Atlanta, GA 30339

Trace Hartell

47 Telfair Place, Savannah, GA 31315

Dorota A Huan

8 Prescient Ave 29907

Hal Rohrer

100 Ball Park Rd 29920

David Gandy

2111 Sea Island Parkway - 29920

Diane Fisk

4 Key West Dr St Helena

John Fisk

" " " " "

PERRY LOPEZ

24 COFFIN POINT RD.

Sandra Tomkey

11 Rowet Dr.

Angie Hughes

291 Tarpon Blvd, Fripp Island SC 29920

CHUCK NEWTON

410 ISLANDS CIRCLE E, St Helena 29920

STEVE McKey

752 BONO DR, FRIPP ISLAND 29920

DAN McSILVER

162 HARBOR DR. N. ST. HELENA 29920

Tom Ziegler

6630 Lehigh Ct Cumming Ga 30040

Chuck & Linda Cooper

11 W. Marsh Dr. Harbor Key SC 29920

JIM ROBERTS

2 CEDAR REEF DR, #A104, HARBOR IS, SC

NOTE: Information provided, including name and address will be published and is subject to disclosure under the Freedom of Information Act.



**SCDOT PUBLIC HEARING  
SIGN IN SHEET**  
Tuesday, November 15, 2016

**PROPOSED US 21 BRIDGE REPLACEMENT OVER HARBOR RIVER**  
Project ID P026862  
BEAUFORT COUNTY

**NAME (please print)**

**ADDRESS (please print)**

Reed Armstrong	309 Tom Fripp Rd., St. Helena 29920
Sarah & Glenn Alkhat	118 Harbour Key Dr. St Helena Isl 29920
Rikki Parker	2309 Schepers Ln. Beaufort 29902
Ron & Fran Oddo	601 Sams Point Rd Beaufort 29907
Bob Quisenberry	13 Mickey's Alley St. Helena Isl 29920
Brian Cohl	1329 Seneca St Columbia, SC 29201
BRETT KERMODE	AMERICAN BRIDGE BKERMODER AMERICAN BRIDGE. MET
Golda Kinton	Collin Campbell, Beaufort, SC 29906
Paulie Madding <small>DHEC/OCRM</small>	104 Barber Drive, Blft. SC. 29906
Mark Stok	902 Bay St. Blft 29902
J Karr	10 Buck Isl. Rd, Bluffton, SC
L Merritt King	3014 Southcross Blvd Rock Hill SC
Doug + Donna Fender	36 Ocean Marsh Ln, St Helena SC 29920

NOTE: Information provided, including name and address will be published and is subject to disclosure under the Freedom of Information Act.

**SCDOT PUBLIC HEARING  
SIGN IN SHEET**

Tuesday, November 15, 2016

**PROPOSED US 21 BRIDGE REPLACEMENT OVER HARBOR RIVER**

Project ID P026862  
BEAUFORT COUNTY

**NAME (please print)**

**ADDRESS (please print)**

MARK MONTREAL

5409 CYPRESS CENTER DR. #240  
3225 DELWOOD TAMPA, FL 33609

Gilda Owen

5 ocean marsh lane, Harbor Isl

Nick Owen

5 ocean marsh lane, Harbor Isl.

Wm. Giles [WWG@MAC.COM](mailto:WWG@MAC.COM)

2 Rockland Dr Simpsonville SC 29681





# Appendix E

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Comments, Responses and Court Reporter Transcripts



South Carolina  
Department of Transportation

**SCDOT PUBLIC HEARING  
COMMENT SHEET**  
Tuesday, November 15, 2016

**PROPOSED US 21 BRIDGE OVER HARBOR RIVER  
Project ID P026862  
BEAUFORT COUNTY**

**NAME**

Mr, Mrs, Ms, Mr & Mrs Donna Fender

(Please choose one:)

**MAILING ADDRESS** 36 Ocean Marsh Ln St. Helena SC 29920  
Street/Route City State Zip Code

**PHONE NUMBER** 276-780-2767

**COMMENTS** Please keep highway in front of Harbor  
island gate a no pass zone. Vehicles tend  
to go fast there now. I fear a new, wider  
bridge will encourage faster traffic.  
Thank you!

Mail Comments to:



William "Tyke" Redfearn, III, P.E.  
SCDOT Program Manager  
955 Park Street, Room 421  
Columbia, SC 29202-0191  
redfearnwt@scdot.org

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. Written comments will be accepted until November 30, 2016.



South Carolina  
Department of Transportation

December 9, 2016

Ms. Donna Fender  
36 Ocean Marsh Lane  
St. Helena Island, South Carolina 29920

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Ms, Fender:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

As stated in your comment, in front of and adjacent to Harbor Island gate, US 21 (Sea Island Parkway) is currently marked with double yellow solid lines which indicates no passing. The proposed pavement markings will also be double yellow solid lines at this location.

You further mentioned that you are fearful that the proposed bridge will encourage faster traffic, and it is possible that average speeds will increase because the existing narrow lanes would no longer have an impact on average speeds. On the bridge, the posted speed limit is currently 55 miles per hour, and on Harbor Island, the posted speed limit is currently 45 miles per hour. SCDOT will retain these posted speed limits in their current locations.

I would like to share that the stopping sight distance for the proposed bridge will be greatly improved over the existing bridge. Stopping sight distance is directly related to the amount of time needed for drivers to make a decision about slowing or stopping. With improved sight distance, drivers will have more time to detect and respond to upcoming situations.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,

William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director





South Carolina  
Department of Transportation

**SCDOT PUBLIC HEARING  
COMMENT SHEET**  
Tuesday, November 15, 2016

**PROPOSED US 21 BRIDGE OVER HARBOR RIVER  
Project ID P026862  
BEAUFORT COUNTY**

**NAME**

Mr, Mrs, Ms, Mr & Mrs  
(Please choose one:)

*Dr Charles H Cooper*

**MAILING ADDRESS**

*11 West Munst Drive, St. Helena Island*

Street/Route

City

State

Zip Code

**PHONE NUMBER**

*815-985-3636*

*SC 29920*

**COMMENTS**

*Could I have a copy of a map of  
~~the~~ the Harbor Island area?*

*E mail - ccooper629@gmail.com  
or Hard Copy*

Mail Comments to:



William "Tyke" Redfearn, III, P.E.  
SCDOT Program Manager  
955 Park Street, Room 421  
Columbia, SC 29202-0191  
redfearnwt@scdot.org

*NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. **Written comments will be accepted until November 30, 2016.***



South Carolina  
Department of Transportation

December 7, 2016

Dr. Charles H. Cooper  
11 West Marsh Drive  
St. Helena Island, South Carolina 29920

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Dr. Cooper:

Thank you very much for attending the Public Hearing on November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to learn about the project.

In regards to your comment requesting a map of the Harbor Island area, all displays and materials presented at the public hearing are available on the Department's website. The link is [http://www.scdot.org/inside/public\\_hearings.aspx](http://www.scdot.org/inside/public_hearings.aspx). You may access the materials by clicking on the "Proposed US 21 Bridge Replacement over Harbor River – Beaufort County" drop-down menu. Display 4 shows the preferred alternative in relation to Harbor Island.

In the future, if you need assistance while accessing these documents or if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,

William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director





South Carolina  
Department of Transportation

**SCDOT PUBLIC HEARING  
COMMENT SHEET**  
Tuesday, November 15, 2016

**PROPOSED US 21 BRIDGE OVER HARBOR RIVER  
Project ID P026862  
BEAUFORT COUNTY**

**NAME**

Mr, Mrs, Ms, Mr & Mrs

Gary Joines

(Please choose one:)

**MAILING ADDRESS**

700 Winter Trout

Fripp Island SC

29920

Street/Route

City

State

Zip Code

**PHONE NUMBER**

843-838-4220

**COMMENTS**

Is there any plans to incent the contractor's  
to stay on schedule or finish the bridge  
early?

Where will the water line to Fripp be?

Mail Comments to:



William "Tyke" Redfearn, III, P.E.  
SCDOT Program Manager  
955 Park Street, Room 421  
Columbia, SC 29202-0191  
redfearnwt@scdot.org

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. Written comments will be accepted until November 30, 2016.



South Carolina  
Department of Transportation

December 7, 2016

Mr. Gary Joines  
700 Winter Trout Road  
Fripp Island, South Carolina 29920

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Mr. Joines:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In response to your comment regarding contractor incentives, SCDOT will use the design-build procurement method. In this method, we are able to employ techniques that encourage contractor innovation in areas such as design, construction techniques, and schedule. For this project, due to the important natural resources, the potentially rough marine conditions, and the need to maintain the existing bridge, the schedule will be carefully considered, and a reasonable time will be allowed. We will also include disincentives for not meeting the agreed upon deadline.

In regards to the water line that is currently attached to the existing bridge, SCDOT has been coordinating, and will continue to coordinate, with the Fripp Island Public Service District (FIPSD) throughout the project. The existing water line will be removed from the existing US 21 bridge. The FIPSD will determine the new location of the water line as the project continues. With the exception of a temporary outage during the switch from old to new water line, FIPSD will maintain water service throughout the project.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,

William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director



SCDOT PUBLIC HEARING  
COMMENT SHEET  
Tuesday, November 15, 2016

PROPOSED US 21 BRIDGE OVER HARBOR RIVER  
Project ID P026862  
BEAUFORT COUNTY

NAME Ms ALICE FAYE CHNUPA  
Mr, Mrs, Ms, Mr & Mrs  
(Please choose one:)  
MAILING ADDRESS 213 Partridge Ln W, Cola SC 29170  
Street/Route City State Zip Code  
PHONE NUMBER 803-957-9211 Cell\* 803-920-4926

COMMENTS  
Concerned about my view and noise,  
devalue my property

Mail Comments to: William "Tyke" Redfearn, III, P.E.  
SCDOT Program Manager  
955 Park Street, Room 421  
Columbia, SC 29202-0191  
redfearnwt@scdot.org



NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. **Written comments will be accepted until November 30, 2016.**





South Carolina  
Department of Transportation

December 9, 2016

Ms. Alice Faye Chnupa  
213 Partridge Lane  
West Columbia, South Carolina 29170

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Ms. Chnupa:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In regards to your comment related to the view of the bridge from a nearby location, the project team evaluated visual impacts during preparation of the Environmental Assessment (EA). At the Public Hearing, the project team presented a visualization (Display 5) of the preferred alternative which is available on SCDOT's website. The web link is [http://www.scdot.org/inside/public\\_hearings.aspx](http://www.scdot.org/inside/public_hearings.aspx). You may access the Public Hearing materials by clicking on the "Proposed US 21 Bridge Replacement over Harbor River – Beaufort County" drop-down menu.

As discussed in the EA, Section 5.2, all of the proposed build alternatives will have a visual effect on the surrounding communities. We do understand that visual interpretation is an individual preference, and for that reason, prior to making determinations in the EA, in May 2016, the project team held an additional community meeting to share the proposed preferred alternative along with the visualization and to ask for input. The meeting details are discussed in the EA, Section 6.4, pages 85 and 86. The Public Hearing also served as a chance to receive input about the view, and at first glance, the input related to the view appears to be consistent with the input received at the community meeting.

I understand that you also expressed concerns about noise levels, and for the Harbor Key community, with a 20-year forecast, the predicted increase in the traffic noise level is less than 3 decibels which is not noticed by the human ear. All predicted noise levels are less than 67 decibels which is the maximum acceptable level for residential areas. Results of the noise study are summarized in the EA, Section 5.14. The detailed noise study is included in the EA, Appendix K.



It is interesting to note that bridge expansion joints are not considered in noise studies. These are the perpendicular lines that vehicles may bump over while driving on a bridge. The existing bridge has numerous expansion joints (more than 60), and the proposed bridge should have very few (less than 10).

I understand that you are further concerned about a negative impact in property value, and during development of the EA, the project team studied local zoning requirements and land use planning documents. Since the proposed project does not add new travel lanes and because local zoning requirements limit development in this area, the project will not likely result in increased growth. The project will provide a safe, efficient, and reliable transportation connection to the mainland which should not cause an appreciable change in property value.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,



William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director

**SCDOT PUBLIC HEARING  
COMMENT SHEET**  
Tuesday, November 15, 2016

**PROPOSED US 21 BRIDGE OVER HARBOR RIVER  
Project ID P026862  
BEAUFORT COUNTY**

**NAME**

Mr, Mrs, Ms, Mr & Mrs  
(Please choose one:)

Peter M. Somerville

**MAILING ADDRESS**

16 Mises Road, Lady's Island, SC 29907

Street/Route

City

State

Zip Code

**PHONE NUMBER**

(843) 770-9926

**COMMENTS**

- ① Given low volume of vehicle & boat traffic, you should consider a low level span with a draw bridge.
- ② High rise span creates an eyesore
- ③ Have doubts about your noise estimates given height of bridge and increased speed of vehicles across bridge. Drivers speed up now on <sup>McTeer</sup> Lady's Island Dr. bridge.
- ④ Need bicycle lanes
- ⑤ Keep old bridge for fishing pier

Mail Comments to:



William "Tyke" Redfearn, III, P.E.  
SCDOT Program Manager  
955 Park Street, Room 421  
Columbia, SC 29202-0191  
redfearnwt@scdot.org

**NOTE:** Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. **Written comments will be accepted until November 30, 2016.**

December 14, 2016

Mr. Peter M. Somerville  
16 Mises Road  
Lady's Island, South Carolina 29907

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Mr. Somerville:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In regards to your comment related to the view of the bridge from a nearby location, the project team evaluated visual impacts during preparation of the Environmental Assessment (EA). At the Public Hearing, the project team presented a visualization (Display 5) of the preferred alternative which is available on SCDOT's website. The web link is [http://www.scdot.org/inside/public\\_hearings.aspx](http://www.scdot.org/inside/public_hearings.aspx). You may access the Public Hearing materials by clicking on the "Proposed US 21 Bridge Replacement over Harbor River – Beaufort County" drop-down menu.

As discussed in the EA, Section 5.2, all of the proposed build alternatives will have a visual effect on the surrounding communities. We do understand that visual interpretation is an individual preference, and for that reason, prior to making determinations in the EA, in May 2016, the project team held an additional community meeting to share the proposed preferred alternative along with the visualization and to ask for input. The meeting details are discussed in the EA, Section 6.4, pages 85 and 86. The Public Hearing also served as a chance to receive input about the view, and at first glance, the input related to the view appears to be consistent with the input received at the community meeting.

In regards to your suggestion to consider a low level span and a moveable span bridge, the project team evaluated options for a moveable span bridge. In the EA, Appendix C, the project team considered replacing the existing swing-span bridge with a similar bridge including a moveable main-span. Constructing a moveable main-span bridge was eliminated from further review because of the higher construction, operation and maintenance costs, and potential constructability issues as it relates to maintaining and operating the existing bridge during construction.



I understand that you also expressed concerns about noise levels, and for the Harbor Key community, with a 20-year forecast, the predicted increase in the traffic noise level is less than 3 decibels which is barely noticed by the human ear. All predicted noise levels are less than 67 decibels which is the maximum acceptable level for residential areas. Results of the noise study are summarized in the EA, Section 5.14. The detailed noise study is included in the EA, Appendix K.

It is interesting to note that bridge expansion joints are not considered in noise studies. These are the perpendicular lines that vehicles may bump over while driving on a bridge. The existing bridge has numerous expansion joints (more than 60), and the proposed bridge should have very few (less than 10).

Given the current condition of the existing bridge and the lack of an appropriate entity to operate and maintain a fishing pier, SCDOT will not leave the existing bridge in place for use as a fishing pier.

I understand that you expressed a need for bicycle lanes. The proposed bridge will not include dedicated bicycle facilities, but it will have two 10-foot-wide shoulders for use as emergency lanes. The proposed bridge will have an appropriate barrier height for roadways with cyclists according to industry guidelines. While dedicated bicycle facilities will not be included in the proposed project, cyclists will be able to use the 10-foot-wide shoulder on the new bridge. This design is greatly improved over the existing bridge, and it is consistent with many other bridges that are adjacent to bike lanes in Beaufort County including the nearby Johnson's Creek Bridge.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,



William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

ec: Chad Long, SCDOT NEPA Division Director



COASTAL  
CONSERVATION  
LEAGUE

November 29 2016

William "Tyke" Redfearn III, PE  
SCDOT Program Manager  
955 Park Street, Room 421  
Columbia, SC 29202-0191

Project ID PO26862

Mr. Redfearn,

Thank you for the opportunity to comment at the public hearing, held November 15, 2016, and throughout the process regarding the Harbor River Bridge Replacement project (Project ID PO26862).

As you are aware, US 21 from the City of Beaufort to Hunting Island State Park was designated as a State Scenic Highway and the narrow Harbor River Bridge is a focal point. The bridge is scheduled to be replaced - with construction from 2018-2020 as part of the Statewide Transportation Improvement Program (STIP). We thank the DOT for their work on prioritizing projects within the STIP and funding those projects according to their priority. The classification of this bridge certainly earns its priority status.

In designing a replacement design with the least environmental impact, we ask for considering of the following three design specifications.

First, protecting water quality is important throughout Beaufort County and the League, along with community leaders, elected officials and staff have helped champion some of the strongest stormwater protections for new construction. This includes new roadways and bridges: the stormwater system should adhere to the best management practices laid out by Beaufort County, including but not limited to piping the stormwater from the bridge. Two newer DOT bridges were designed with this system in place on Highway 21 crossing Albergotti Creek and Highway 170 over the Okatie River.

Secondly, we ask SCDOT to add bike lanes to the new bridge, which will connect to bike lanes on each side and enabling bicycle travel across St. Helena and to Hunting Island State Park. This can be done easily, with minimal cost and supports the multimodal planning efforts within SCDOT. Given its connection to a state park, where cyclists frequent, and the nearby striping around the Frogmore village area and St. Helena Elementary School, striping the bridge would provide connectivity and safety improvements for bicyclists and pedestrians.



**COASTAL  
CONSERVATION  
LEAGUE**

Finally, and of no less significance, we request reconsideration of a moveable span design. Earlier in the process, we also requested that SCDOT consider a moveable span design (similar to the current design), instead of a fixed span bridge. A fixed span bridge would need to be 65 feet above the water line to meet Coast Guard standards for boat travel; this impacts the view shed along the scenic highway, from Hunting Island State Park and potentially from Edisto Island. A moveable span alternative has been eliminated from their environmental assessment. We will ask SCDOT to elaborate on why, and if this alternative could still be viable, considering the efficiencies that are already in place with the Woods Memorial Bridge operating as a moveable span bridge. This design change would support the historic function of both bridges, could share operation costs and reduce speed, noise and improve aesthetics of the new Harbor River Bridge along this scenic highway.

With thanks,

A handwritten signature in black ink, appearing to read 'Kate Schaefer', written in a cursive style.

Kate Schaefer  
South Coast Office Director  
Coastal Conservation League

December 12, 2016

Ms. Kate Schaefer  
South Coast Office Director  
Coastal Conservation League  
Post Office Box 1861  
Beaufort, South Carolina 29901-1861

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Ms. Shafer:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

Regarding your concerns about water quality, as shown in the Environmental Assessment (EA), SCDOT commits to use Best Management Practices (BMPs), and SCDOT commits to treat stormwater before it discharges into waters surrounding the Harbor River. Also, during final design of the proposed bridge, SCDOT will submit a drainage plan to the South Carolina Department of Health and Environmental Control (SCDHEC) and SCDHEC Ocean & Coastal Resource Management (OCRM) prior to finalizing construction plans. It is evident that shellfish beds exist near the project, and SCDOT will not directly discharge untreated stormwater within 1000 feet of a shellfish bed.

In response to your comment related to bike lanes, the proposed bridge will not include dedicated bicycle facilities, but it will have two 10-foot-wide shoulders for use as emergency lanes. The proposed bridge will have an appropriate barrier height for roadways with cyclists according to industry guidelines. While dedicated bicycle facilities will not be included in the proposed project, cyclists will be able to use the 10-foot-wide shoulder on the new bridge. This design is greatly improved over the existing bridge, and it is consistent with many other bridges that are adjacent to bike lanes in Beaufort County including the nearby Johnson's Creek Bridge.

In regards to your suggestion to consider a low level span and a moveable span bridge, the project team evaluated options for a moveable span bridge. In the EA, Appendix C, the project team considered replacing the existing swing-span bridge with a similar bridge including a moveable main-span. Constructing a moveable main-span bridge was eliminated from further





review because of the higher construction, operation and maintenance costs, and potential constructability issues as it relates to maintaining and operating the existing bridge during construction.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,



William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director

---

**From:** cecily mcmillan <[cecilymcmillan@hotmail.com](mailto:cecilymcmillan@hotmail.com)>

**Sent:** Wednesday, November 30, 2016 5:01 PM

**To:** Redfearn, Tyke

**Subject:** Harbor River Bridge Replacement

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

Dear Mr. Redfearn and colleagues,

I write as a resident of the Coffin Point section of St. Helena Island to comment on the proposal to rebuild the bridge on Hwy. 21 over the Harbor River. I live in the plantation house (circa 1800-01) at the end of Coffin Point Road, the last left-hand turn on Hwy 21 (heading toward the bridge) that leads directly to St. Helena Sound, before the Shrimp Shack and Gay Family Dock. My late husband bought this place in 1969.

I am a full time resident but my work prevented me from attending the public hearing. I have reviewed your proposal(s) on line.

I appreciate that the Harbor bridge has structural and functional deficiencies and it does not meet current design standards and is load restricted, per your comments. I have driven across that bridge a thousand times and slowed down in the face of other cars. I get it. Other drivers get it, too. If SCDOT feels it's time for repairs and sees the option for federal help, I understand.

My comment is: Make minimal repairs for safety. You are going for the maximum build that is unnecessary.

From what I read in your materials on line, you seem to have chosen the option that is "least impactful" as far as environmental considerations. That to me is good and the right choice.

HOWEVER, while there is a matrix about the options according to a must-rehabilitate scenario, and you recommended the one with "least" impact, there is no matrix from the "No Build Alternative" to a, let us say, a rehab scenario.

That is, you presented options that were a choice considering the ONLY and ABSOLUTE build options with the \$55 mil proposed cost and \$60 mil STIP funding.

My question is this: is the vast enlargement of this bridge necessary? In Hurricane

Matthew, residents of Fripp and Harbor evacuated, as was mandated and prudent. Hunting Island was so damaged that it is closed until May 2017, as of now. The Gay Family dock, whose shrimp boats (and others) might most benefit from a high bridge, has been for sale for years.

Again, who benefits from this HUGE renovation ? It is not required as an issue of public safety/evacuation. Where is the option recognizing that repairs are needed and can be accommodated in a much smaller way?

I would be happy to talk further and appreciate the necessary work you are doing. The irony for me in all this is that we (taxpayers, state, the drive for federal funds) are in the same ridiculous situation of funding a "Bridge to Nowhere" as was evidenced in Alaska in the 2008 election. Fripp, Harbor and Hunting DON'T need this massive upgrade. Smaller, for safety, yes.

Why are "we" pouring vitally needed statewide resources into this project when there's another option to fix it at less cost -- because, honestly, the property values on Fripp and Harbor are probably declining due to the massive damage because of Matthew.

I urge you to reconsider. Please scale back on these plans, even the most "sensitive" you have proposed.

Thank you,

Cecily McMillan

67 McTeer Drive  
Coffin Point  
St. Helena Island, SC 29920  
843-838-2412



South Carolina  
Department of Transportation

December 14, 2016

Ms. Cecily McMillan  
67 McTeer Drive  
Coffin Point  
St. Helena Island, South Carolina 29920

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Ms. McMillan:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

I understand that you are concerned about the need for a large scale replacement of this bridge, and I can assure you that SCDOT spends much time and effort throughout our entire state to repair, rehabilitate, and maintain our aging inventory of bridges. The Harbor River Bridge is no exception. In the recent past, SCDOT performed several major overhauls of this bridge, and we currently have on-call agreements with special contractors to perform the on-going and unpredictable repairs that are necessary for this aging structure. After much consideration of topics including, but not limited to, driver safety, long term durability, and construction, operation, and maintenance costs, we decided that this proposed replacement bridge is the preferred option.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,

William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director



From: [Nancy Owen](#)  
To: [Redfearn, Tyke](#)  
Subject: Harbor River Bridge Replacement  
Date: Monday, November 28, 2016 10:53:36 AM

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

To Whom It May Concern:

It is understandable that the present Harbor Island Bridge needs to be replaced by a safer span. My concerns are the height of the new bridge and the speed drivers will be allowed. It seems the height of bridges often has a negative effect on wading birds and diving birds, who apparently misjudge height especially in windy weather and hesitate to fly under the bridge.

I drive to and from Hunting Island several times a week, and even with the existing bridge being 35 mph, drivers consistently ignore the 45 mph speed limit on Harbor and Hunting Islands, even passing on the solid lines. This poses a threat to bike riders and wildlife, not to mention other drivers.

I would encourage a lower movable span, and no matter the height, a bridge speed limit of 45 mph at the most, which will make the bridge safer for both humans and wildlife. This may also keep drivers to the 45 mph speed limit on Harbor and Hunting Islands.

Sincerely,  
Dr. and Mrs. Terry L. Owen

3 Rose Petal Dr. St. Helena Island, SC, 29920  
843-941-9507 or 843-605-3239

--

*And forget not that the Earth delights to feel your bare feet  
and the winds long to play with your hair. (Kahlil Gibran 1883-1931)*

December 14, 2016

Dr. and Mrs. Terry L. Owen  
3 Rose Pedal Drive  
Saint Helena Island, South Carolina 29920

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Dr. and Mrs. Owen:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In regards to your comment related to the height of the bridge causing a negative effect on wading birds and diving birds, the project team evaluated impacts to protected birds and other wildlife during preparation of the Environmental Assessment (EA) which is available on SCDOT's website. The web link is [http://www.scdot.org/inside/public\\_hearings.aspx](http://www.scdot.org/inside/public_hearings.aspx). You may access the EA by clicking on the "Proposed US 21 Bridge Replacement over Harbor River – Beaufort County" drop-down menu. The Biological Assessment is included in the EA, Appendix G, and correspondence with the related resource agencies is included in the EA, Appendix A. As mentioned in these documents, some construction activities such as increased turbidity, lighting, and noise may indirectly affect suitable habitat, but these activities would be temporary.

In regards to your suggestion to consider a low level span and a moveable span bridge, the project team evaluated options for a moveable span bridge. In the EA, Appendix C, the project team considered replacing the existing swing-span bridge with a similar bridge including a moveable main-span. Constructing a moveable main-span bridge was eliminated from further review because of the higher construction, operations and maintenance costs, and potential constructability issues as it relates to maintaining and operating the existing bridge during construction.

You further mentioned that you are concerned about travel speeds in this area. On the bridge, the posted speed limit is currently 55 miles per hour, and on Harbor Island, the posted speed limit is currently 45 miles per hour. SCDOT will retain these posted speed limits in their current locations.



I would like to share that the stopping sight distance for the proposed bridge will be greatly improved over the existing bridge. Stopping sight distance is directly related to the amount of time needed for drivers to make a decision about slowing or stopping. With improved sight distance, drivers will have more time to detect and respond to upcoming situations.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,



William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director

**From:** [wdmossjr@gmail.com](mailto:wdmossjr@gmail.com)  
**To:** [Redfearn, Tyke](#)  
**Subject:** Harbor River Bridge Replacement  
**Date:** Friday, November 25, 2016 9:44:45 AM

---

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

The Friends of the Spanish Moss Trail strongly support the preferred alternative, particularly the 10 ft shoulder in each direction. This will make bicycling across this bridge much safer and will contribute to the increased utilization of the bike lane between Ladies Island and Hunting Island.

Dean Moss, Executive Director, Friends of the Spanish Moss Trail, 843-263-1922. 1012 14<sup>th</sup> Street, Port Royal SC 29935

Sent from [Mail](#) for Windows 10





South Carolina  
Department of Transportation

December 9, 2016

Mr. Dean Moss  
Executive Director  
Friends of the Spanish Moss Trail  
1012 14<sup>th</sup> Street  
Port Royal, South Carolina 29935

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Mr. Moss:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

In the future, if you need assistance while accessing these documents or if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,

William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director



**From:** [Greg Schulte](#)  
**To:** [Redfearn, Tyke](#)  
**Subject:** Harbor River Bridge Replacement  
**Date:** Wednesday, November 23, 2016 11:26:57 AM

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

Dear SCDOT -

My wife and I are sorry to have missed your public hearing on the Harbor River bridge replacement.

We understand that you plan to include 10' pull-over lanes on the new bridge, which will make it safer for walkers and bikers. We hope that you will take one step further and add a dedicated walking/biking lane.

The McTeer Bridge over the Beaufort River is heavily used by runners and walkers, and I could imagine the new Harbor River bridge becoming a popular destination for the same purpose. Combined with an extension of the current Sea Island Parkway bicycle lane, It would also facilitate biking to Hunting Island State Park.

Thank you for your consideration -- and your work to keep our roads in good condition.

Greg Schulte  
741 Island Circle East  
St. Helena Island, SC 29920



South Carolina  
Department of Transportation

December 9, 2016

Mr. Greg Schulte  
741 Island Circle East  
St. Helena Island, South Carolina 29920

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Mr. Schulte:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

The proposed bridge will not include dedicated bicycle and pedestrian facilities, but it will have two 10-foot-wide shoulders for use as emergency lanes. The proposed bridge will have an appropriate barrier height for roadways with cyclists according to industry guidelines. While dedicated bicycle and pedestrian facilities will not be included in the proposed project, pedestrians and cyclists will be able to use the 10-foot-wide shoulder on the new bridge. This design is greatly improved over the existing bridge, and it is consistent with many other bridges that are adjacent to bike lanes in Beaufort County including the nearby Johnson's Creek Bridge.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,

William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director



**From:** [Chuck Newton](#)  
**To:** [Redfearn, Tyke](#)  
**Subject:** Harbor River Bridge Replacement  
**Date:** Wednesday, November 23, 2016 6:04:53 PM

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Bike lane(s) on the new Harbor River Bridge are essential. Given the new design and the ample space taken for breakdown lanes, surely accommodations can be made for those not tied to motorized transport. Beaufort County is exploring bike lanes the length of the Sea Island Parkway, given that it leads to such significant scenic and recreational beauty; it would be a shame to have them come to the end at the entry to the bridge and the gateway to Hunting Island.

Many thanks.

Chuck Newton  
414 Island Circle East  
St. Helena Island SC 29920  
843.838-1888  
[chuck\\_newton@30hill.com](mailto:chuck_newton@30hill.com)



South Carolina  
Department of Transportation

December 9, 2016

Mr. Chuck Newton  
414 Island Circle East  
St. Helena Island, South Carolina 29920

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Mr. Newton:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

The proposed bridge will not include dedicated bicycle facilities, but it will have two 10-foot-wide shoulders for use as emergency lanes. The proposed bridge will have an appropriate barrier height for roadways with cyclists according to industry guidelines. While dedicated bicycle facilities will not be included in the proposed project, cyclists will be able to use the 10-foot-wide shoulder on the new bridge. This design is greatly improved over the existing bridge, and it is consistent with many other bridges that are adjacent to bike lanes in Beaufort County including the nearby Johnson's Creek Bridge.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,

William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director



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**From:** Sea Island Coalition [<mailto:seaislandcoalition@gmail.com>]  
**Sent:** Wednesday, November 30, 2016 5:18 PM  
**To:** Redfearn, Tyke  
**Cc:** Kate Schaefer  
**Subject:** Harbor River Bridge Replacement

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

Am passing on this comment from one of our members, Rob Hendricks:

I am sorry I was not able to attend the bridge public meeting. I had a big social event with the Hospital to attend.

Regarding public input. Looking at the brochure, it does not seem that there is much to comment on. It says:

- a bridge will be built
- the bridge will be a model flyover bridge
- the bridge will look like all the others now being built along the coast.
- only option to explore is precise location of the bridge
- public input is a formality as in one month they are starting construction.

So...,I'm asking myself what there is to comment on.

- No alternative not to build a new bridge.
- no discussion about what the social, economic or environmental cost/benefits are of different bridge designs, beside locations.
- no discussion of whether a flyover bridge is necessary. Such an expense for the few shrimp boats, likely not to be there in ten years?

Highway 21 is a scenic highway. What is it a scenic highway? Are there criteria to be met to maintain or enhance the reason it should be a scenic highway? How does the bridge design enhance or detract from it?

Part of the discussion that should have occurred is what do we want this end of Highway 21 to be? It is South Carolina's "end of the road". There is an ambience here that is the synergistic result of:

- going to "the sea islands", through historic Beaufort.
- a two lane road through St. Helena Island (Gullah land).
- Seeing the vast open marsh open up before you with the antique bridge as it central focus.
- experiencing the funky beach stores and restaurant (1950's atmosphere) on

Harbor.

--the undeveloped beach (one of the last) on Hunting island.

Perhaps one alternative could have been a sister bridge to the existing, a look a-like without the draw bridge. Relocate the shrimp boats, at 100th the cost of a few over over. Then there is preventing the fly over bridge landing area from changing the small section of Harbor Island that looks so attractive and "funky".

ETC, ETC.

Just seems like the relentless highway building machine moving through our area with little control -- four-lainning, road tree canopy removal and super bridges. Add to that the big box store, corporate housing development and public indifference and the Low Country is becoming a myth.

Rob



South Carolina  
Department of Transportation

December 15, 2016

Mr. Rob Hendricks  
seaislandcoalition@gmail.com  
Beaufort, South Carolina

Re: Public Hearing for Proposed Bridge Replacement along US 21 over Harbor River in Beaufort County - Project ID P026862

Dear Mr. Hendricks:

Thank you very much for your comments related to the proposed improvements presented during the Public Hearing held November 15, 2016 at Lady's Island Elementary School. We sincerely appreciate the time you have taken to provide us with your comments. I can assure you that all suggestions, objections, and concerns are carefully considered before final project decisions are made. Your comments are recorded in the Public Hearing file and made part of the official project record.

I understand that you are concerned about the level of public involvement for this project, and I would like to share that the Environmental Assessment (EA) includes a summary of public and agency involvement. The EA and appendices may be found on SCDOT's website at the following link: [http://www.scdot.org/inside/public\\_hearings.aspx](http://www.scdot.org/inside/public_hearings.aspx). You may access the available materials by clicking on the "Proposed US 21 Bridge Replacement over Harbor River – Beaufort County" drop-down menu.

Many of your comments and concerns are addressed in the EA and supporting documents, and I encourage you to review these items to learn more about our decisions. If you have difficulty finding the information, I will gladly assist you.

In the future, if you have any questions about this project, please do not hesitate to contact me at (803) 737-1430 or [redfearnwt@scdot.org](mailto:redfearnwt@scdot.org).

Sincerely,

William "Tyke" Redfearn, P.E.  
Program Manager  
Design-Build Group

cc: Chad Long, SCDOT NEPA Division Director





SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION  
PROPOSED BRIDGE REPLACEMENT ALONG US 21 OVER HARBOR  
RIVER  
BEAUFORT COUNTY

**PUBLIC MEETING**

\*\*\*\*\*

**Tuesday, November 15, 2016**  
6:00 p.m. - 6:36 p.m.

The South Carolina Department of Transportation Public Meeting was held at Lady'S Island Elementary School, 73 Chowan Creek Bluff, Beaufort, South Carolina, on the 15th day of November, 2016 before Sonia D. Wallace-Sanders, Court Reporter and Notary Public in and for the State of South Carolina.

**APPEARANCES**

Chad Long, SC DOT Public Hearing Officer  
Tyke Redfern, SC DOT Program Manager



**CREEL COURT REPORTING, INC.**  
1230 Richland Street / Columbia, SC 29201  
(803) 252-3445 / (800) 822-0896

1     **MR. LONG:**     Good evening.     Let's go ahead and get  
2                     started.     I know it's not a -- meeting until  
3                     six but I think everybody is anxiously awaiting  
4                     on the presentation at the start of this  
5                     hearing.     My name is Chad Long, and I'm the  
6                     NEPA division manager for South Carolina DOT.  
7                     I'll be serving as your public hearing officer  
8                     tonight, and I want to welcome you to tonight's  
9                     public hearing regarding the proposed U.S. 21  
10                    bridge -- proposed bridge replacement of U.S.  
11                    21 over the Harbor River.     This project or this  
12                    hearing was originally scheduled for mid-  
13                    October but we postponed it due to the impacts  
14                    of Hurricane Matthew on the community.     And  
15                    after driving around today, I understand you're  
16                    still in the process of recovery so we greatly  
17                    appreciate you coming here tonight.     The format  
18                    for tonight's meeting is going to consist of a  
19                    brief presentation by Tyke Redfern, you know,  
20                    talking about the project and then after that  
21                    point well have the verbal comments.     I do ask  
22                    that you reserve all questions until you be  
23                    turned to the informal portion of the hearing  
24                    after the verbal comments.     And after that our  
25                    -- I will just turn it over to Tyke.



1 **MR. REDFERN:** Thank you, Chad. Let's see if I can  
2 get this adjusted. Can you all hear me?

3 **(Multiple affirmative responses are heard.)**

4 **MR. REDFERN:** Thank you. Good afternoon and thank  
5 you for taking time out of your busy schedules  
6 to attend this public hearing. I understand  
7 that this is especially difficult due to the  
8 recent hurricane events, so we do appreciate  
9 your efforts to be here tonight. My name is  
10 Tyke Redfern and I am a program manager with  
11 the South Carolina Department of Transportation  
12 otherwise known SCDOT. Tonight on behalf of  
13 the federal highway administration or FHWA and  
14 SCDOT, I am presenting the bridge replacement  
15 project along U.S. 21, the Sea Island Parkway,  
16 over the Harbor River in Beaufort County. We  
17 realize that many of you have concerns,  
18 questions and/or comments about the project,  
19 and your statements are extremely important for  
20 us. We're here tonight to provide information  
21 about the project and to record your  
22 statements. As earlier mentioned, we will  
23 respond to your comments by written  
24 correspondence at a later date. I would like  
25 to note that the handout that you have includes



1 all the information that will be shown on these  
2 slides. In this presentation I will cover the  
3 purpose and need of the project, the proposed  
4 project, the proposed typical section. I will  
5 also share some information about the need for  
6 process and I'll provide highlights and other  
7 related activities completed for this project.  
8 I'll go over the alternatives analysis,  
9 environmental considerations and the preferred  
10 alternative details. I'll wrap up with some  
11 additional project considerations as well as  
12 the schedule and costs. Once I am finished, we  
13 will enter the formal public comment period.  
14 The purpose of the project is to correct  
15 structural and functional deficiencies and to  
16 upgrade the bridge, and it's roadway approaches  
17 to current design standards. The need for  
18 these replacements is two fold. First of all,  
19 SCDOT determined through regular inspections  
20 that the bridge is structurally deficient and  
21 functionally obsolete. Ongoing repairs are  
22 inconvenient for vehicles and vessels. Second,  
23 the bridge serves as the only connection from  
24 the main land to Harbor Island, Hunting Island  
25 and Fripp Island so closing the bridge is not



1 an option. SCDOT completed major repairs to  
2 the bridge and will continue to inspect and  
3 maintain the bridge throughout construction.  
4 In order to meet the purpose and need of the  
5 project, SCDOT proposes to replace the existing  
6 swing span bridge with a fixed bridge. Based  
7 on the results of a navigation study and  
8 coordination with the United States Coast  
9 Guard, the proposed vertical clearance beneath  
10 the bridge is 65 feet above mean high tide.  
11 SCDOT will continue to coordinate with the  
12 Coast Guard throughout the project. The  
13 existing bridge will remain open during  
14 construction until the new bridge is completed.  
15 And after traffic shifts to the new bridge the  
16 existing bridge will be demolished. SCDOT  
17 plans to use the design build procurement  
18 method to deliver the project. Design build  
19 procurement method provides the needs for  
20 expediting the schedule and encourages  
21 innovation. In this method SCDOT selects a  
22 team that includes a contractor and a engineer.  
23 The team will finish the final design and  
24 obtain the permits as well as perform  
25 construction of the project. The typical



1 section, that we call it, shows the lane and  
2 shoulder widths of the bridge. The existing  
3 bridge has two 10 foot travel lanes and one  
4 foot shoulders. As you know, the existing  
5 bridge width is very tight. And this is one of  
6 the contributing factors of functional  
7 obsolescence. In order to bring the bridge up  
8 to current standards the proposed lane widths  
9 are 12 feet with 10 foot shoulders. The  
10 proposed bridge has one travel lane in each  
11 direction. The design builder will not be  
12 allowed to provide less than these widths. Due  
13 to the federal funding that's being used on the  
14 project we must follow the NEPA process. In  
15 1969, Congress passed the National  
16 Environmental Policy Act. Those of us involved  
17 in these types of projects follow NEPA. Keep  
18 in mind the EPA part -- that also came out of  
19 NEPA. NEPA requires federal agencies to  
20 consider the impacts of their actions -- in  
21 this case the project on the environment. When  
22 a project has federal funding, NEPA must be  
23 followed. An environmental assessment or EA is  
24 the type of NEPA document used on this project  
25 to show the potential fix on the human and



1 natural environment. And you may view the EA  
2 tonight or on our website. The EA discusses  
3 project related environmental issues and  
4 describes our plan for handling those issues.  
5 As shown on the slide, NEPA includes many  
6 different laws and regulations. And all the  
7 various items in the NEPA umbrella must be  
8 considered and studied before a project can  
9 move forward. This slide is not all  
10 encompassing. What you see up here  
11 (indicating) is some of the big ticket items,  
12 are wetlands, are threatening endanger species,  
13 historic and cultural resources. We also have  
14 community impacts and part of that has to do  
15 with this public involvement like the meeting  
16 this evening. Just to provide some highlights  
17 of some of the new growth studies that we've  
18 done so far. The project team has been very  
19 busy over the last 18 months. And we're here  
20 tonight to compliment the public involvement  
21 portion of NEPA. Many of you attended the  
22 public information meeting last Fall and some  
23 of you were involved in a community meeting  
24 that we had towards the end of the Summer. An  
25 important part of these meetings is gathering



1 your input. At this public hearing tonight  
2 we're sharing preferred alternatives and a  
3 completed EA, and we ask you to share your  
4 thoughts. As an earlier mentioned, the project  
5 team completed a navigation study to determine  
6 the reasonable needs for vessel transportation  
7 in the Harbor River. The navigation study  
8 included a vessel survey, a boat owners  
9 questionnaire and coordination with the Coast  
10 Guard. As you can understand, wetlands are  
11 important -- an important resource to consider  
12 for this project. The project team completed  
13 a survey of the salt marsh and coordinated with  
14 both the United States Army Corp of Engineers  
15 as well as SCDHEC-OCRM, while identifying these  
16 areas. The project team also completed a  
17 biological assessment to identify both land and  
18 marine species, as well as cultural resources  
19 study to assess historic and archeological  
20 resources. In order to ensure that the  
21 resource agencies are aware of the proposed  
22 projects, the project team hosted an on site  
23 meeting and shared reports and information.  
24 Resource agency coordination is ongoing and the  
25 agencies are currently reviewing the EA during





1 this public comment period. While completing  
2 the NEPA process, we took a look at an  
3 alternative roadway alignments. And we  
4 determined how those alignments could impact  
5 the human and natural environment. While there  
6 are many possible alignments, we narrowed the  
7 possibilities down to five reasonable  
8 alternatives. Last Fall at the public  
9 information meeting we presented three  
10 reasonable alternatives. And after considering  
11 your comments, along with the results of the  
12 NEPA evaluation, we made adjustments and  
13 settled on these five reasonable alternatives.  
14 On the right side of the map (indicating) you  
15 can see the Harbor Key areas. Alternatives 1A  
16 and 1B are shifted north of the existing bridge  
17 towards Harbor Key and Saint Helena Sound. And  
18 alternatives 2A, 2B and 3 are shifted south of  
19 the Harbor River away from Harbor Key. On this  
20 slide (indicating) we show how these reasonable  
21 alternatives impact the resources that were  
22 identified while performing the NEPA studies.  
23 It's apparent that salt marsh impacts and right  
24 of way impacts are the lowest with Alternative  
25 1B, which is a 65 foot shift to the north of



1 the existing bridge. It is important to note  
2 that the southern shifts, Alternatives 2A, 2B,  
3 and 3, may impact the tidal creek on the island  
4 side of the project. This tidal creek serves  
5 as a important marine habitat. Based on the  
6 results of the NEPA evaluation, SCDOT proposes  
7 Alternative 1B as the preferred alternative.  
8 This slide here (indicating) shows some details  
9 of the preferred alternative compared to the  
10 existing conditions. The existing roadway,  
11 including the bridge, is approximately 2.3  
12 miles in length from the mainland to Harbor  
13 Island. That includes the causeway. The  
14 proposed improvements will be approximately 1.3  
15 miles in length so, much of the existing cause  
16 way will remain in place. The existing bridge  
17 length is approximately 2900 linear feet. And  
18 the proposed bridge length is 3600 linear feet.  
19 The design builder may have some room to adjust  
20 the proposed bridge length, but environmental  
21 impacts must be considered in that decision.  
22 For vessel navigation, the existing horizontal  
23 clearance is 60 feet wide, and the proposed is  
24 90 feet wide. The existing vertical clearance  
25 is 15 feet high when closed, when the bridge is



1 closed, and it's 110 feet high when it opened.  
2 The height restriction now is due to a power  
3 line adjacent to the bridge. The proposed  
4 vertical clearance is 65 feet high. The design  
5 builder must maintain each proposed  
6 navigational clearances. On the bottom of the  
7 screen you can see the computer generated  
8 rendering of the proposed bridge. The  
9 rendering shows Alternative 1B. The photograph  
10 was taken from a home on Harbor Key. The  
11 design builder may have flexibility in the span  
12 lanes or the column placement as well as the  
13 types of columns. The proposed design shows  
14 two columns at each bridge support and a design  
15 builder for instance could use a single column,  
16 rather than a pair of columns. At several  
17 points during the process, we received comments  
18 about issues at the Harbor Drive intersection.  
19 In order to thoroughly examine the situation,  
20 SCDOT analyzed collision data and collected  
21 turning movement counts. The turning movement  
22 data was collected on a Saturday during the  
23 peak Holiday season. That was just last  
24 summer. The collision data and the turning  
25 movement data do not support the need for a



1 dedicated left turn lane. The field personnel  
2 conducting the study noted that the Harbor  
3 Island staff was working to manage the line of  
4 cars that backed up near U.S. 21, but this back  
5 up did sometimes prevent vehicles from turning  
6 left into Harbor Drive. It was also important  
7 to note that the sight distance on the proposed  
8 structure will be greatly improved over the  
9 existing bridge. And what that means is, when  
10 you're approaching the Harbor Drive  
11 intersection you'll be -- it will be much  
12 easier to see what's coming in front of you  
13 rather than the way it is now. The posted  
14 speed limit from Saint Helena Island to Harbor  
15 Island will remain at 55 miles per hour. And  
16 once you reach Harbor Island, the existing 45  
17 miles per hour speed, posted speed, will  
18 remain. The construction costs are  
19 preliminarily estimated to be in excess of  
20 \$50,000,000. Proposed funding is the FHWA  
21 bridge replacement program. Regarding a  
22 schedule, engineering is underway and will be  
23 ongoing throughout the project. The  
24 environmental assessment, the EA, as we said,  
25 was recently completed. Shortly after the



1           commenting deadline of November 30th, all of  
2           your recorded comments will be reviewed and  
3           individually responded to in writing. Next, if  
4           there are no further concerns identified, SCDOT  
5           may submit to F -- FHWA a request for a finding  
6           of no significant impact or a FONSI. The FONSI  
7           serves as the approval to continue with project  
8           development and later construction. FHWA will  
9           evaluate the documentation and will render a  
10          decision based on public comments and results  
11          of the environmental analysis. If FHWA issues  
12          a FONSI, we expect the design build procurement  
13          to begin in early 2017. We expect to select  
14          the design build team in the Fall of 2017 and  
15          final design and permitting may last one year.  
16          Right of way acquisition could begin shortly  
17          after the design build selection. If your  
18          property is impacted by the project a right of  
19          way agent will contact you prior to any work on  
20          your land. We expect that the construction  
21          activities may begin in the Fall 2018 and  
22          construction duration will be two and a half to  
23          three years. We're especially interested in  
24          your input and there are several ways for you  
25          to provide your comments. Most of you are



1 aware, you may have signed up to issue an oral  
2 comment when you arrived. You may also fill  
3 out the comment form provided and place them in  
4 the drop box tonight or you may fill it out  
5 later and drop it in the mail. The deadline  
6 for submitting a written comment is November  
7 30th. All written comments will be addressed  
8 in writing after the deadline. Again, thank  
9 you for taking your time to express your  
10 concerns. On behalf of FHWA and SCDOT, we  
11 appreciate your patience and cooperation during  
12 construction of the new bridge so that the  
13 project may be safely completed in a timely  
14 manner.

15 **MR. LONG:** All right. Thanks, Tyke. We're going to  
16 enter the formal comment period. And typically  
17 this is a pretty rigid process and we'll hold  
18 up signs when your time is expired, which I  
19 have restricted to two minutes. But we have  
20 three speakers tonight so we'll go a little  
21 easy on you. But we -- when I call your name  
22 you come up here. Please state your name, your  
23 address and if you're affiliated with any  
24 groups please identify those groups. Please  
25 try to keep it to two minutes. This is not a



1 question and answer period, it's just a time  
2 for you to make your comments. So our first  
3 speaker tonight is Jim Roberts.

4 **MR. ROBERTS:** Good evening. I signed on the third  
5 line so I was supposed to be third. So I'm the  
6 -- did my time start yet?

7 **MR. LONG:** Go ahead.

8 **MR. ROBERTS:** Okay. So I'm a cyclist on the bridge  
9 that everybody's patient with. I appreciate it  
10 because it's either run me over or wait. And  
11 I appreciate everybody waiting. First of all,  
12 I support the FONSI the findings of no  
13 significant impacts with a few comments. The  
14 turn lane at Harbor Drive, I understand the  
15 thought process of no accidents, you know,  
16 pretty much but with the speed limit increase  
17 to 55 it's about 30 or 35 now, I believe. And  
18 it's 10 foot lanes and people are really going  
19 slow and careful. And I think with the  
20 increased speed limit I understand that the  
21 sight -- like you said, Tyke, the sight  
22 distance will be improved somewhat, but I think  
23 that'll be offset quite a bit with the speed  
24 limit increase. And my real fear is campers.  
25 And really not even the upstate campers because



1 those guys have electric brakes. They know  
2 that they need electric brakes in the  
3 mountains. But my real fear is people local  
4 that don't have electric brakes and they're  
5 going to be in a world of hurt or whoever there  
6 going to rear end is going to be in a world of  
7 hurt, when they come down and someone's there.  
8 So in the Spring you kind of talked about  
9 shoulder extending all the way to the entrance,  
10 so if someone had to they could kind of go off  
11 on that shoulder, but I see that shoulder is  
12 gone now and I'd like to at least see a  
13 shoulder there on that, you know, if we're not  
14 going to put a middle drive I just -- I know it  
15 will take out a little bit extra marsh but give  
16 somebody an out instead of either head on  
17 someone or rear ending someone. And it's  
18 really the campers that I'm worried about,  
19 local campers because I know a lot of people  
20 that -- my friends camp out there and they  
21 don't have electric brakes and you need them.  
22 You don't need them around here typically, but  
23 in this case you're going to need them. So I'm  
24 just going to keep on going until you -- I got  
25 probably five or six things so, just cut me off





1 if you need to. The concrete wing wall, I  
2 guess you would call it, on the bridge, there  
3 it shows basically concrete jersey barrier  
4 looking thing and the EIS -- I think you  
5 described it as concrete toward the bottom and  
6 then a metal rail on top, which I'm fine with  
7 it. It's kind of like a McTeer Bridge, but I  
8 think people -- I don't know if people are  
9 really commenting on that but I would like to  
10 see -- I know that's what South Carolina DOT's  
11 gonna put in the RFP, but if at all possible if  
12 we could put some sort of option item for the  
13 design build contractor to have like an upgrade  
14 where SCDOT would present it to the residents  
15 and, you know, with the costs and maybe it's  
16 \$20 a resident to get something really nice  
17 that you could see through inside of a jersey  
18 barrier looking thing. It wouldn't cost the  
19 taxpayer any money and it will just be some --  
20 a couple sentences in the RFP. And that -- I  
21 think that would be good and hopefully, you  
22 know, be a little bit competitive that way. Is  
23 that it?

24 **MR. LONG:** Yeah, hit one or two more if you want.

25 **MR. ROBERTS:** All right.



1     **MR. LONG:**   Just make it quick.

2     **MR. ROBERTS:**   Okay.   Tyke, we already talked about  
3           batch plans.   You know, I think y'all are  
4           looking at that,   that if it's going to be a  
5           waterway batch plant or one on either side.  
6           And the loading of the bridge being minimized,  
7           that I think after awarding when the contractor  
8           gets it, it needs to be presented to the  
9           Island's either board of directors or the  
10          residents or something because that could have  
11          a big impact on island life and rentals and the  
12          whole -- the whole life style out there.  The  
13          rendering back there that shows the elevations  
14          kind shows a gradual slope basically on either  
15          side.  And the EIS shows a four percent slope  
16          on either side, and I don't think that's a four  
17          percent slope.  So, what I think we're going to  
18          get on design build will be the cheapest is to  
19          kind of bring it horizontal across the marsh  
20          and then pop it up and back down so we'll get  
21          more of a -- and that's fine with me I'm okay  
22          but I don't think it's going to really look  
23          like the rendering unless we add words to make  
24          it look like the rendering.  I got two more.

25     **MR. LONG:**   All right.



1     **MR. ROBERTS:** And they're going to be quick.

2     **MR. LONG:** Fast, fast.

3     **MR. ROBERTS:** All right. Lessons learned from the  
4         Broad River bridge that SCDOT did in the  
5         Spring. I asked the team if they consulted and  
6         looked at lessons learned, and the answer was  
7         no. I think that's changed now. There's a lot  
8         of lessons learned on that bridge and it's  
9         very, very similar to this bridge as far as the  
10        construction. So I encourage y'all to really  
11        look at that. And then from a biker's  
12        standpoint like this -- like the McTeer Bridge  
13        they did after the fact, covered the expansion  
14        joints, you know, with movement and then the  
15        any kind of rumble strips with the approaches  
16        to give us some gaffs, so we could not wipe out  
17        so easily, so. And that's it. Thanks.

18    **MR. LONG:** Thanks, Jim. Next up we have John Fisk.

19    **MR. FISK:** Thank you for allowing me to speak. I  
20        appreciate your presentation. It was very  
21        informative. I'm a Harbor Key resident. I'm  
22        at 4 Key West Drive, which is probably one of  
23        the two closest homes to the proposed bridge.  
24        My principal concern is with noise. I am a  
25        master naturalist. I am a environmental



1 stewardship committee chairman. I'm an avid  
2 birder in fact I'm criticized on my island for  
3 being a birder and preventing re-nourishment of  
4 the beaches with valuable birding land and so  
5 I know wherein there is a concern about  
6 wetlands. The plan to be the one furthest  
7 south does cross more wetlands, but it's land  
8 that is not birding land. It's land that has  
9 the occasional bird. Clearly it's a land that  
10 is a breeding area for shrimp, but there is so  
11 much wetland out there that the relative  
12 proportion, I think, is not significant. Any  
13 increase in noise, even though it's minimal  
14 I've been told it's minimal, will impact our  
15 ability to sleep with the windows open in our  
16 house. We can't do it now. We don't be able  
17 to do it in the future, especially if there's  
18 a speed limit change. So I feel that rather  
19 impatient in changing the plan. I'm in favor of  
20 there being a new bridge, but I hope there will  
21 be careful consideration for the 2-B Proposal.  
22 Thank you.

23 **MR. LONG:** Thanks, John. Next up we have Kate  
24 Schaefer.

25 **MS. SCHAEFER:** Thank you. I'm Kate Schaefer, at



1 1212 King Street in Beaufort with the Coastal  
2 Conservation League. And we have just a few  
3 comments on the bridge replacement and the  
4 proposal and the alternatives before you this  
5 evening. The first is just the general  
6 overview related to water quality and storm  
7 water pipes on the bridge. There's been in  
8 recent examples with two newer bridges  
9 installed in the Beaufort area like on  
10 Albergotti Creek and the Okatee River that  
11 treat the water that's been piped off the  
12 bridge. And we feel like similar best  
13 management practices should be employed here  
14 because water quality is such an important  
15 focus for the Beaufort Community. The second  
16 piece is that we do ask you to stripe the bike  
17 lanes. And we believe that this can connect to  
18 future striped bike lanes along Highway 21,  
19 that every construction and resurfacing  
20 opportunity is an opportunity to expand the  
21 multimodal access on the road. And so the  
22 opportunity here is to stripe these bike lanes  
23 so you've provided the ten foot shoulder travel  
24 lane addendum, but we believe it should be  
25 striped for cyclists and pedestrians and to the



1 extent that they're striped for pedestrians.  
2 But stripe appropriately, so that we ensure  
3 safe bike -- cyclist access continuing on the  
4 bridge. And then the third piece is something  
5 that we brought up also earlier in the process  
6 of the meeting last year. And that is the  
7 request to consider a moveable span design,  
8 which I understand was studied in the EA that  
9 I believe can be studied further because we  
10 have an additional moveable span bridge, an  
11 additional swing bridge in our local community.  
12 We believe highway, you know, Highway 21 as a  
13 scenic highway is an important scenic route,  
14 that the height of this bridge is an issue from  
15 a speed noise and esthetics prospective because  
16 it's also at the South end of the East Basin  
17 and on a scenic highway. This moveable bridge  
18 span option needs further consideration  
19 especially because of the efficiencies that  
20 could be achieved with the Woods Memorial  
21 Bridge being a moveable bridge with parts and  
22 service and operation and maintenance support  
23 that already exists within our community. If  
24 this was an additional -- capped as an  
25 additional moveable span bridge, we feel like



1           there could be greater efficiencies and that  
2           option is in fact more viable than the  
3           environmental assessment concludes it to be.  
4           So with those three things, we thank y'all for  
5           coming this evening, holding these public  
6           meetings. Also, just would like to reiterate  
7           our support for funding projects that are  
8           listed as priorities within the state, that's  
9           a really important tool that South Carolina has  
10          to fund priority projects of state  
11          significance. So we appreciate that this is  
12          getting addressed. Thank you.

13       **MR. LONG:** All right. Thanks, Kate. Well, that  
14          concludes the formal comment period. And I  
15          want to thank you all for attending tonight.  
16          If you have -- we'll be accepting comments  
17          until November 30th. And if you have friends  
18          or neighbors who couldn't make it here, please  
19          take a handout, it includes a comment form.  
20          All the materials that you see here, the  
21          displays, comment forms, including the  
22          environmental document are posted on our  
23          website, so you can send them a link to our  
24          website I will be glad to give you that  
25          information as well. But thank you for



1 attending tonight's meeting and drive home  
2 safety. Good night.

3 **(There being nothing further questions, the public**  
4 **meeting concluded at 6:29 p.m.)**

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