

## STAKEHOLDER MEETING

**Date:** April 13, 2023  
**Time:** 10:30 am – 12:00 pm  
**Location:** Virtual Teams Meeting

**Attendees:**

Name	Affiliation
1. Kathryn Basha	BCDCOG
2. Joyce Blackburn	CH Powell & Company
3. Andrew Powell	CH Powell & Company
4. Alex Owskiak	Charleston County
5. Katie Zimmerman	Charleston Moves
6. Shane Belcher	FHWA
7. Craig Anthony	Grassy Creek Subdivision
8. Bobby Houck	Hobcaw Creek Plantation
9. Deb Brown	Hobcaw Creek Plantation
10. Laurie Ann Hart	Hobcaw Creek Plantation
11. Melissa Kruse	Pasarella & Associates
12. Todd Scofield	Paw Plaza Hotel
13. Stuart Whiteside	Seamon Whiteside
14. Donna Brown Newton	Snowden Civic Association
15. Pleshette Grant	Snowden Civic Association
16. Paul Strickler	Unknown
17. Frances Bickley	SCDOT
18. Tyler Clark	SCDOT
19. Will McGoldrick	SCDOT

20. Hampton Lee	South Carolina Ports
21. Mark Lester	CDM Smith
22. Amy Livingston	CDM Smith
23. Victoria Wornom	CDM Smith

### Meeting Objectives:

*To provide a preview of the upcoming public hearing materials and discuss how stakeholders and the public can provide a formal comment during the public hearing comment period. Public Hearing materials included an update on:*

- Traffic Analysis
- Alternatives Analysis
- Recommended Preferred Alternative
- Noise Analysis

### Agenda:

1. Welcome/Introduction to Tyler Clark, SCDOT interim project manager
2. Presentation – Tyler Clark provided a project update which addressed the following:
  - a. Project Overview
  - b. Public Hearing Preview:
    - i. Project Background
    - ii. Traffic Analysis
    - iii. Alternatives Analysis
    - iv. Recommended Preferred Alternative
    - v. Noise Analysis
  - c. Next Steps/Public Hearing Engagement
3. Wrap-up

*A copy of the presentation is available on the project website: [www.526lcclongpoint.com/stakeholders](http://www.526lcclongpoint.com/stakeholders)*

### Questions:

1. Craig Anthony – Was this analysis for trucks done before the closure of the Leatherman Terminal?
  - a. Tyler Clark – This is the most up-to-date information we have from SC Ports. Counts were done after the port-related closures or deferments.
  - b. Kathryn Basha – When is the Leatherman Terminal supposed to be fully operational?
    - i. Mark Lester – I do not have that year at my disposal this moment. These counts represent the year 2050, so we are looking well into the future. We worked with SC Ports to get an understanding of their long-term operations projections. Presumably, the numbers reflect the Leatherman being fully operational.

2. Tom Harnett – I am looking at Charleston County GIS webpage. How many private businesses may be affected? I did not think it was going to be 54, but there must be condos or business complexes.
  - a. Tyler Clark – There are several buildings that have multiple businesses. It may only be 10 buildings, but there are 54 occupants that we may need to relocate.
3. Andrew Powell – You presented Alternative 2 as the preferred option. I believe there was an adjustment that moved the truck access ramp toward Long Point Road. Is that still a moving target?
  - a. Tyler Clark – We have made refinements to Alternative 2 since the range of alternatives. We will show those a little later in the presentation.
4. *Deb Brown (chat) – Can you please specifically identify the website and location on it?*
  - a. *Amy Livingston (chat) – The overall project website is here: <https://www.526lcclongpoint.com/>. The presentation will be made available here: <https://www.526lcclongpoint.com/stakeholders>*
5. *Shane Belcher (chat box) – FYI. The actual businesses are listed in the published Environmental Assessment that is on the project website.*
6. Craig Anthony – It look like there is a noise wall. Is that true? The 3D rendering is really helpful.
  - a. Tyler Clark – Yes, that is correct, and we have another slide later that shows the recommended locations in more detail.
7. Alex Owsiak – Are you looking at lengthening the merge areas coming onto I-526?
  - a. Tyler Clark – Yes, it is significantly longer. We will have a collector-distributor road that will be extended.
  - b. Mark Lester – Yes, that was something we looked at very closely. We were concerned with merge conditions and operational conflicts. We have provided as much length as possible. The new ramp from the Port feeds into the current climbing lane going onto the Wando Bridge. The trucks coming out of the Port will not really have to merge with the mostly automobile traffic. However, the two-lane ramp will have to merge down to one lane coming into I-526. Once I-526 is widened, they will have an additional lane to merge into.
8. Tom Harnett – If we are using Alternative 2, bringing it in through Shipping Lane, what is the point of having noise walls on the east side of Long Point Road? You are decreasing traffic on the side that does not currently have noise walls, so why spend the money?
  - a. Tyler Clark – This analysis is done by what noise is generated (not traffic generated). Noise walls are recommended based on changes to noise and impacts. The ramps are technically closer to the properties, so that has an effect on noise levels. We have noise level thresholds, and we analyze noise for the entire study area. When we studied this, we found the noise level thresholds were exceeded.

- b. Bobby Houck – Do you live in Hobcaw Creek?
    - i. Tom Harnett – We rented off Whipple Road and I-526 was my backyard. If nothing changed, we would still want some sort of noise reduction.
  - c. *Deb Brown (chat box) – Hobcaw Creek Plantation also need noise addressed from I-526.*
    - i. Tyler Clark – Because this project is in the works, we have the ability to study the noise impacts.
  - d. Bobby Houck – Are you also studying future I-526 widening?
    - i. Tyler Clark – Yes, that was taken into account in this analysis
9. Alex Owsiak – When will you publish information about the Public Hearing?
- a. Amy Livingston – The comment period opens on April 17, 2023. Everything will be available by the end of the day today. A public hearing will be held on May 2, 2022 from 4-7 pm at the Mount Pleasant Town Hall. ALL materials are available online for review and comment through May 17, 2023.
10. Andrew Powell – Where is the Environmental Assessment that lists the businesses?
- a. Amy Livingston – The Environmental Assessment is located on our website here: <https://www.526lcclongpoint.com/environmentalassessment>.
11. Stuart Whiteside – When we talked previously, we talked about potential phasing. Is this still happening?
- a. Tyler Clark – This is going to be design-build. The Recommended Preferred Alternative we showed is more than likely what it will look like, but there could be some changes within the study area during the design-build process. The design-build team would be able to investigate, refine, and innovate further. You could see impacts adjusted. SCDOT incentivizes reductions in impacts.
12. Paul Strickler – How high is the flyover over Wando Park Boulevard?
- a. Mark Lester – The bottom of the bridge will need to be at least 16 feet above the pavement, and it will go down to existing ground elevation before the port entrance.
13. Todd Scofield – I am here on behalf of my wife who owns Paw Plaza. I am trying to see how this could affect her business.
- a. Tyler Clark – We will have a full right-of-way station at the in-person public hearing on May 2<sup>nd</sup>. Additionally, once the online public hearing materials get posted, you will be able to zoom in and see with better detail what the impacts may be to your business.