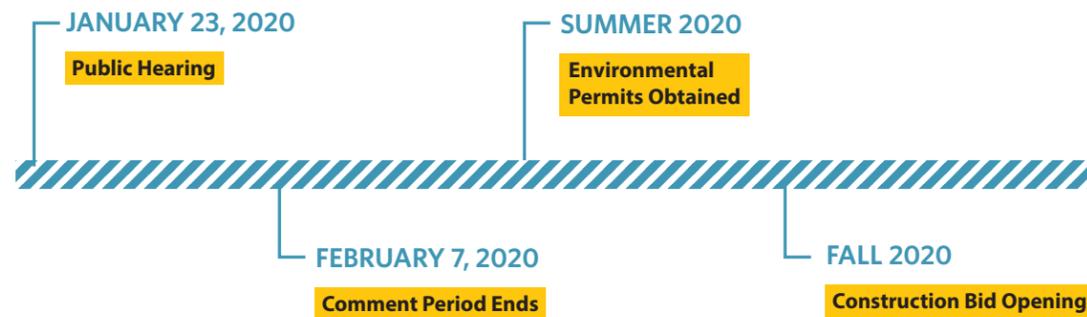


# SAWMILL BRANCH FLOOD RISK MANAGEMENT PROJECT

Sawmill Branch is a federal flood risk management project that was constructed by the U.S. Army Corps of Engineers in 1971, which consists of approximately nine miles of channel improvements to an existing waterway. The canal and adjacent floodplains provide measures to reduce the risk of damages from flooding to homes, businesses, and public property along Sawmill Branch and in the Summerville area.

To understand the proposed project's impacts on Sawmill Branch, independent analyses were conducted. Key findings of these analyses are presented at tonight's Public Hearing.

## PROJECT SCHEDULE



## PROJECT FAQs

**What is the anticipated construction schedule?**  
Construction is expected to begin in early 2021 and be complete in 2024.

**Was a noise study conducted?**  
A traffic noise study for the project was updated in 2016 and reviewed in 2019. Three locations were considered for noise walls, but none were found to be reasonable or feasible for construction, per SCDOT's Noise Abatement Policy.

**Has right-of-way been acquired?**  
Right-of-way acquisition is ongoing with affected property owners and is substantially complete with no additional acquisitions anticipated.

**Where are we now?**  
USACE is reviewing the Section 408 permission request and Section 408 review document. FEMA is reviewing the project for modifications to the base floodplain. We are holding this Public Hearing to present findings of the Supplemental EA and take public comments.

## SUBMIT COMMENTS

The public will have 15 days following the Public Hearing to submit comments to the project team. All public comments are due by Friday, February 7, 2020.

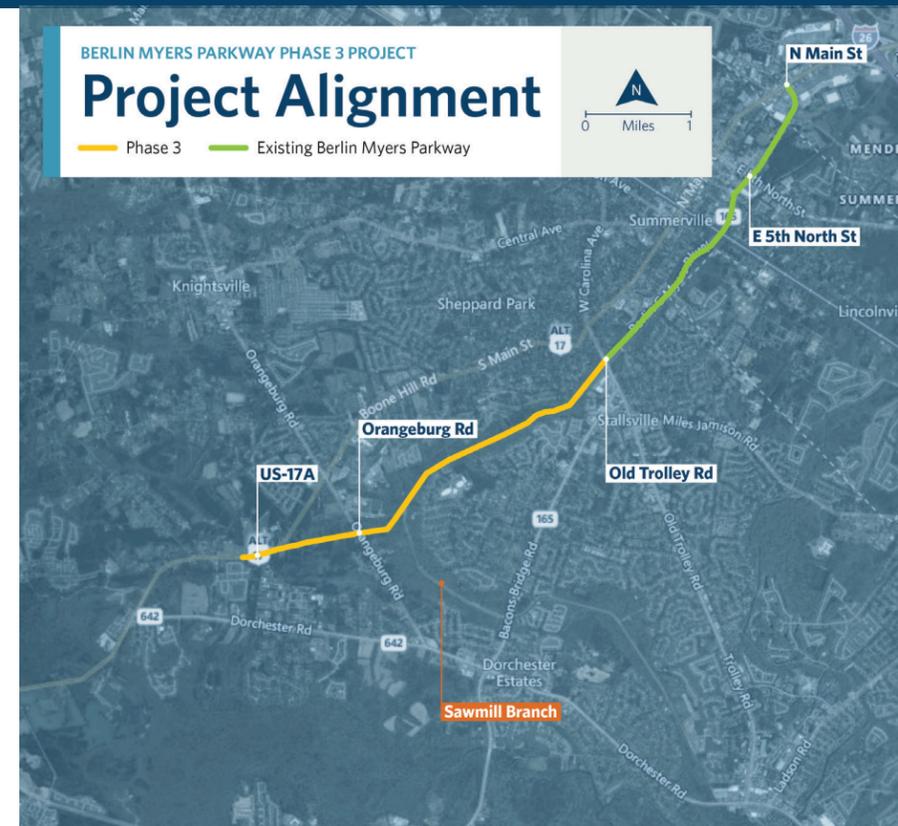
- How to Submit Comments:**
- Formal Verbal Comments at the Public Hearing
  - Written Comments at the Public Hearing Open House Meeting
  - Submit online at: [scdotgis.online/BMP3](http://scdotgis.online/BMP3)
  - Email: [RileyJ@scdot.org](mailto:RileyJ@scdot.org)
  - Standard Mail:  
Berlin Myers Parkway Phase 3  
C/O Joy Riley,  
South Carolina Department of Transportation  
Regional Production Group 1  
PO Box 191  
Columbia, SC 29202-0191

*Title VI Compliance*  
In accordance with Title VI of the Civil Rights Act of 1964, SCDOT will take reasonable steps to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

# WELCOME TO THE PUBLIC HEARING FOR THE BERLIN MYERS PARKWAY PHASE 3 PROJECT!

## THE PURPOSE OF THIS PUBLIC HEARING IS TO

- Provide an update about the Berlin Myers Parkway Phase 3 project
- Present the project's Supplemental Environmental Assessment
- Allow members of the public to provide comments to our project team



## PROJECT OVERVIEW

Berlin Myers Parkway Phase 3 would extend existing Berlin Myers Parkway from Highway 17A to the southwestern side of Summerville. The purpose of the project is to improve roadway connectivity, reduce traffic congestion, and enhance safety within the Summerville area.

Construction of Berlin Myers Parkway Phases 1 and 2 was completed in 1995. The proposed project would be the third and final phase of the project and would complete the connection from I-26 to the Town of Summerville.

## COORDINATING AGENCY/ENTITY AND ROLE IN PROJECT



Leading the project development, advancing the environmental documentation, and managing the project funding for the Berlin Myers Parkway Phase 3 project.



Responsible for overseeing the environmental review process and for evaluating the project's Supplemental Environmental Assessment.



Responsible for evaluating the project's impacts on the nation's waters, including potential impacts to the Sawmill Branch flood risk management project and on the wetlands in the project study area.



As part of the National Flood Insurance Program, FEMA is responsible for reviewing the project's modifications to Sawmill Branch and coordinating local and national floodplain management regulations.



Requesting permission from the USACE to modify a portion of the Sawmill Branch flood risk management project to accommodate the construction of Berlin Myers Parkway Phase 3 (Section 408 Permission Request).

## NATIONAL ENVIRONMENTAL POLICY ACT

The National Environmental Policy Act (NEPA) is a federally-mandated environmental review process for any project requiring federal action. The NEPA process helps the project team to avoid or minimize impacts to the human and natural environments and reach a decision that best meets the needs of the community stakeholders.

A project's purpose and need guides the NEPA process and ultimately serves as the criteria used to screen alternatives and identify a preferred alternative for the project.

### PROJECT PURPOSE

- Improve roadway network connectivity
- Reduce traffic congestion
- Enhance safety

### PROJECT NEED

- Projected increase in traffic volumes
- Anticipated area growth & development
- High traffic crash rates

## ENVIRONMENTAL REVIEW PROCESS

In 2006, an Environmental Assessment (EA) for Berlin Myers Parkway Phase 3 was completed and a Finding of No Significant Impacts (FONSI) was issued by the Federal Highway Administration (FHWA). In 2009, a re-evaluation of the 2006 EA was submitted and approved by FHWA.

Following the 2009 re-evaluation, the amount of potentially impacted wetlands increased due to expanded wetlands protection regulations. It was determined that it was necessary for the project team to prepare a Supplemental EA to fully address the changes to the project.

#### 2009-2019

- Project study area re-evaluated under new wetland protection regulations, which increased the amount of protected wetlands impacted by the project
- Environmental reviews of Phase 3 corridor
- Floodplain impacts analyses with US Army Corps of Engineers (USACE) & Federal Emergency Management Agency (FEMA)
- Re-evaluation of the reasonable alternatives
- Identified a need for a Supplemental EA

#### DECEMBER 2019

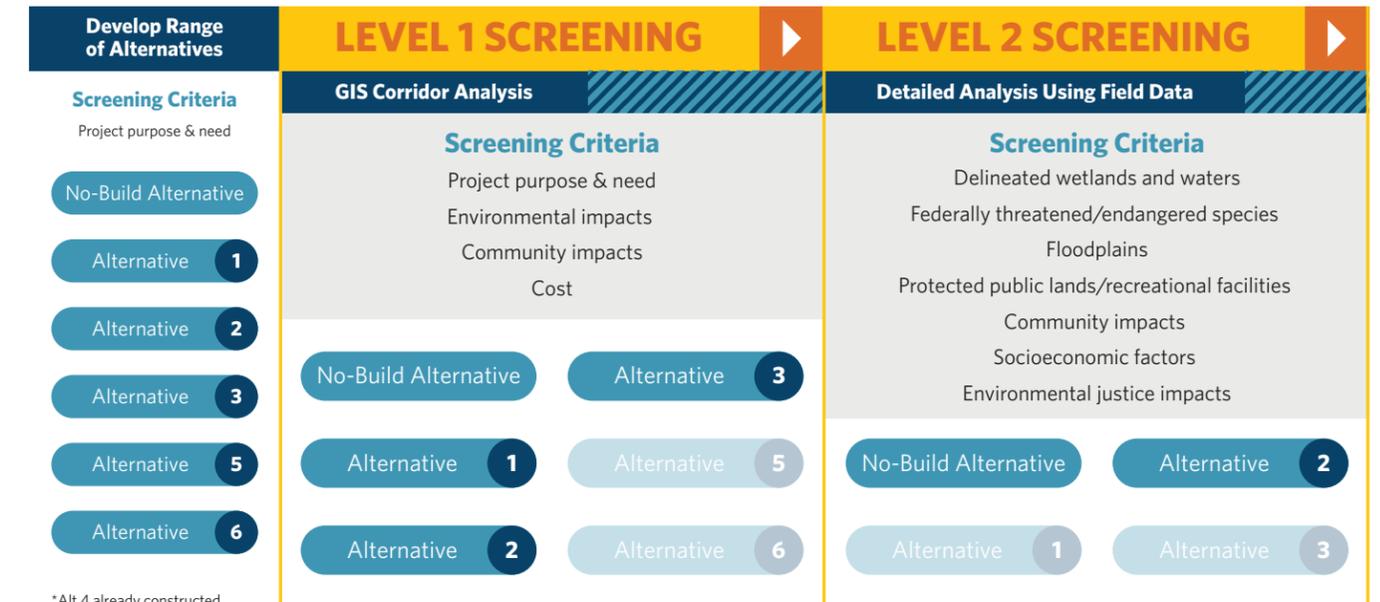
- Supplemental EA signed by FHWA

### THE SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT ADDRESSES THE:

- EXPANDED PROJECT STUDY AREA
- INCREASED WETLAND IMPACTS
- MODIFIED PROJECT DESIGN
- RE-EVALUATION OF PROJECT ALTERNATIVES

## ALTERNATIVES SCREENING PROCESS

The range of alternatives was evaluated in a two-step screening process. Reasonable Alternatives 1, 2 and 3 were identified to move forward and were screened for their ability to meet the purpose and need of the project, environmental and community impacts, and cost.

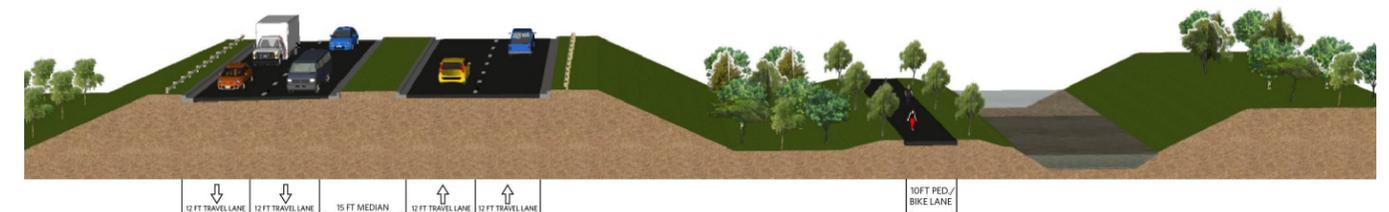


Alternative 2 was initially identified as the preferred alternative in the 2006 Environmental Assessment. The range of alternatives was re-evaluated in the Supplemental EA and Alternative 2 was again identified as the preferred alternative because it:

- |  |  |  |                               |
|--|--|--|-------------------------------|
| Best fulfills the project's purpose and need | Minimizes impacts to the human and natural environment | Best meets project budget considerations | Is most feasible to construct |
|--|--|--|-------------------------------|

## BERLIN MYERS PARKWAY PHASE 3: DESIGN

- 7 new bridges, including 5 for flood mitigation
- Single-point urban interchange
- 3.2 miles of new roadway
- 1.5 miles of reconstruction to Sawmill Branch Bike/Ped Path
- 1.5 miles of new Bike/Ped path (from Luden Dr. to US-17A)
- Sawmill Branch channel excavation



FROM GREENWAVE BLVD. TO EXISTING BERLIN MYERS PARKWAY