



Location and Design Public Hearing

For the Proposed Widening of Glenn's Bay Road (S-26-1240) with Interchange at US Route 17 and Glenn's Bay Road

November 5, 2009

Purpose of Hearing

Horry County and the South Carolina Department of Transportation (SCDOT) are pleased to accept comments from you regarding the proposed roadway improvements to Glenn's Bay Road (S-26-1240) and US Route 17. This pamphlet is designed for you to easily review the proposed project, in addition to the information that will be presented to you at both the informal and formal portions of the hearing.

Format of Hearing

The public hearing will be an informal, open-house style format combined with a formal project presentation and public comment period. Project team members from the SCDOT, FHWA, Horry County and the Consultant will be available to discuss any project details of interest to you. All team members will have nametags therefore you will be able to identify them for assistance.

At 6:00 p.m., a brief, formal presentation will be given in a separate area of the cafeteria concerning the project purpose and need, schedule, and potential impacts to the natural and human environments. Additional information on these impacts can be found in this pamphlet. Immediately following the presentation, you will have the opportunity to make formal, verbal comments regarding the proposed project. Anyone who desires to verbally comment following the formal presentation must sign up between 5:00 p.m. and 5:55 p.m. as they enter the public hearing. Each comment will be limited to two minutes and time may not be transferred. The informal portion of this hearing will continue during the scheduled formal presentation.

Project Description

To make comments about this project you may do so by the following methods:

- ❖ Complete a comment form available at the public hearing and leave it in the drop box location in the hearing room;
- ❖ Sign up today between 5:00 PM & 5:55 PM to give a formal two minute comment following the formal presentation;
- ❖ Record a voice comment at the location provided in the hearing room; or
- ❖ Mail your comment by November

With funding provided by Horry County's RIDE II Capital Local Option Sales Tax Program, Horry County, in conjunction with the SCDOT, proposes to construct a grade separation (interchange) at the intersection of US Route 17 (Bypass) and Glenn's Bay Road/Holmestown Road and widen Glenn's Bay Road (S-26-1240) from a two-lane shoulder section to a multi-lane curb and gutter facility with sidewalks from the intersection with US Route 17 (Bypass) to US Route 17 Business. The proposed typical section along Glenn's Bay Road would be a 5-lane facility from US Route 17 (Bypass) to Kessinger Drive tapering to a 3-lane facility east of Kessinger Drive with lane drops at Kessinger Drive and Spanish Oak Drive. The project purpose is to improve operational capacity, and efficiency along Glenn's Bay Road and at the intersection of Glenn's Bay Road and US Route 17 (Bypass).

The total project length is approximately 3.2 miles consisting of 1.3 miles along US Route 17 (Bypass), 1.6 miles along Glenn's Bay Road, and 0.3 miles along Holmestown Road.

The final design and right-of-plans are scheduled to be completed in early 2010. Right-of-way acquisition would begin in the Spring of 2010 and be completed by early 2011. Construction is anticipated to occur between Spring 2011 and Spring 2014.

Environmental Summary

An Environmental Assessment (EA) was conducted to determine the social, economic, and environmental impacts for the proposed project. The EA was approved by SCDOT and FHWA on September 21, 2009 and copies are available for review at this public hearing. In addition, copies can be found at SCDOT's Central Office at 955 Park Street in Columbia, SCDOT's District office in Florence at 3018 E. Palmetto Street, Horry County Public Works in Conway at 4401 Privetts Road, Grand Strand Area Transportation Study (GSATS) at 1230 Highmarket Street in Georgetown, and Surfside Library at 410 Surfside Drive in Surfside Beach.

Based on the EA, no significant environmental impacts are anticipated as a result of the proposed project. Below is a summary of the potential impacts from the proposed projects on the resources in the project area.

LAND USE

The Preferred Alternative would require approximately 13 acres along the entire corridor for all of the proposed improvements. The approximate amount of new right-of-way (ROW) needed for the proposed widening would range from 0 to 40 feet from the edge of existing ROW. Most new ROW required is approximately 10 feet. Larger areas of new ROW are required near the intersection with US Route 17 (Bypass), on the curve between Chandler Dr. and Spanish Oak Dr., and locations where retention ponds will be constructed. Since dense commercial and residential development is present throughout the Study Area, none of the alternatives are expected to create any new areas of development or stimulate change in the current land uses.

FARMLAND

The total of two scores (Total Site Assessment score and the Relative Value of Farmland score) were calculated according to the Farmland Policy Protection Act. According to an agreement with NRCS, SCDOT and FHWA policy states that if a site's Total Site Assessment

score (NRCSCPA-106 Form Section VI) is less than 60 points then no further assessment is needed. The Total Site Assessment score of all the build alternatives was 60 with a combined score of 60. Since none of the alternatives' Total Site Assessment exceeded the 60-point threshold described above, further coordination with NRCS and mitigation actions are not required.

SOCIOECONOMICS AND DEMOGRAPHICS

The Preferred Alternative requires only slightly more additional ROW as compared to the other alternative. The Build Alternatives, including the Preferred Alternative would potentially require 2 residential relocations and impact access to 3 commercial properties. None of the alternatives will impact land development projects that are already underway or the current or anticipated land uses in the area. Community cohesion will not be adversely affected by the widening or interchange, in fact, the addition of continuous sidewalks and a widened outside lane to accommodate bicycle use along both sides of the facility along Glenn's Bay Road will likely enhance community cohesion and mobility. In regards to environmental justice, no low-income populations exist in the project area and therefore no alternatives will have impacts on environmental justice. The environmental assessment identified 1 block group that met the threshold where the minority population is at least 10% higher than that of Horry County (38.6% v. 20.1%). An analysis of affects to minority population as related to land takes & potential relations; public health & safety; noise; traffic & transportation; air quality; visual resources; & public involvement was conducted. Based on the results of this analysis, the proposed project is not anticipated to disproportionately affect minority and/or low income persons in the project area.

AIR QUALITY

The additional travel lanes contemplated as part of the project will have the effect of moving some traffic closer to nearby homes and businesses; therefore there may be localized areas where ambient concentrations of Mobile Source Air Toxins (MSATs) could be higher under the Build Alternatives than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built between US 17 and Kessinger Dr., under the Build Alternatives. However, as discussed above, the magnitude and the duration of these potential increases compared to the No-build alternative cannot be accurately quantified due to the inherent deficiencies of current models. In sum, when a highway is widened and, as a result, moves closer to receptors (i.e. Residences, Businesses, etc in the vicinity of the study area), the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSATs will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

NOISE

An analysis of potential traffic noise impacts was conducted within the proposed project area. Design year (2034) traffic noise levels approach or exceed the 67 decibel (dBA) level at 14

receptors locations for the No-Build Alternative and 35 receiver locations for the Build Alternatives. One hundred two receptor locations were analyzed. Review of the predicted noise levels indicates that none of the Build Alternatives will cause design year (2034) noise level increases to substantially exceed (15 dBA or greater) existing noise levels at any of the identified receiver locations. Due to the densely developed nature of the corridor, noise barriers would not be a feasible method by which to mitigate noise impacts because a reduction of at least 5 dBA could not be attained.

WATER QUALITY

Temporary siltation may occur in creek beds during construction activities. Construction best management practices will be implemented to reflect policies contained in State and Federal codes. With the addition of the new curb and gutter, surface runoff will be conveyed into adjacent impoundments. Groundwater quality and flow is not anticipated to be negatively impacted. Surface runoff to the northwest of Glenn's Bay Road and US Route 17 (Bypass) discharges to Big Swamp. Big Swamp drains to the Waccamaw River near Wacca Wache Landing. Water quality of the Waccamaw River is monitored at this location and the Waccamaw River is on the Department of Health and Environmental Control's impaired waterbody [303(d)] list. The pollution impairment is Mercury (Hg). The proposed project is not expected to discharge mercury into the watershed.

STREAMS AND WETLANDS

The Preferred Alternative includes potential impacts to approximately 492 linear feet of stream and 13.8 acres of wetlands. Minimizations of impacts to stream and wetlands were incorporated into the design and construction techniques and will be further investigated during final design. Compensatory mitigation is required for unavoidable wetland impacts and will be coordinated through the US Army Corps of Engineers.

FLOODPLAINS

The new right-of-way associated with the Preferred Alternative is in Flood Zone X according to the Flood Insurance Rate Map (FIRM) available for the project area. Flood Zone X is defined as minimal to moderate flood hazard areas in the community's Flood Insurance Study. The proposed project would require some fill within the floodplain, however it is not expected to be a significant encroachment as defined by Federal Regulation 23 CFR 650A, nor is it expected to have an appreciable environmental impact on the base floodplain.

PLANT COMMUNITIES

None of the natural areas that will be converted to ROW are noted as rare, unique or significant. The current communities exhibit disturbance due to the proximity of the existing road. The Preferred Alternative is not likely to significantly impact biotic communities.

THREATENED AND ENDANGERED SPECIES

A list of State and Federally Protected Species was reviewed to identify any potential adverse affects to threatened and endangered species. Of the 14 state and/or federally-protected species, habitat was available for 5 of these. No threatened or endangered species were identified during the field surveys conducted for the project.

CULTURAL RESOURCES

None of the build alternatives will impact any sites eligible or potentially eligible for listing in the National Register of Historic Places.

PUBLIC PARKS, RECREATIONAL AREAS, AND WILDLIFE REFUGES

None of the build alternatives will impact any public parks, recreational areas, or wildlife refuges eligible under Section 4(f) or Section 6(f) of the Federal codes.

HAZARDOUS MATERIALS

An Environmental Site Assessment was performed for the project area. This study identified 8 potential hazardous material sites within the footprint of the Preferred Alternative. These sites have been recommended for further analysis in a Phase II Environmental Site Assessment.

Title VI Compliance

The SCDOT, in response to the nondiscrimination requirements set forth by the Federal regulations issued by the U.S. Department of Transportation to effectuate Title VI of the Civil Rights Act of 1964, as amended, complies with all regulations in this regard.

Any person who believes that he or she has been discriminated against because of race, color, religion, sex, age, handicap/disabilities or national origin under a program receiving Federal Aid has the right to file a complaint with the South Carolina Department of Transportation. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident.

Comments

If you have comments regarding this project complete a comment form and leave it in the comment box provided at this hearing or mail it to Mr. Mike Barbee, P.E., South Carolina Department of Transportation, PO Box 191, Columbia, SC 29202. Comments must be received by November 20, 2009. Thank you.