



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**

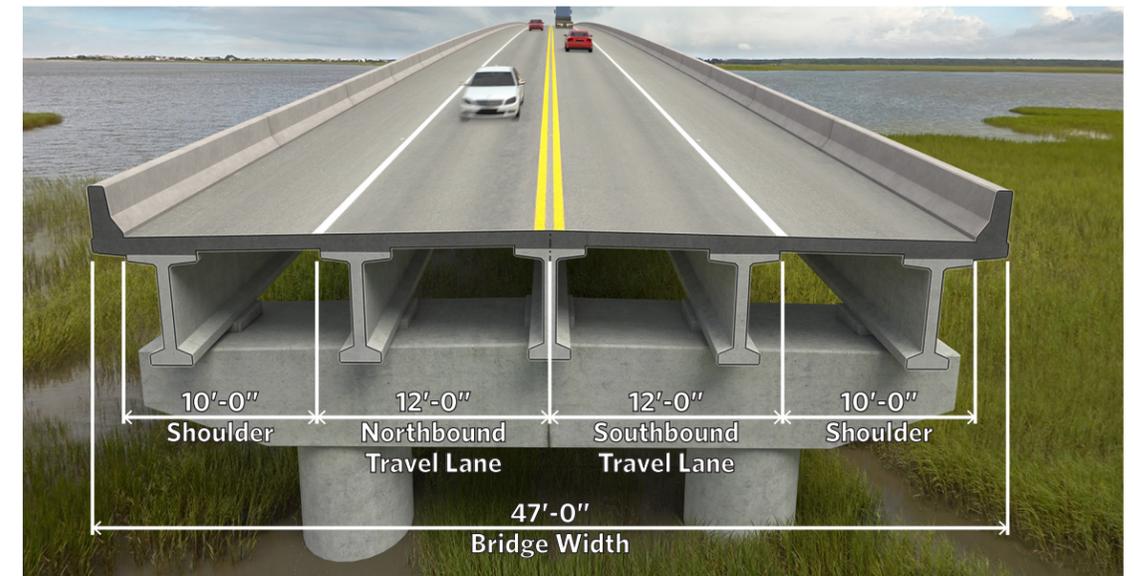
- Final Design and Permitting: late-2017 to late-2018
- Begin Construction: late-2018

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.

