

Since last year, we have been working to refine and revise the three reasonable alternatives presented, taking into account existing and future traffic volume projections, large planned developments including Cainho Plantation, public input, and cultural and environmental considerations in the area.

- **Alternative 1** – Alternative 1 meets the purpose and need of the project and is being evaluated in further detail for right-of-way, cost and environmental impacts. The project team recommends the continued evaluation of Alternative 1 in the Environment Assessment (EA).
- **Alternative 5a** - After additional analysis, **Alternative 5a was eliminated** from further evaluation because of the significant impacts to the utilities and environment. This alternative would result in the most property impacts, as well as tidal and non-tidal wetland impacts. Because Alternative 5a is within SCE&G's power line easement, SCE&G will not allow a road in their transmission line right-of-way or parallel encroachments within 10-feet of the pressurized gas line. This alternative also bisects a Charleston County Parks and Recreation Commission park, Laurel Hill County Park, and would prevent CCPRC from using the property for its intended use as a park as stipulated in its land trust; therefore, this alternative is no longer being considered.
- **Alternative 7a** - Based on public comment, Alternative 7a was developed for further analysis. This alternative modifies Alternative 7, which was presented in May 2018, and avoids and minimizes impacts to residential areas along Bessemer Road. This alternative re-routes Highway 41 parallel to Bessemer Road and onto Laurel Hill County Park property, follows parallel to the existing power line easement, and then continues back along existing Dunes West Blvd. Alternative 7a meets the purpose and need of the project and is also recommended for continued evaluation in the EA.

The next step of this project is to finalize reasonable alternatives for analysis in the draft EA. Reasonable Alternatives 1 and 7a will be refined and either eliminated or advanced based on public input, environmental factors, cost, and logistics.

Because a federal permit for wetland impacts will be required to construct the project, Charleston County is required to follow the National Environmental Policy Act process, also known as NEPA, in development of the Highway 41 Corridor Improvements project. The County is committed to adhering to this process and the steps we are taking in development of the project are consistent with those outlined by NEPA.

ALTERNATIVES SCREENING PROCESS



DEVELOP RANGE OF ALTERNATIVES

Based on

- Preliminary traffic studies (CHATS model and planned developments)
- Regional planning documents
- Community and stakeholder working group meetings
- Agency input

ALTERNATIVE 1	ALTERNATIVE 7
ALTERNATIVE 2	ALTERNATIVE 8
ALTERNATIVE 3	ALTERNATIVE 9
ALTERNATIVE 4	ALTERNATIVE 10
ALTERNATIVE 5	ALTERNATIVE 11
ALTERNATIVE 6	ALTERNATIVE 12

SCREENING 1

IDENTIFY REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 7

SCREENING 2

REFINE THE LIST OF REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input
- Refined traffic analysis

ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 2A
ALTERNATIVE 5A
ALTERNATIVE 7
ALTERNATIVE 7A

SCREENING 3

FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT EA

Reasonable alternatives will be refined and either eliminated or advanced based on

- Public input
- Environmental factors
- Costs
- Logistics

ALTERNATIVE 1
ALTERNATIVE 5A
ALTERNATIVE 7A

WE ARE HERE

SCREENING 4

IDENTIFY RECOMMENDED PREFERRED ALTERNATIVE

Identify a recommended preferred alternative based on

- Ability to meet the purpose and need of the project
- Public input
- Environmental factors
- Costs
- Logistics

The project team expects to identify a preferred alternative in summer 2019 and the County will host a public meeting in summer 2019 to solicit feedback, which will be considered prior to submitting the permit application and Draft Environmental Assessment to the US Army Corps of Engineers. The US Army Corps of Engineers will issue a public notice seeking public comments on the project and based on those comments, an additional public meeting may be held.

Interim Improvements

Interim improvements have been evaluated for cost, traffic and feasibility, which would relieve some congestion until a final project can be built. Proposed interim improvements consist of introducing a new south bound lane on Highway 41 from Joe Rouse Road to Highway 17 and minor intersection improvements to improve signal timing at Highway 41 and Highway 17. Charleston County and the Town of Mt. Pleasant have partnered to design and permit the interim improvements, and are working to identify funding for construction. Pending timely identification of a construction funding source, we anticipate construction can begin in December 2019 and be finished at the end of 2020.

Connection to Billy Swails Boulevard

The proposed connection to Billy Swails Boulevard is not included as part of the Highway 41 Corridor Improvements project.

More information on details presented in this project update, including alternatives maps, can be found on the project website at www.hwy41sc.com.

Stay Informed

Visit: www.Hwy41SC.com

Email us to leave comments or join the project mailing list: Hwy41SC@gmail.com

Leave a message for the project team: 843-972-4403

Follow Charleston County on [Facebook](#) and [Twitter](#)