

## STATUS OF THE EIS

Analyses of existing conditions and potential project impacts are continuing for the 23 impact categories being considered in the Environmental Impact Statement (EIS) for the proposed Daniel Island Marine Cargo Terminal. This article summarizes the status of several of these analyses. The existing conditions information will be documented in the Affected Environment section of the EIS and will be used as a baseline to determine the anticipated impacts of the Proposed Project. The anticipated project impacts will be documented in the Environmental Consequences section of the EIS. Existing conditions information gathered to date as well as the preliminary results of the impact analyses will be available for review at the September 1 Public Workshop.

**Social Characteristics, Socioeconomic Impacts, and Environmental Justice** - The induced impact study area for the EIS has been defined as the Tri-County Region: Berkeley, Charleston, and Dorchester counties. Agreements have been reached with local government officials on the projected population under the No-Action Alternative. The study team has used anticipated cargo levels to model the number of future jobs generated by the proposed terminals. These figures have also been used to estimate the numbers of new residents in the three counties as a result of the proposed facilities for the years 2000 to 2020.

The social characteristics of the tri-county area and in census tracts adjoining the proposed facilities have been identified and documented. Several of the census tracts have higher percentages of low income and minority populations than State averages. As a result, potential environmental justice concerns will be addressed in the Environmental Consequences section of the EIS. To ensure that all persons in these areas have the opportunity to participate in the study process, community outreach meetings will be held in the affected areas as indicated on page 1 of this newsletter.

**Biotic Communities and Wetlands** - A classification system for biotic and wetland communities has been developed by the study team in coordination with State and Federal agency staff. Mapping of habitats and wetlands is continuing along the 18 alternative rail corridors. This task requires the flagging of all alternatives (not just the alternative proposed by the Ports Authority) in the field by surveyors using Global Positioning System (GPS) technology. Once the mapping is completed, a Geographic Information System (GIS) process will be used to identify the potential impacts of each alternative alignment on these natural communities.

**Threatened and Endangered Species** - A survey of existing red-cockaded woodpecker colony nesting trees and feeding habitat is underway, and a survey for protected amphibians such as the flatwoods salamander is near completion. Surveys are also underway to determine the presence and distribution of threatened, endangered, and sensitive plants. This

process involves establishing transects within specific habitat types found within the proposed rail alignment corridors, and reviewing each transect for the presence of protected species. Once the distribution of these species has been mapped, the potential impacts of each rail corridor on them will be identified.

**Noise** - A computer model for train noise has been developed, and field measurements of train noise have been made along the existing EC&B line in the Francis Marion National Forest to verify the model. The model is being used to develop noise contours along each of the 18 rail corridors being studied. In addition, the monitoring of noise levels at and around the Wando Terminal continues. These measurements will be used to develop a model of how noise from the proposed terminal can be expected to decrease with distance from the facility.

**Roadway Traffic** - The Charleston Area Transportation Study (CHATS) roadway network model has been updated to reflect existing plus committed roadways. Existing ramps and inter-

### PROJECT SCHEDULE UPDATE

**Public Workshop**

Tuesday, September 1, 1998

**Community Outreach Meetings**

Wednesday, September 2, 1998

Cainhoy Elementary School

Thursday, September 3, 1998

Charleston Public Works, First Floor

**Draft EIS**

October 1998

**Public Hearing**

February 1999

**Final EIS**

July 1999

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changes on I-26 and I-526 not included in the existing model have been added to the network. Current approach and departure patterns to the existing terminals used by trucks have been identified by an origin and destination survey. This information has been used to calibrate trip distribution for traffic analysis zones for the existing port facilities. Projections of future traffic volumes generated by the proposed terminal have been calculated, and modeling of the impacts of this additional traffic on the future roadway system is underway.

**Hazardous Materials** - Existing hazardous material response capabilities within the EIS study area have been documented. Increased vessel traffic and the future number of trucks carrying hazardous materials have been estimated for the years 2000 through 2020 with and without the proposed facilities. The spill response staffs of the U.S. Coast Guard, Berkeley County, and Charleston County have all stated that they will meet the spill response needs of the project.

## SEDIMENT TESTING PROGRAM

The South Carolina State Ports Authority (SCSPA) proposes to dredge approximately 2 million cubic yards of material from the Wando and Cooper Rivers for the development of new berthing areas at the proposed Daniel Island terminal. The possible relocation of the Wando Reach of the harbor channel system would require dredging of approximately 10 million cubic yards of material. The SCSPA proposes to place the dredged material in the Charleston Ocean Dredged Material Disposal Area several miles off the coast. Federal regulations require analysis of sediments proposed for ocean disposal. The EIS study team has recently completed the testing program in the proposed dredging areas. Photographs on this page show the sediment sampling process.

Laboratory analyses of the sediments are currently underway. One part of this process involves chemical tests to identify possible contaminants in the sediments. In the second part of the testing, small marine animals such as fish, shrimp, clams, and worms are placed in an aquarium with the sediments. Test sediments from the proposed dredging areas are compared to reference sediments from the disposal area to determine if the test sediments would cause any greater rate of death than the reference sediments. A third part of the testing involves chemical analyses of the tissues of the animals to determine if they are absorbing any contaminants more quickly in the test sediments than in the reference sediments.

The results of the sediment testing program will be included in the EIS.



The sediment sampling barge at work on the Wando River



Close-up of Vibracore drilling into sediment



**U.S. ARMY CORPS OF ENGINEERS  
CHARLESTON DISTRICT**

**NEWSLETTER**

**ENVIRONMENTAL IMPACT STATEMENT  
FOR THE PROPOSED  
DANIEL ISLAND MARINE TERMINAL**

**Issue No. 2 - August 1998**

**PUBLIC WORKSHOP SET**

You are invited to attend the next Public Information Workshop for the Daniel Island Environmental Impact Statement (EIS) project. To increase public participation, the workshop will be held on Tuesday, September 1, 1998, from 5:00 p.m. to 9:00 p.m. at the Omar Temple at Patriots Point in Mount Pleasant. The workshop will use an informal format to allow interested persons an opportunity to stop in and individually review project information developed to date. Representatives from the project team will be available to answer questions and provide additional information about the study.

In addition, two additional meetings will be held in potentially affected areas to present the current findings of the EIS study to residents in those areas. The dates, times and locations of these meetings are:

**COMMUNITY OUTREACH MEETINGS**

Wednesday, September 2  
7:00 p.m. - 9:30 p.m.  
Cainhoy Elementary School  
2434 Cainhoy Road  
Huger, SC 28450

Thursday, September 3  
7:00 p.m. - 9:30 p.m.  
Charleston Public Works  
First Floor  
103 St. Phillips Street  
Charleston, SC 29403

Since June 1997, three public information forums and one community outreach meeting have been held. A final public information workshop for the project will be held in conjunction with the public hearing on the EIS, now anticipated to be held in February 1999.

About the Project - The South Carolina State Ports Authority (SCSPA) has proposed to develop a marine cargo terminal complex at Daniel Island in the City of Charleston, S.C.

Due to the potential for impacts to the human and natural environment associated with the project, the Corps of Engineers has determined that an EIS should be prepared to assist the Corps and other Federal agencies in reaching decisions on the proposed project. This study is currently underway, with a scheduled completion date of July 1999.

The EIS will contain information about the existing environmental conditions in the project area, as well as evaluate both the positive and negative impacts of the proposed project. The EIS will also provide information about measures to minimize or eliminate potential adverse environmental impacts associated with the project.

An EIS in itself is not a permit or a decision document. Development of the proposed Daniel Island Marine Cargo Terminal would require a number of permits and approvals by both Federal and State agencies. Each involved Federal agency must prepare a separate Record of Decision following completion of the EIS.

**FIRST PUBLIC WORKSHOP**

**September 1, 1998 - 5:00 p.m. to 9:00 p.m.**  
**Omar Temple, Patriots Point - Mount Pleasant**

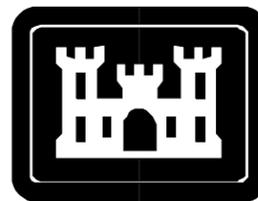
Ms. Tina Hadden, Project Manager  
CESAC-CO-P  
U.S. Army Corps of Engineers  
Charleston District  
334 Meeting Street  
Charleston, SC 29403  
Phone: (843) 727-4330

**Persons requiring services for the hearing impaired at any of these meetings should contact Tina Hadden by August 21, 1998**



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