



**US Army Corps  
of Engineers**  
Charleston District

# Project Fact Sheet

## Charleston Harbor, SC - Post 45

Charleston County, SC

**P2#:** 137921

**Congressional Districts:** Mark Sanford (SC-1)

<b>Appropriation:</b>	<b>Phase:</b>	<b>Business Line:</b>
Construction	Construction	Navigation

**Authority:** Section 216, P.L. 91-611

**Location Description:** Charleston Harbor is located about midway along South Carolina's Atlantic coastline, supports a vital mission in the defense of our nation and is one of the nation's 17 strategic ports. Latest commercial tonnage as reported by the Waterborne Commerce Statistics Center for Fiscal Year 2017 was 27 million short tons of cargo, which ranks it eighth in the nation for container traffic. The major commodity imported and exported is manufactured equipment and machinery. Per United States Department of Commerce/Bureau of the Census, the 2017 value of waterborne commerce through Charleston was \$70 billion. According to a 2015 study by the University of South Carolina, Port operations facilitate 187,600 jobs across South Carolina and nearly \$53 billion in economic activity each year. It is one of five major port infrastructure projects considered to be nationally and regionally significant and named to the President's "We Can't Wait" Press Release, under Executive Order 13604, 22 March 2012.

**Project Description:** The National Economic Development (NED) plan includes a channel project depth of -50 feet mean lower low water (MLLW) with associated channel widening and turning basin modifications and a fully funded project cost of \$460,574,000 (October 1, 2019 cost levels). The non-federal sponsor, the South Carolina State Ports Authority (SCSPA), subsequently requested a locally preferred plan (LPP) with a project depth of -52 feet MLLW containing associated channel widening and turning basins. The recommended plan authorized by Congress is the LPP. The fully funded project cost of the authorized General Navigation Features is \$548,892,000, with average annual benefits from the latest approved evaluation of \$169,627,000; average annual costs of \$26,460,000; and a benefit-to-cost ratio of 6.4 at 2.875%. The federal share of the authorized project costs is approx. \$345,430,000 and the non-federal share is approx. \$203,462,000. The authorized project consists of the following navigation improvements: (1) Deepen the existing entrance channel from a project depth of -47 feet to -54 feet MLLW and extend approximately three miles seaward from the existing location to a depth contour of -54-foot MLLW; (2) Deepen the inner harbor from an existing project depth of -45 feet to -52 feet MLLW from the Entrance Channel to the confluence of the Wando and Cooper Rivers, about two miles up the Wando River to the Wando Welch Terminal and about three miles up to the Cooper River to the Hugh K. Leatherman, Sr. Terminal, and to a project depth of -48 feet MLLW over the five mile reach leading from the Hugh K. Leatherman, Sr. Terminal to the North Charleston container facility; (3) Enlarge the existing turning basins at the Wando Welch, Hugh K. Leatherman, Sr. and North Charleston terminals; and (4) Widen selected channel reaches.

**Current Status:** As of 26 Nov 2018 - The Project was authorized for construction on 16 Dec 2016 by Section 1401(1)6. of the Water Resources Development Act of 2016 (WRDA 2016), Public Law 114-322. The District received \$17,500,000 in funding in the FY 17 work plan for a new start construction project followed by \$49,000,000 and \$41,415,000 in the FY 18 and FY 19 work plans, respectively. The Project Partnership Agreement (PPA), which includes provisions for the SCSPA to advance the Federal share in addition to the non-Federal share for the purpose of constructing the Project, was executed on 19 Jul 2017. The first two construction contracts for deepening the Entrance Channel were awarded on 7 September and 26 October, 2017, respectively, with a total current obligated value of \$325,530,850. Physical dredging construction started on 3 March 2018. The predicted construction duration for the project ranges from 40 to 76 months, assuming full funding and dredging industry availability to complete the requirements.

**Sponsor:** South Carolina State Ports Authority

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