US 278
CORRIDOR IMPROVEMENTS
Casting a Light on the Community's Transportation Future

Appendix V

Stakeholder Meeting Plans and Summaries

June 2021

Organization	First	Last
Windmill Harbour	Nik	Akers
Bicycle Advisory/ Greater Island Council	Frank	Babel
	Terry	Brubaker
Lowcountry Council of Governments/LATS	Meredith	Burns
Mariners Cove	Dwayne	Bruns
Gullah Geechee Heritage Corridor	Emory	Campbell
Town of Hilton Head	Charles	Cousins
Lowcountry Council of Governments/LATS	Christian	Dammel
Hilton Head Island-Bluffton Chamber of Commerce	Ray	Deal
Mariners Cove	Julie	Eriksson
Beaufort County	Jared	Fralix
Palmetto Breeze	Mary Lou	Franzoni
Home Builders Association	Dave	Gaal
Windmill Harbour	Mike	Garrigan
Stoney Community	Luana	Graves-Sellars
	Josh	Gruber
Stoney Community	Dejuan	Holmes
Hilton Head Island - Bluffton Chamber of Commerce	Hannah	Horn
Beaufort County	Deja	Jackson
Beaufort County	Ashley	Jacobs
Home Builders Association of Hilton Head	Meg	James
Representative from Hilton Head Stakeholder Group (Greater Island Council Regional Committee)	David	Johnson, Jr.
Crazy Crab	Mr. Courtney	Kenneweg
Lowcountry Council of Governments/LATS	Ginnie	Kozak
Town of Bluffton	Scott	Marshall
Hargray Communications	Chris	McCorkendale
Beaufort County	Rob	McFee
Mariners Cove	Margo	Merchant
Mariners Cove Club	Julie	MiddleRaeff
Hilton Head Island - Bluffton Chamber of Commerce	Bill	Miles
Moss Creek Owners Association	John	Miller
Mariners Cove	Rosemary	Miller
SERG Group (largest employer on HHI)	Jordan	Norris
Coastal Conservation League	Rikki	Parker
Hilton Head Island - Bluffton Chamber of Commerce/ Visitor & Convention Bureau	Ariana	Price
Gullah Geechee Sea Island Coalition	Queen	Quet
Town of Bluffton	Alan	Seifert
Mariners Cove	Douglass	Skelly
Costal Conservation League	Juliana	Smith
Mariner's Cove	Maureen	Smith
Stoney Community	Sarah	Stewart

Stoney Community	Belinda	Stewart Young
LATS Policy Committee/ Town of Bluffton	Lisa	Sulka
Hilton Head Harbor RV Resort & Marina	Neil	Turner
Stoney Community/ NIBCAA	Eric	Turpin
Coastal Conservation League	Jessie	White
Beaufort County	Dave	Wilhelm
Beaufort Regional Chamber	Blakely	Williams
SERG Group (largest employer on HHI)	Alan	Wolfe
Town of Bluffton	Lisa	Cunningham
Blue Heron Point	Rob	Moore

March 2019 Stakeholders Group Meeting

Stakeholder Kickoff Meeting

Event Information

Date: Tuesday, March 19, 2019

Time: 10:00 AM to 11:30 AM

Location: Sea Island Room
Coastal Discovery Museum at Historic Honey Horn
70 Honey Horn Dr, Hilton Head Island, SC 29926

Stakeholder Attendees: Rikki Parker, Mike Garrigan, Luana Graves-Sellars, Charles Cousins, Frank Babel, Jordan Norris, John Miller, Neil Turner, David Johnson, Mary Lou Franzoni, Scott Marshall

Project Team Attendees: Craig Winn, David Kelly, Hisham Abdelaziz, LaTonya Derrick, Amy Livingston, Phil Leazer, Megan Groves, Eric Burgess, Shane Belcher

Meeting Notes

- Presentation was given by SCDOT Project Manager, Craig Winn along with Team introductions – Amy then Craig
    - Stakeholder Plan and Roles
    - Overview of the project needs (known to date)
    - Overview of the scope of work
    - Project Schedule
    - Update on field studies
    - Introduction to draft Purpose and Need statement
- Range of Alternatives discussion and work session with maps (Craig with Amy Support)
    - Attendees were provided blank maps and asked to consider the Purpose and Need of the project along with their local knowledge of the area (any cultural or historic resource) and draw an alignment they think would work. They were also encouraged to write down any special considerations or mark those in the map. A copy of these maps are included in the file for the meeting notes.
- Mobility Preference work session – Craig with Amy support
    - Each attendee was handed a handout that contained three images with varying levels of pedestrian and bike facilities. There was a discussion about the vision the community had as it related to the bike lanes/pedestrian path:

    - Understand that the width of the bike/ped path means a larger footprint which may have impacts you have not previously thought of
    - The community is realistic and does not anticipate something of the scale of the Ravenel bridge but does value and prioritize have a bike/ped pathway
    - The handout was not filled out and stakeholder kept the handout.
- A report on previous public engagement activities and feedback received - Craig

US 278 Corridor Improvements

Town of Hilton Head Island

March 17, 2020

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Project Management

Purpose & Need

The purpose of this project is to **address structural deficiencies** at the existing eastbound Mackay Creek bridge, as well as **increase capacity** and **reduce congestion** along US 278 from Moss Creek Drive to Spanish Wells Road.

Structural Deficiencies | **Capacity** | **Congestion**

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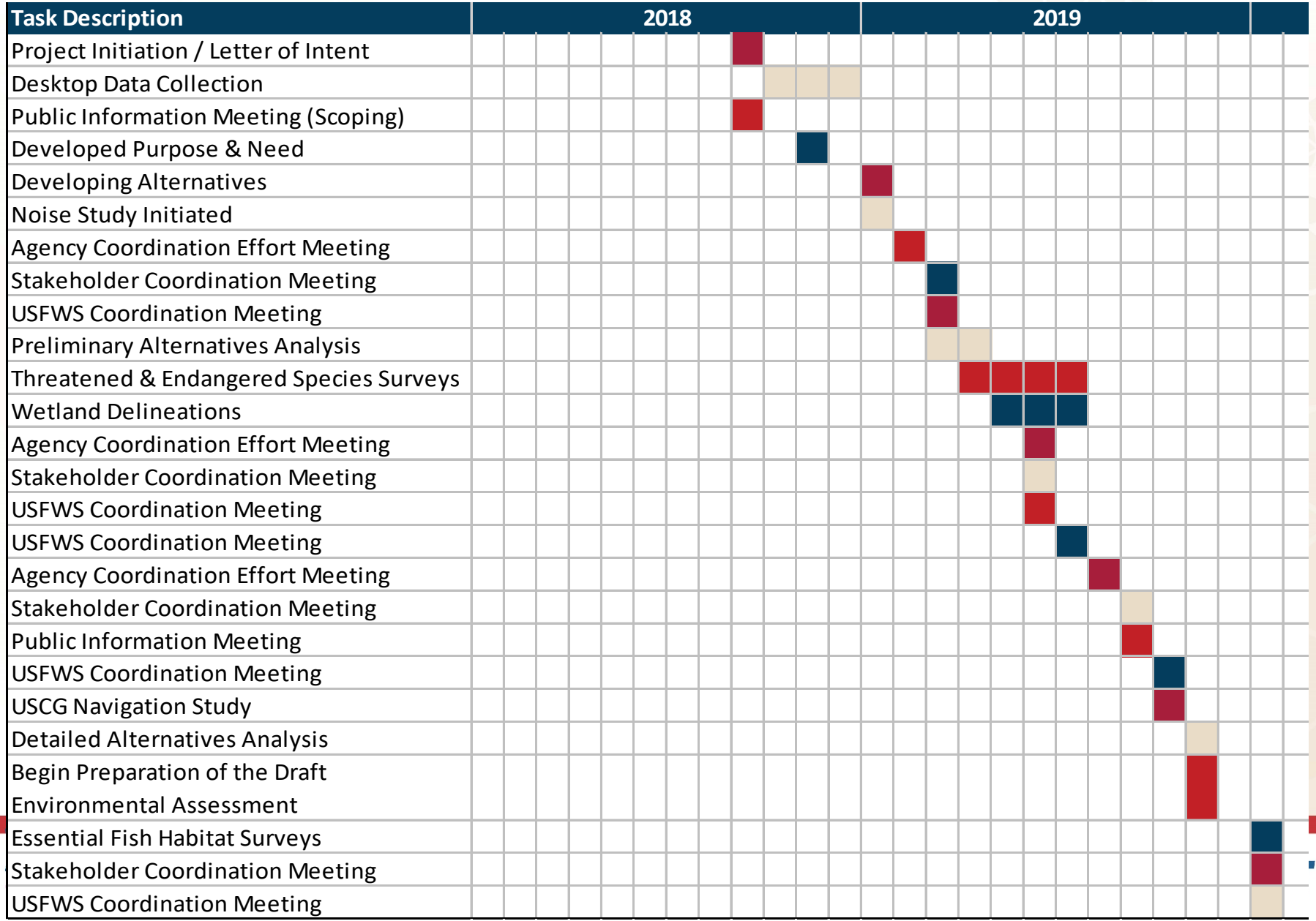
NEPA Process to Date

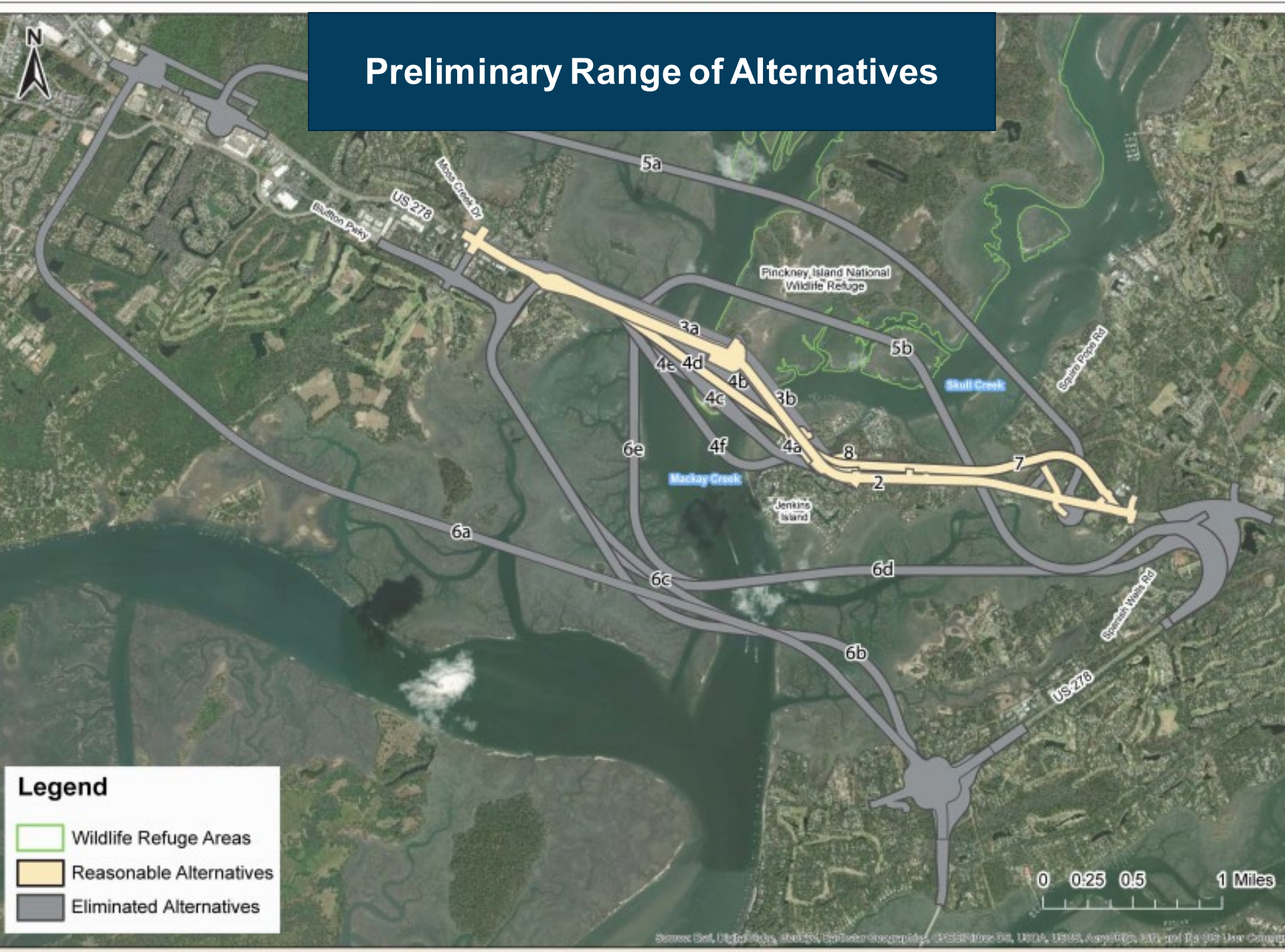


THE DEVELOPMENT PROCESS FOR HIGHWAYS

This graphic demonstrates the general project development process for planning and building highways.

*Process depicted on this graphic is for projects being developed under an Environmental Assessment or Environmental Impact Statement; smaller projects developed under a Categorical Exclusion do not require a Public Hearing.

Preliminary Range of Alternatives



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ALTERNATIVES DEVELOPMENT FLOWCHART

Public Meeting
September 27, 2018

Preliminary Range of Alternatives
- No Build
- Widen Existing US 278
- New Alignment
- Travel Demand Management*
- Transportation System Management*
- Mass Transit*

Evaluation Criteria
- Purpose & Need (Structural Deficiency)
- GIS Wetlands (Acres)
- Protected Lands (Acres)
- Right-of-Way Impacts
- Consistent with Pinckney Island National Wildlife Refuge Purposes
- Neighborhood Impacts

Alternatives Eliminated Based on Criteria

Public Meeting
September 19, 2019

Proposed Reasonable Alternatives

Evaluation Criteria
- Purpose & Need
  - Traffic Performance (Level of Service & Intersection Operations)
- Delineated Wetlands
- Structures
- Environmental Justice
- Threatened & Endangered Species
- Historic & Cultural Resources
- Noise Impacts
- Hazardous Materials
- Utility Impacts
- Project Costs
- Consistent with Pinckney Island National Wildlife Refuge Purposes
- Shellfish Harvesting Waters
- Essential Fish Habitat

What's next!

Public Hearing
Fall 2020

Proposed Preferred Alternative

*Please note that these are stand-alone alternatives. During Alternative Development, elements of these may be included with the Reasonable Alternatives and/or the Proposed Preferred Alternative

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Reasonable Alternative 4A

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Reasonable Alternative 5A

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Reasonable Alternative 6A

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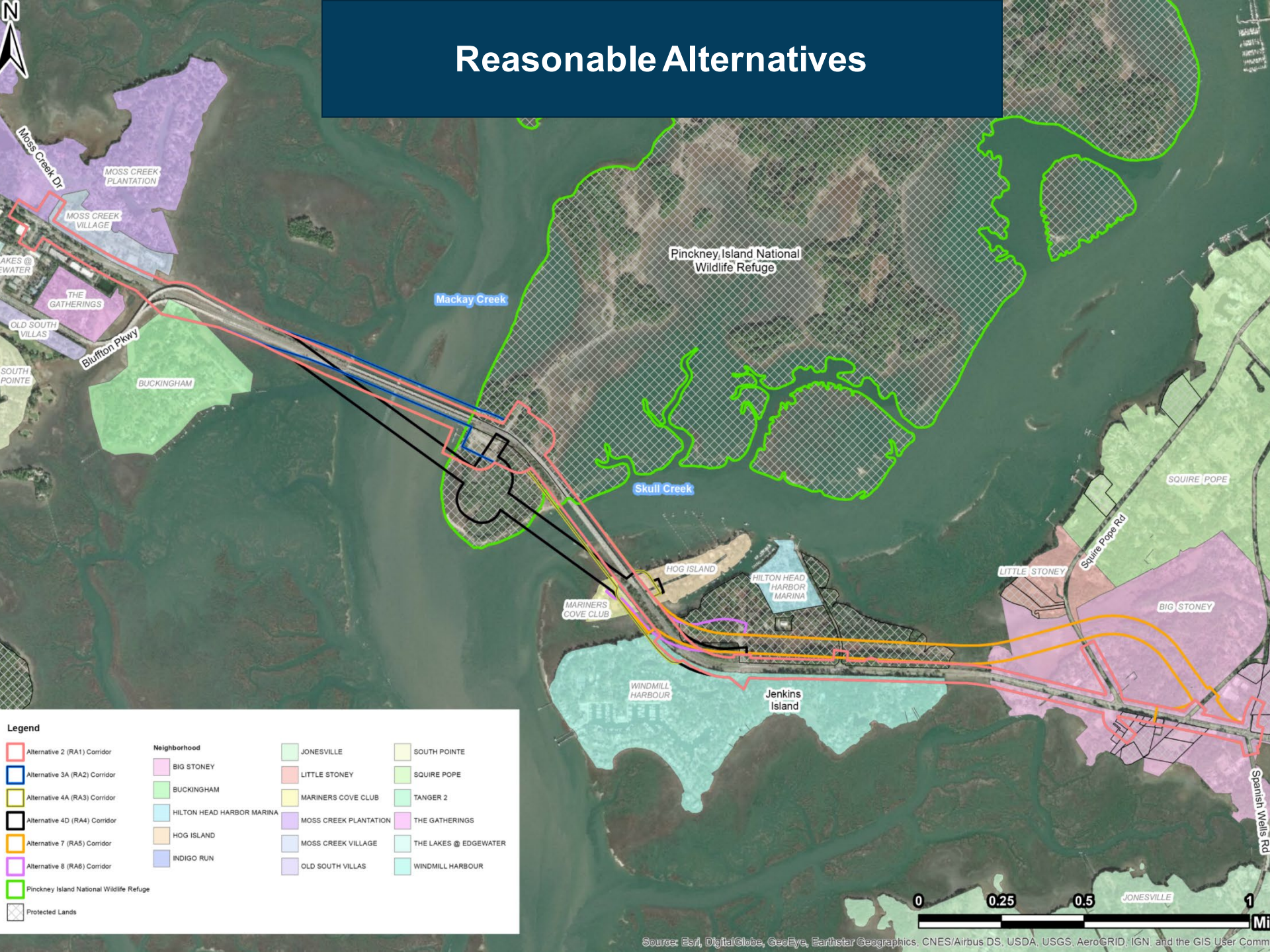
Reasonable Alternatives



Public Information Meeting 2 Summary

The second Public Information Meeting for the US 278 Corridor Improvements Project was held on Thursday September 19, 2019 from 5-7 PM at the Boys & Girls Club of Hilton Head Island.

330 Total Attendees

5,979 Web Visitors

Response Type

Written Comment Forms

62

Website Comments

247

Emailed Comments & Letters

31

What We Heard

340 Total Comments

- In Favor of Bike/Ped or Transit
- In Favor of Reversing Traffic
- In Favor of Widening
- Against Widening
- In Favor of Additional Access Point
- Concerned with Noise Impacts
- Concerned with Preserving the Natural Environment
- Concerned with Preserving Gullah Heritage

Where We Have Been

Public & Agency Comments Review

Alternatives Refinement

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Where We Have Been
Community Engagement

Bluffton Seafood & Arts Festival

Daufuskie Island Council

Democratic Club (South of the Broad)

Indigo Run

Bluffton Chamber of Commerce

Mariners Cove

Hilton Head Island Gateway Committee

Beaufort County

Hilton Head Island Chamber of Commerce

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Traffic Engineering

Traffic Analysis

Planning-Level

For Environmental Analysis & Development of Alternatives

- Purpose and Need
- Development of Alternatives
- Evaluation of Alternatives
- Concept Plans for Recommended Preferred Alternative

Engineering-Level

For Final Design of the Recommended Preferred Alternative

- Mainline Capacity
- Intersection Design
- Access Management
- Traffic Operations and Signalization
- Wayfinding

Traffic Analysis

Data Collection

Existing Geometry

- Segment number of lanes
- Intersection configuration & traffic control
- Posted speed limits

Traffic Volumes

INRIX Speed Data

Historical AADT from SCDOT

5-Year Crash History

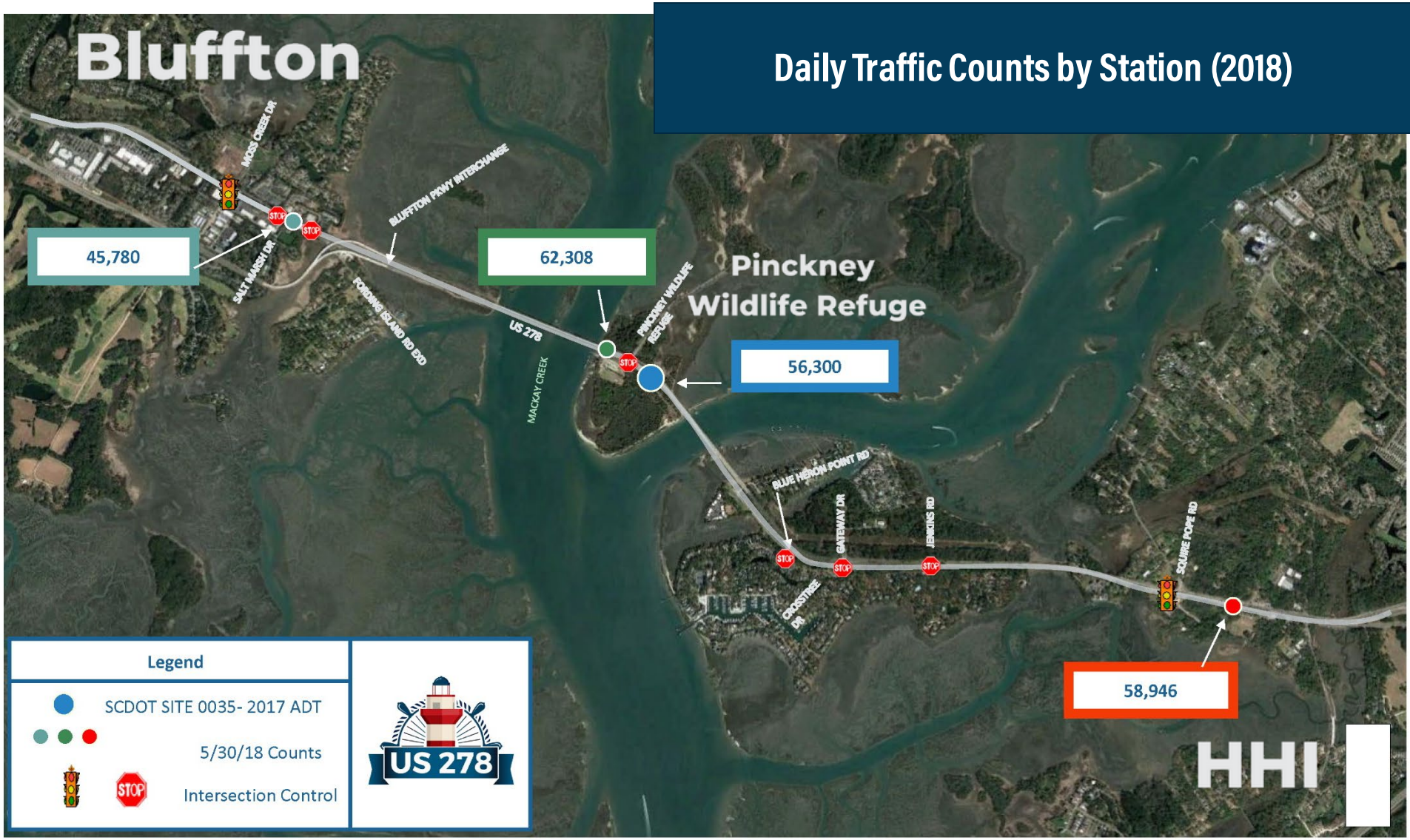
Existing Signal Timings

Traffic Analysis

Data Collection

- Existing Geometry
- **Traffic Volumes**
  - Over 24-hour period (Segments)
  - Peak Periods: AM, Mid-day, PM (intersections)
- INRIX Speed Data
- SCDOT Historical AADT
- 5-Year Crash History
- Existing Signal Timings

Daily Traffic Counts by Station (2018)



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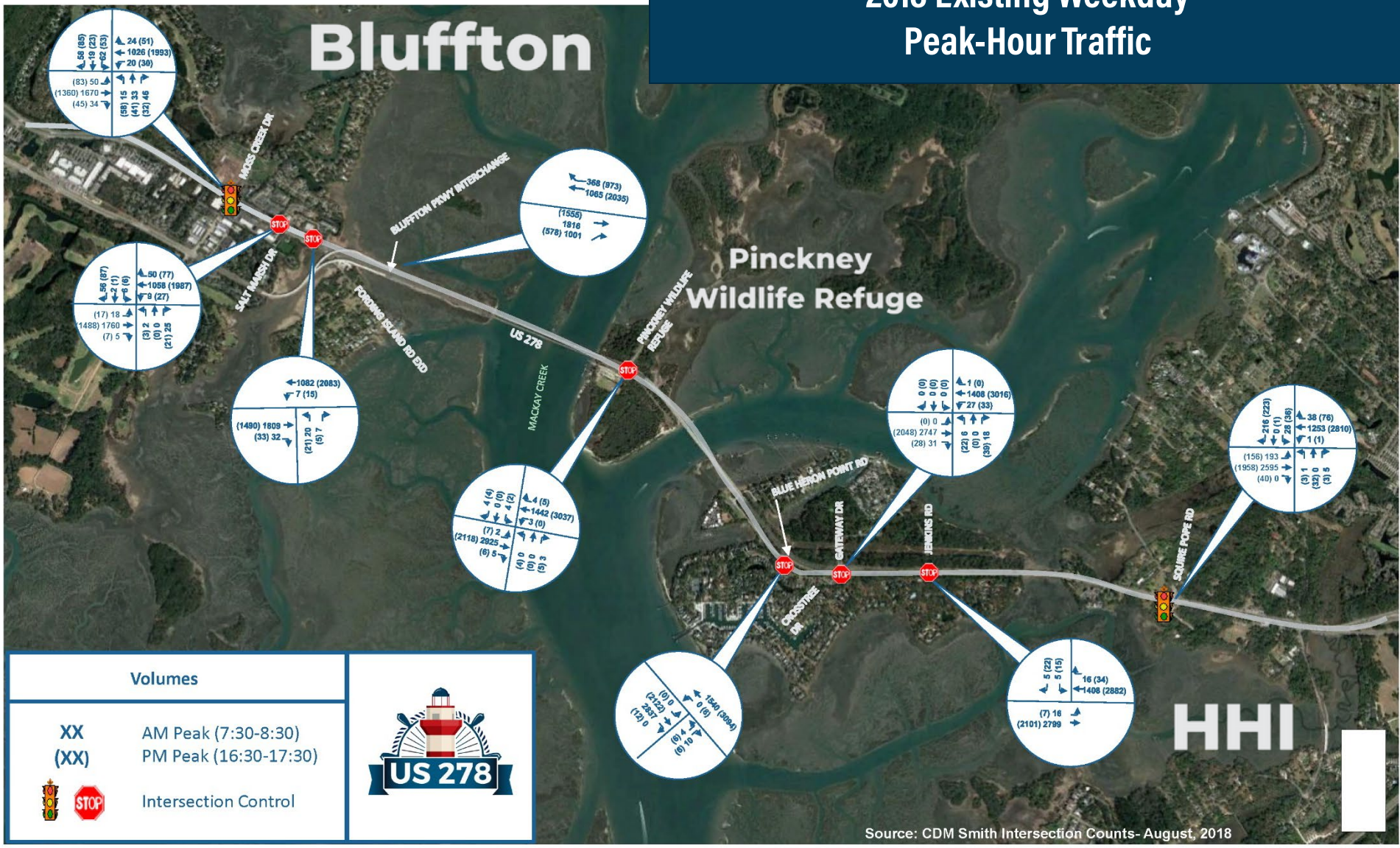
2018 Existing Weekday Peak-Hour Traffic



Traffic Analysis

Data Collection

- Existing Geometry
- Traffic Volumes
- **INRIX Speed Data**
- SCDOT Historical AADT
- 5-Year Crash History
- Existing Signal Timings

	AM	PM
OBSERVED SPEED	30-35	35-45
	Eastbound	Both Directions

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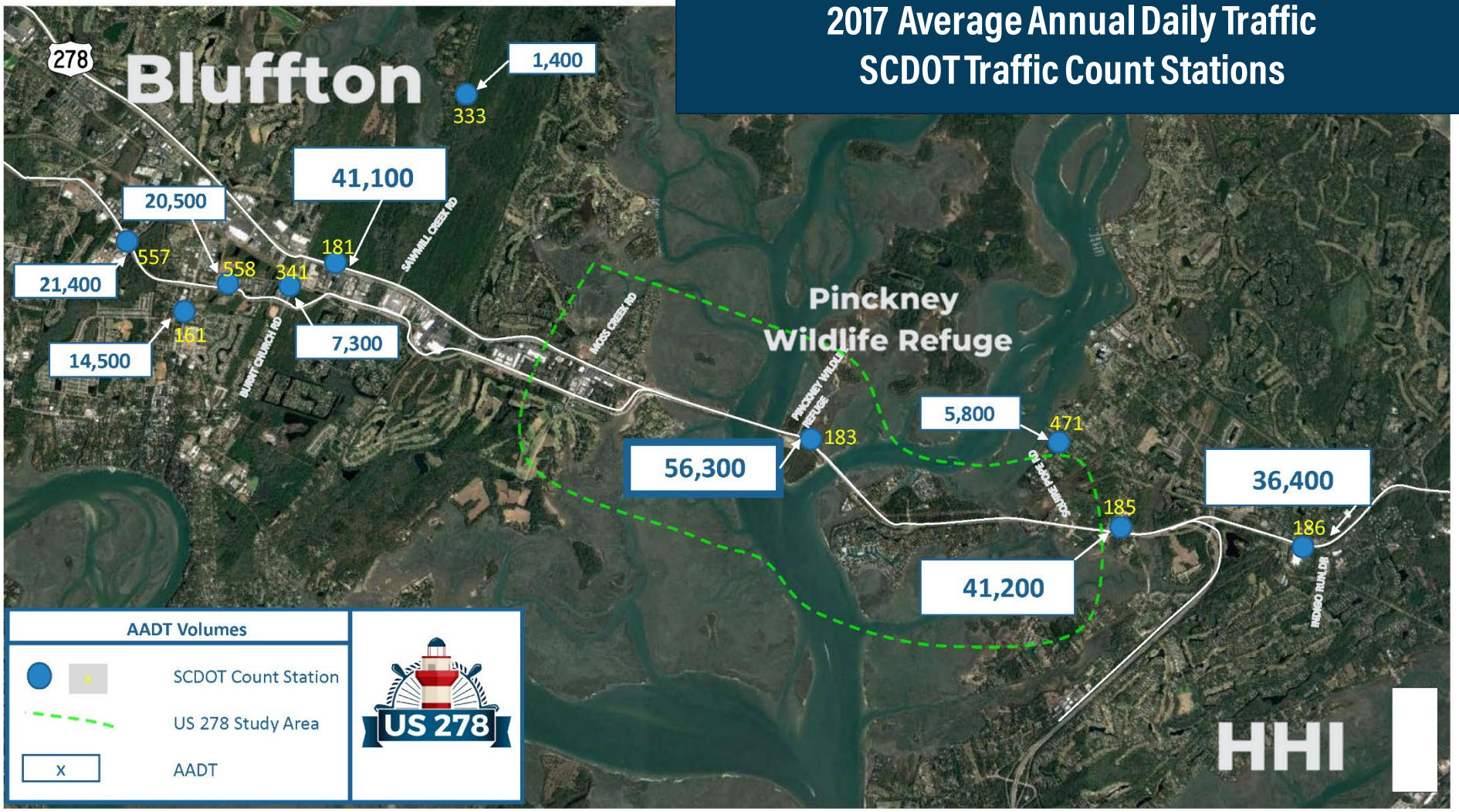
Traffic Analysis

Data Collection

- Existing Geometry
- Traffic Volumes
- INRIX Speed Data
- **SCDOT Historical Average Annual Daily Traffic (AADT)**
- 5-Year Crash History
- Existing Signal Timings

2017 Average Annual Daily Traffic
SCDOT Traffic Count Stations



Traffic Analysis

Data Collection

- Existing Geometry
- Traffic Volumes
- INRIX Speed Data
- SCDOT Historical AADT
- **5-Year Crash History**
- Existing Signal Timings

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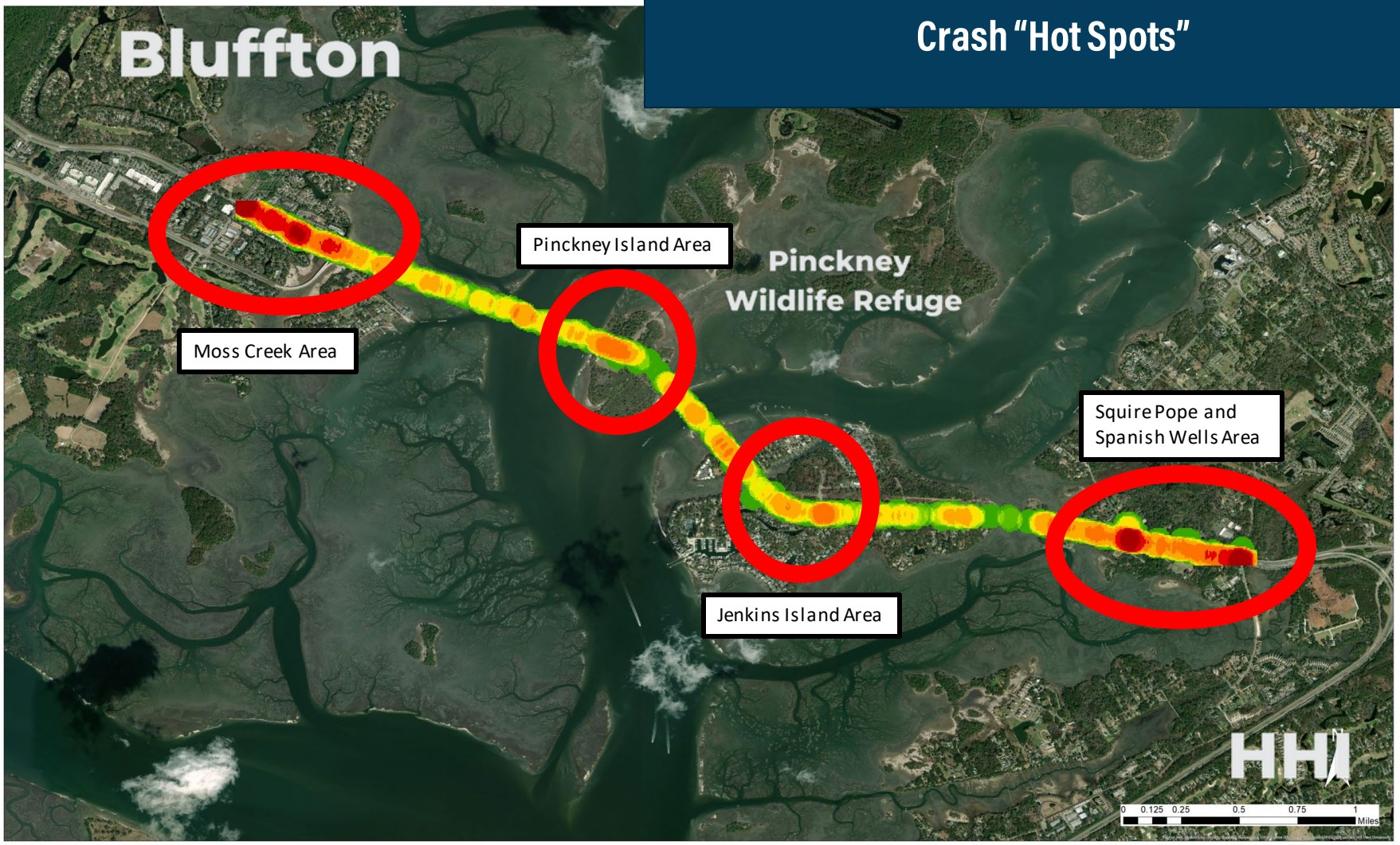
Crash "Hot Spots"



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Traffic Analysis

Data Collection

- Existing Geometry
- Traffic Volumes
- INRIX Speed Data
- SCDOT Historical AADT
- 5-Year Crash History
- **Existing Signal Timings**

Existing Traffic Analysis

Software

- Analysis is based on Highway Capacity Manual (Industry Guidelines)
- Segment Analysis – HCS7
- Intersection Analysis – Synchro10

Design Volume

- Design Hour Standard Practice: establish highway design volumes based on an hour between the 30th and 100th highest hour of the year

  American Association of State Highway and Transportation Officials (AASHTO)

Design Hour Volume Development

- Continuous Count Station ATR 35 on US 278
- Yellow: 30th & 100th highest AM & PM hours
- Green: AM & PM peak hour from turning movement count date
- Orange: 30th highest Summer AM & PM hours

US-278 AM Peak Hours						
Date	Time	EB	WB	Total	Rank	Day of Week
4/6/2018	8:00 - 9:00	2939	1821	4760	1st	Friday
4/16/2018	8:00 - 9:00	2927	1764	4691	2nd	Monday
2/21/2017 *	8:00 - 9:00	2925	1741	4666	3rd	Tuesday
5/15/2018	7:00 - 8:00	3070	1451	4521	30th	Tuesday
2/2/2018	7:00 - 8:00	3050	1378	4428	100th	Friday
8/8/2018	7:30 - 8:30	2932	1449	4381	147th	Wednesday
6/5/2018	7:00 - 8:00	2997	1369	4366	159th	Tuesday
US-278 PM Peak Hours						
Date	Time	EB	WB	Total	Rank	Day of Week
4/5/2018	17:00 - 18:00	2415	3271	5686	1st	Thursday
4/5/2018	16:00 - 17:00	2533	3135	5668	2nd	Thursday
4/4/2018	16:00 - 17:00	2448	3197	5645	3rd	Wednesday
7/26/2018	17:00 - 18:00	2075	3295	5370	30th	Thursday
8/8/2018	16:30 - 17:30	2125	3042	5167	95th	Wednesday
6/6/2018	17:00 - 18:00	2025	3138	5163	97th	Wednesday
5/29/2018	17:00 - 18:00	1947	3213	5160	100th	Tuesday

Mainline Volume Analysis

How to Determine Number of Lanes Needed

High-Level: Use Generalized Level of Service Volume Tables:

DAILY*

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Peak Volume: 78,500

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

PEAK HOUR*

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

AM Peak: 4,150
PM Peak: 4,390

INTERRUPTED FLOW FACILITIES

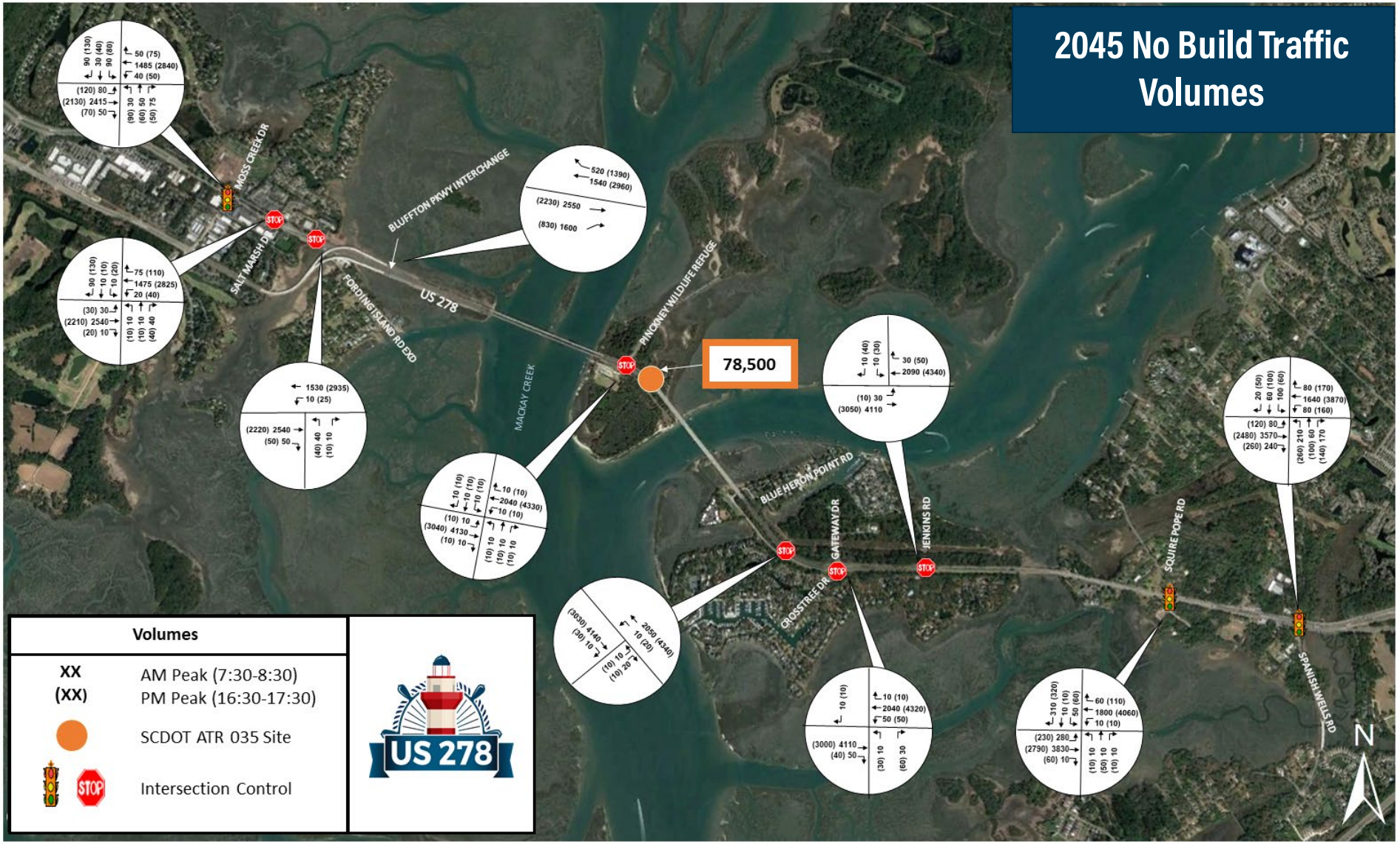
STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

* All table references comes from Florida DOT

2045 No Build Traffic Volumes



UNINTERRUPTED FLOW HIGHWAYS

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4	Divided	36,700	51,800	65,600	72,600
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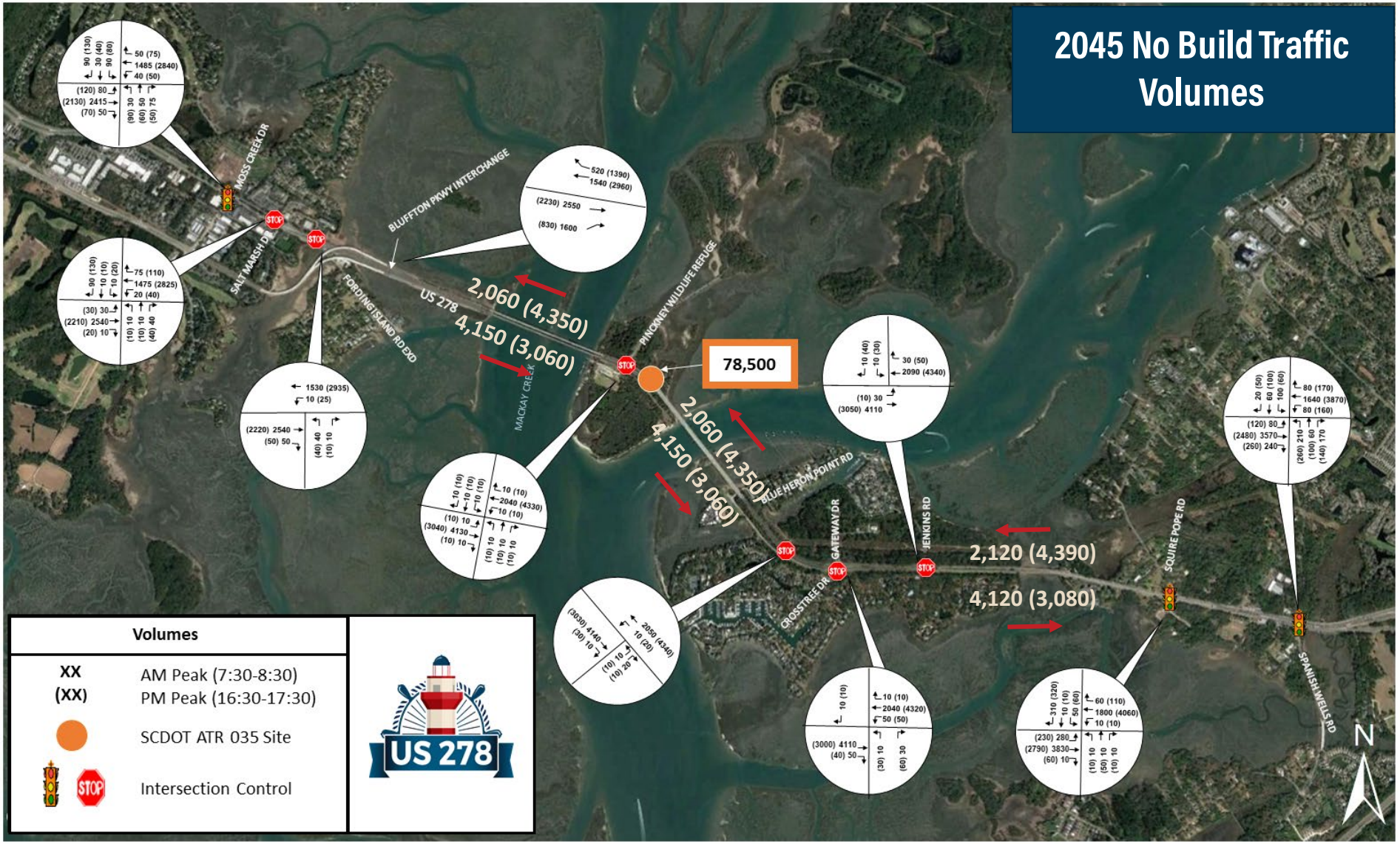
2045 No Build Traffic Volumes



UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
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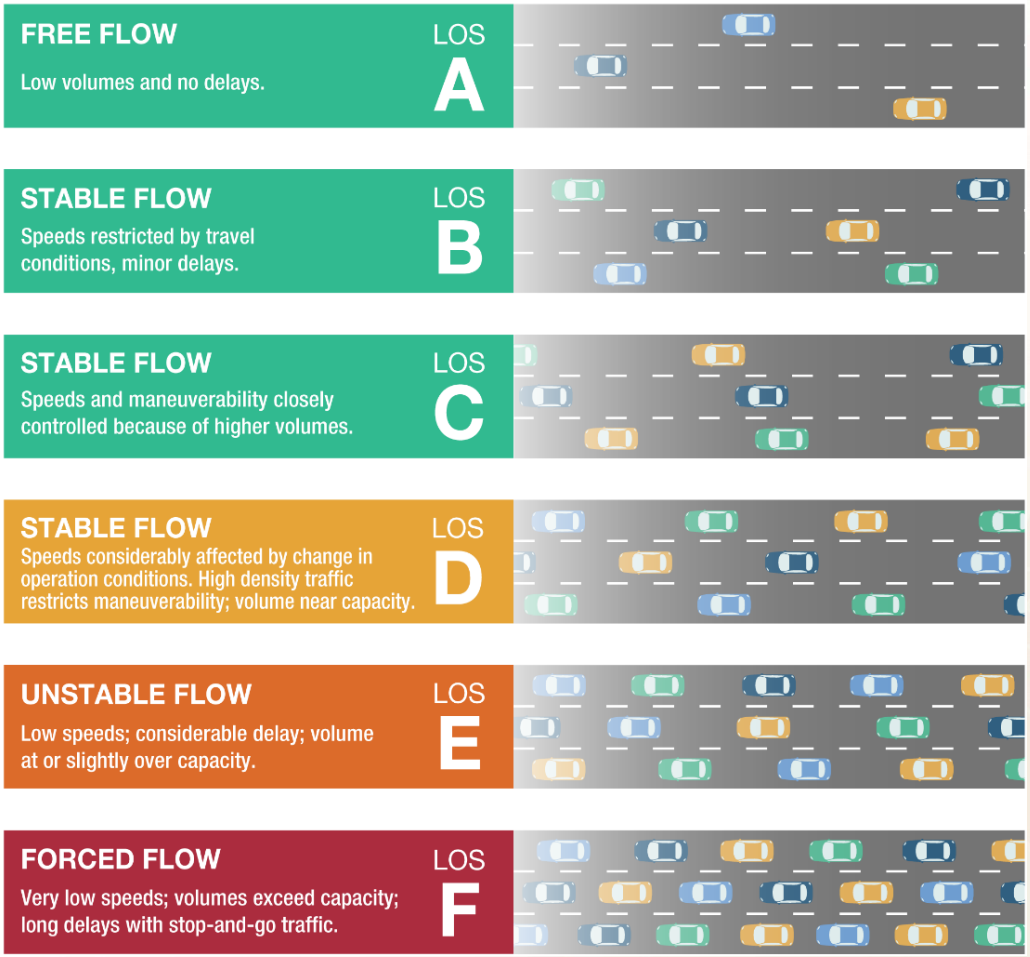
Levels of Service



Define Level of Service (Mainline)

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Traffic Signal Level of Service

A

- Highly stable, free-flow condition with little or no congestion
- No vehicle waits longer than one signal indication
- Delay: <10 seconds/vehicle

B

- Stable, free-flow condition with little congestion
- On rare occasions vehicles wait through more than one signal indication
- Delay: 10 to 20 seconds/vehicle

C

- Free-flow conditions with moderate congestion
- Intermittently vehicles wait through more than one signal indication and occasional backups may develop
- Delay: 20 to 35 seconds/vehicle

D

- Approaching unstable condition with increasing congestion but without excessive backups
- Level of service D has historically been regarded as a desirable design in urban areas
- Delay: 35 to 55 seconds/vehicle

E

- Unstable, congested condition
- Very long queues may create lengthy delays
- Delay: 55 to 80 seconds/vehicle

F

- Stop and go
- Backups from locations downstream restrict or prevent movement of vehicles out of approach creating "gridlock" condition
- Delay: >80 seconds/vehicle

Define Level of Service (Intersection)

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Intersection Analysis

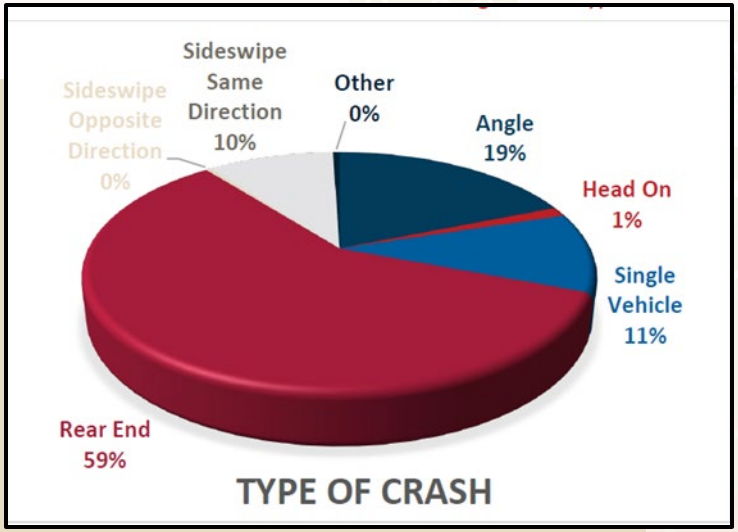
What do we measure?

- Directional Delay (seconds)
- Level of Service (LOS)
- Volume/Capacity Ratio
- Queue Lengths

LOS	Delay (seconds)
A	< 10
B	10 – 20
C	20 – 35
D	35 – 55
E	55 – 80
F	> 80

Safety Analysis

How do we analyze crashes?



- Total Number of Crashes
- Types of Crashes
  - *Angle, Head-On, Single Vehicle, Rear-End, Sideswipe*
- Severity of Crashes
  - *Property Damage Only, Injury, Fatality*
- Crashes During the Peak Hours
- Location or Clustering of Crashes
- Involvement with Pedestrians or Bicyclists

FAQs/Misconceptions

Should a traffic engineering specialist should be brought in to study the corridor?

No. The project team ***already includes traffic engineering experts*** with more than 200 years of combined expertise. As proven leaders widely respected throughout the industry, these team members are #23 in the Engineering News Record's Top 500 Firms (2018).

Why are detailed traffic analysis and computer simulations not being done?

Computer models ***are being used*** for the analysis of the entire corridor, including intersections (HCS7 and Synchro are 2 examples).

Why does the project not include the Spanish Wells/Wild Horse Road intersection nor consider the Cross Island Parkway?

The project ***does include*** the intersection of Spanish Wells/Wild Horse Road and includes data from the Cross Island Parkway

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FAQs/Misconceptions

Why is no one looking at the signage for the Cross Island Parkway entrance?

SCDOT identified concerns with signage at the Cross Island Parkway connection with US 278 early on and is reviewing that as a part of this project

Why was a direct connection to the Cross Island Parkway not considered?

6 alignments considered in the Preliminary Range of Alternatives were direct connections to the Cross Island Parkway. Those were eliminated because of the potential wetland impacts.

Why has local input not been solicited?

- A public meeting was held within 10 days of the project's notice to proceed to get early input from the public
- A 2nd public meeting was held last fall and revisions to the draft reasonable alternatives are being made to take into consideration the comments received
- HHI Gateway Committee recommendation were incorporated into the alternatives
- The team continues to meet with stakeholders, organizations, interested parties, and individual property owners to solicit input

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Next Steps


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Traffic Next Steps…

- Input from Public Meetings and Comments
- Refinement of Alternatives – operational and design modifications
- Incorporate Wayfinding
- Final design of “Recommended Preferred” alternative
- Begin refining roadway design to optimize traffic flow for the mainline as well as intersections

Project Next Steps…

- Refinement of alternatives
- Meeting with potentially impacted community members individually
- Continuation of traffic analysis
  - *Look at intersection improvements to maximize efficiency*
- Continuation of impacts analysis:
  - *Delineated Wetlands, Threatened & Endangered Species, Shellfish Harvesting Waters, Essential Fish Habitat, etc.*
  - *Noise impacts*
  - *Historical & Cultural Resources*
- Cost Analysis
- Public Hearing (Late 2020)
- Input from HHI Gateway Committee and the Town of Hilton Head

Contact

www.SCDOT278Corridor.com

info@SCDOT278Corridor.com

Facebook.com/SCDOT278Corridor

@SCDOT278Corridor

Craig Winn, PE, CFM
Project Manager
SCDOT

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US 278 Corridor Improvements Project Stakeholder Contact

Please sign-in below.

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Craig Winn	SCDOT	winnc@scdot.org	803-737-1376
Amy Livingston	4715 Shear Ave NCHS, SC 29405	livingstonal@cdm	864-992-1278
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Rikki Parker	2304 Schepel Ln. Beaufort, SC 29902	RikkiP@scccl.org	843-522-1800
FRANK BABEL	5 OYSTER CATCHER RD HHI, SC 29928	fjbabel@aol.com	843-363-6988
DAVID JOHNSON	33 OCEAN PT. SOUTH HHI, SC 29928	dcjnyc7@gmail.com	917-232-7093
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Mary Lou Franzoni	PO Box 2029 Bluffton, SC 29910	mfranzoni@palmettobreezetransit.com	843-757-5781
Hisham Abdelaziz	CDM Smith	Abdelazizhk@CDMSMITH.com	803.412.6728
Luana Graves Sellars	90 Gloucester Road 1304 Harbourmaster HHI SC 29928	LMGSellars@gmail.com	9547705836
Neil Turner	43 Jenkins Island Rd Hilton Head Island, SC	n.turner@me.com	843-540-4403
Scott Marshall	20 Bridge St. Bluffton SC 29910	SMarshall@townofbluffton.com	843-706-4523

displacing residents is a concern

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Bluffton

Hilton Head Island

Mackay Creek

Skull Creek

FORDING ISLAND

BIG OAK

BLUE HERON POINT

JENKINS

WILLIAM HILTON

SQUIRE POPE

WILD HORSE

GUM TREE

SQUIRESGATE

KINGS

OLD WILD HORSE

WILD HORSE

SPANISH WELLS

SOL BLATT JR

MARSHLAND

MARSHLAND

278

278

Legend

- The US 278 Corridor
- Streets
- Schools
- Pinckney Island
- Municipal and State Parks/Museums

Historic Neighborhoods

- Baygall
- Big Hill
- Big Stoney
- Chaplin
- Gardner
- Grassland
- Jarvis
- Jonesville
- Little Stoney
- Marshland
- Mitchellville
- Old House Creek
- Spanish Wells
- Squire Pope

N

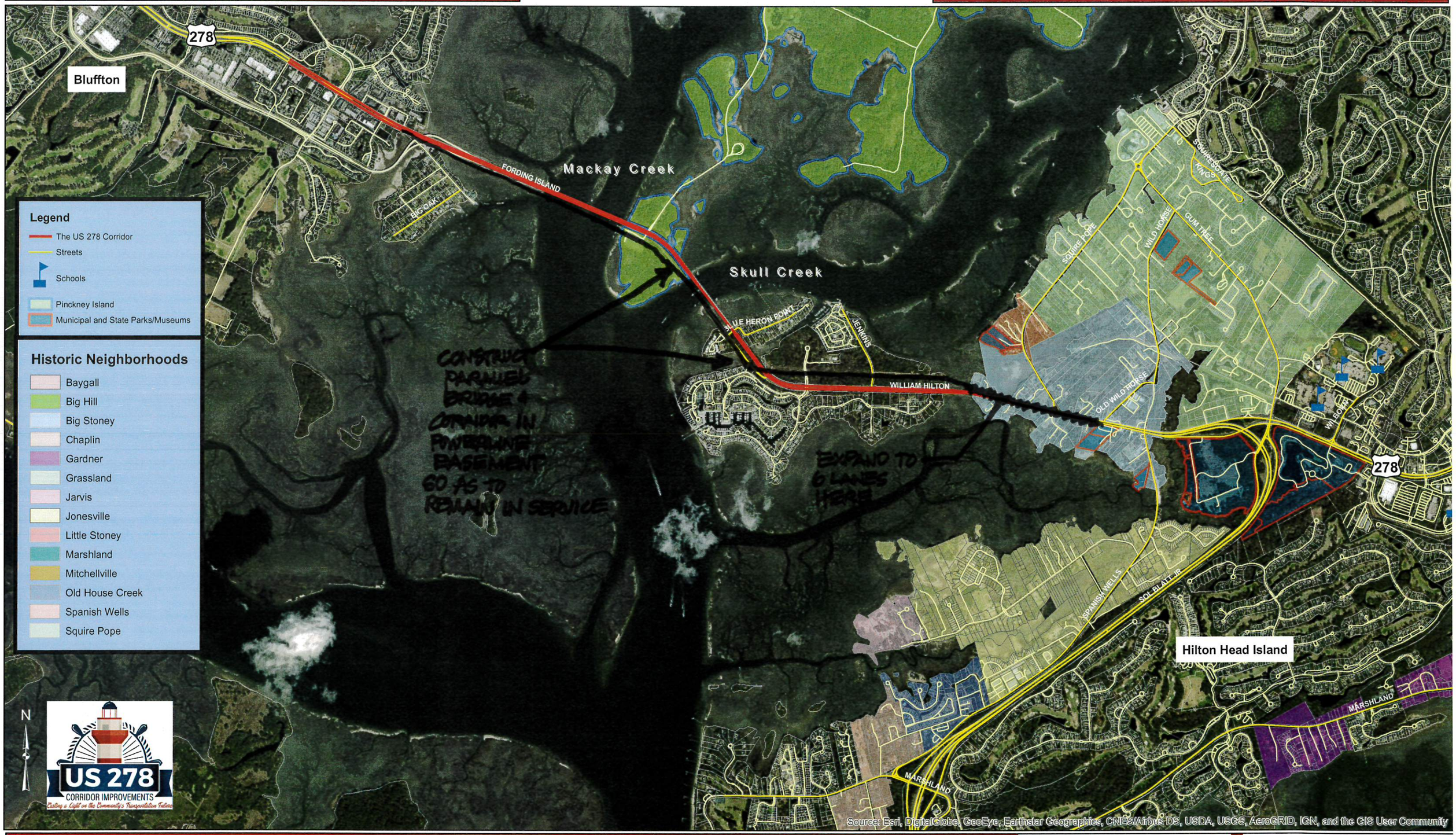
US 278 CORRIDOR IMPROVEMENTS
Casting a Light on the Community's Transportation Future

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

U.S. Department of Transportation
Federal Highway Administration

SCDOT

US 278 CORRIDOR IMPROVEMENTS



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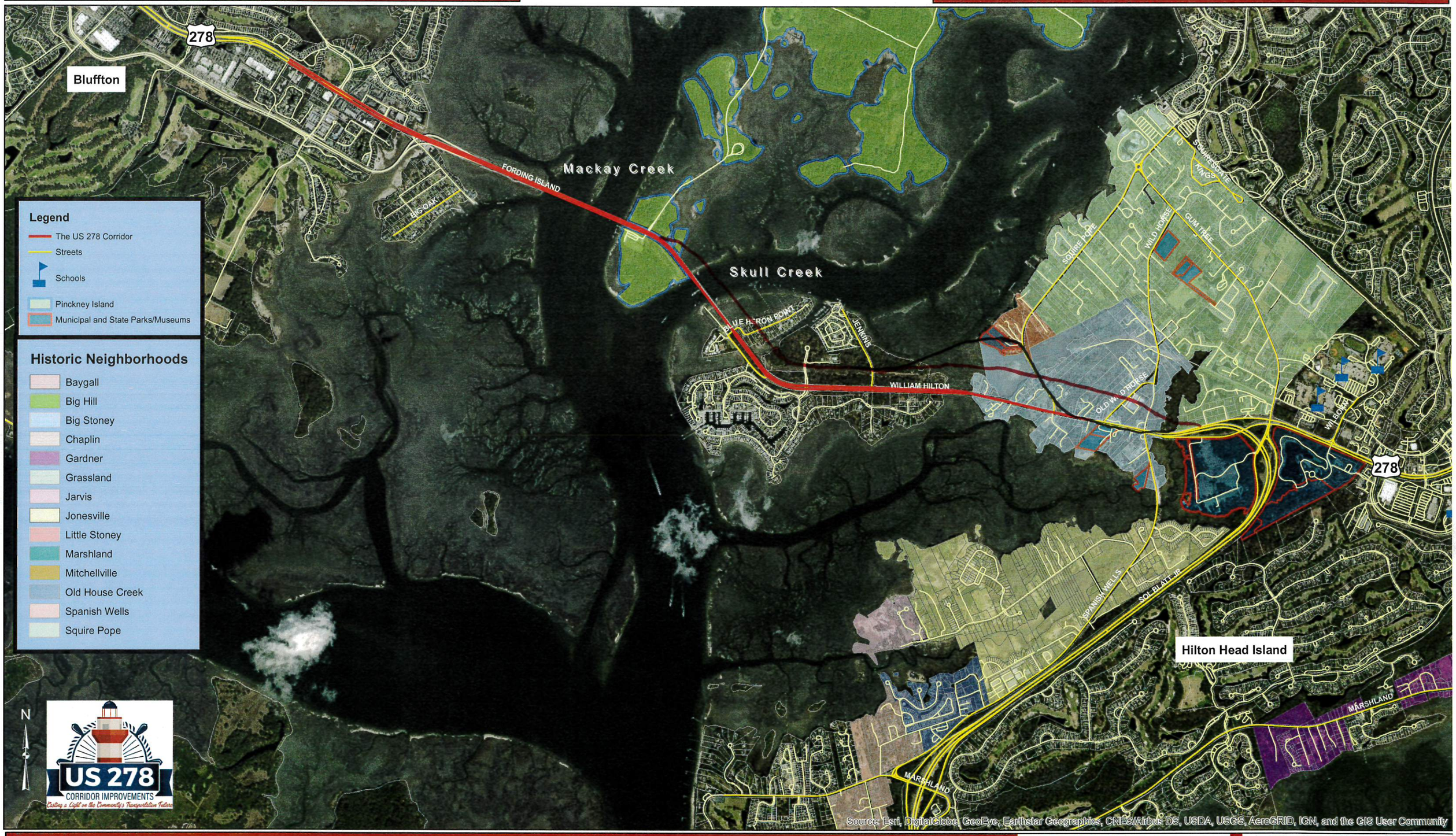

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CREWS

1. CREATE "UNDER BRIDGE" PASSAGE (ADJACENT TO SKULL CREEK) TO ELIMINATE LEFT TURNS TO AND FROM PINCKNEY ISLAND.

GRADE SEPARATED

2. ADD NEW BRIDGE(S) TO SOUTH OF EXIST. BRIDGES OVER SKULL CREEK; IMPROVE ENHANCE UNDER BRIDGE CROSS UNDER ON HOG ISLAND

GRADE SEPERATED

3. DEVELOP NEW ROAD LANES/MEDIAN INCORPORATING R.O.W. BTWN POWER LINES & 278 (ON NORTH SIDE OF 278).

4. REPLACE CAUSEWAY W/ ELEVATED ROAD (BRIDGES) BETWEEN JENKINS IS. & HILTON HEAD IS.