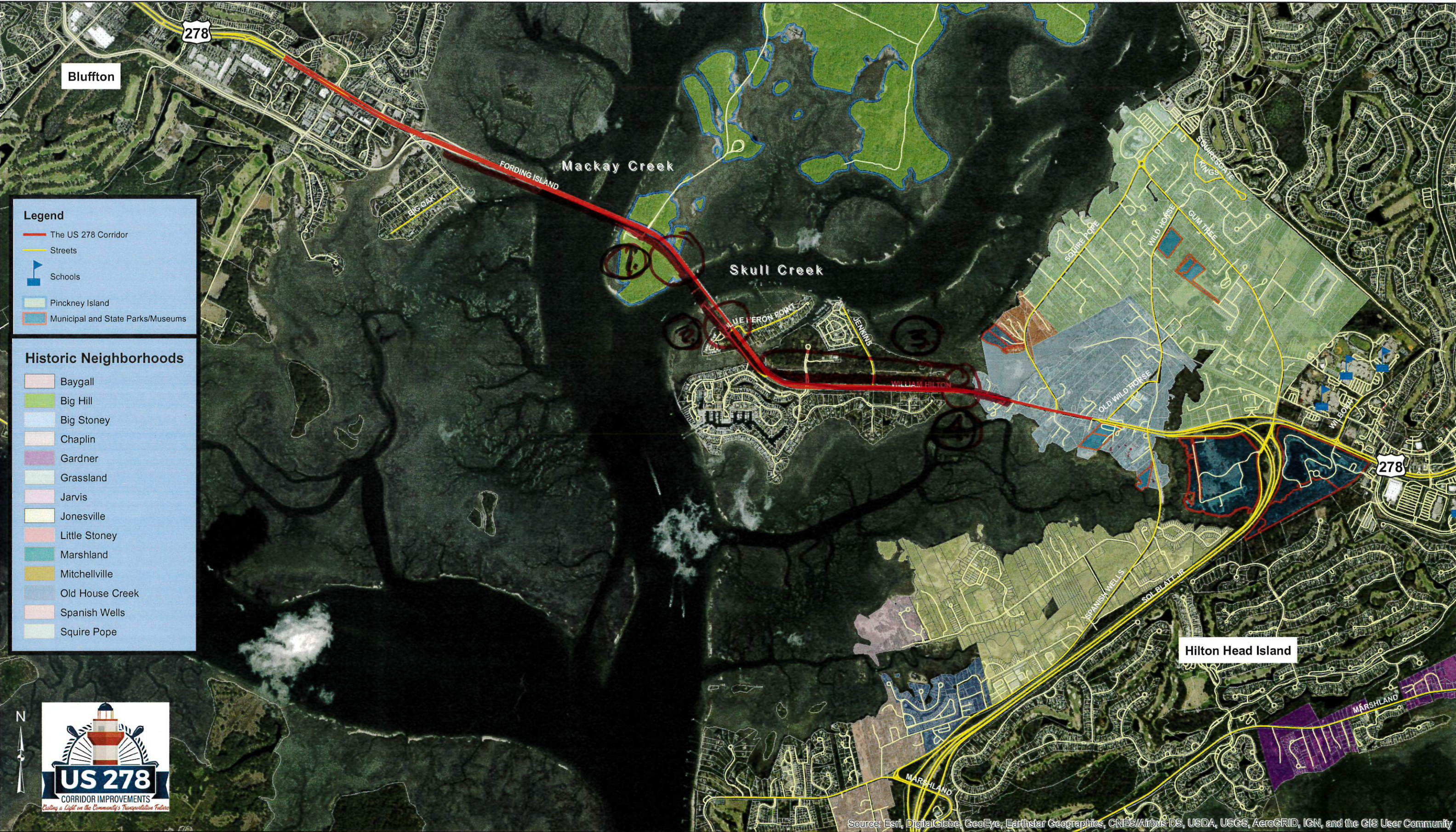


US 278 CORRIDOR IMPROVEMENTS  
*CREWS*





SEPARATE NEW BRIDGES.

# US 278 CORRIDOR IMPROVEMENTS

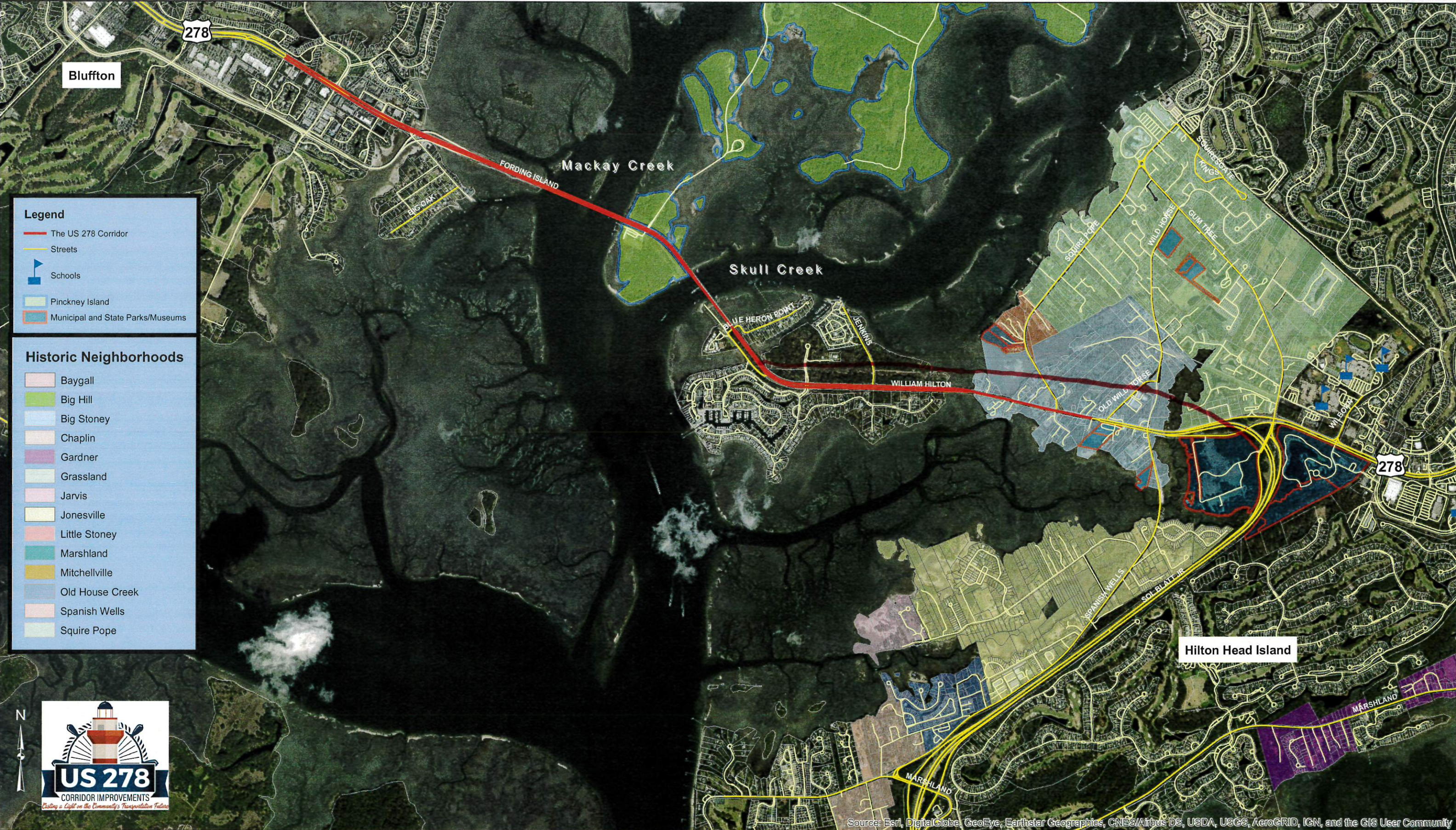
USE<sup>TH</sup> LEFT OVER<sup>TH</sup> BRIDGE FOR  
BIKES, FISHING.



CAUSEWAY MITIGATION — RAISE ROADWAY.

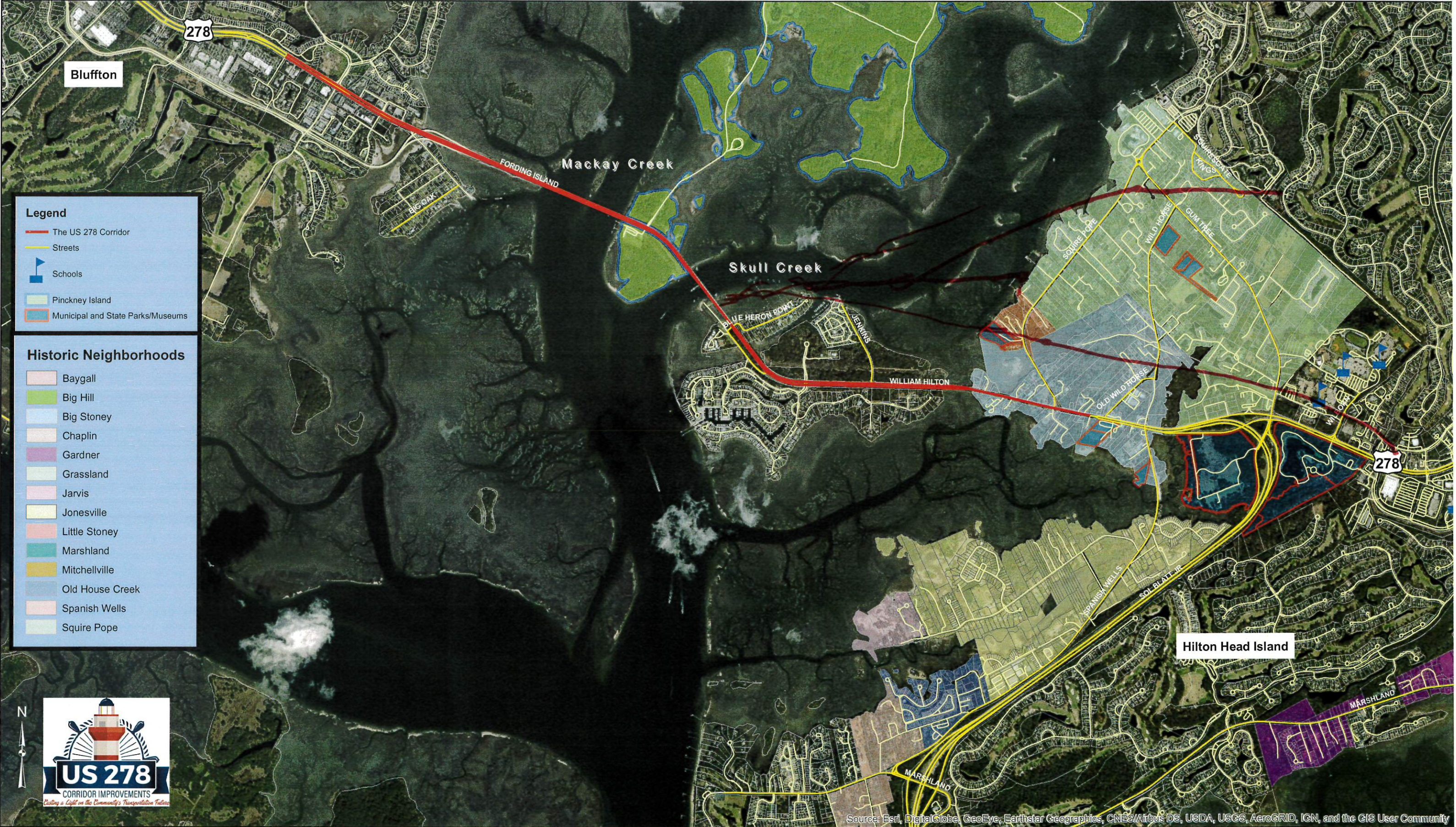


# US 278 CORRIDOR IMPROVEMENTS

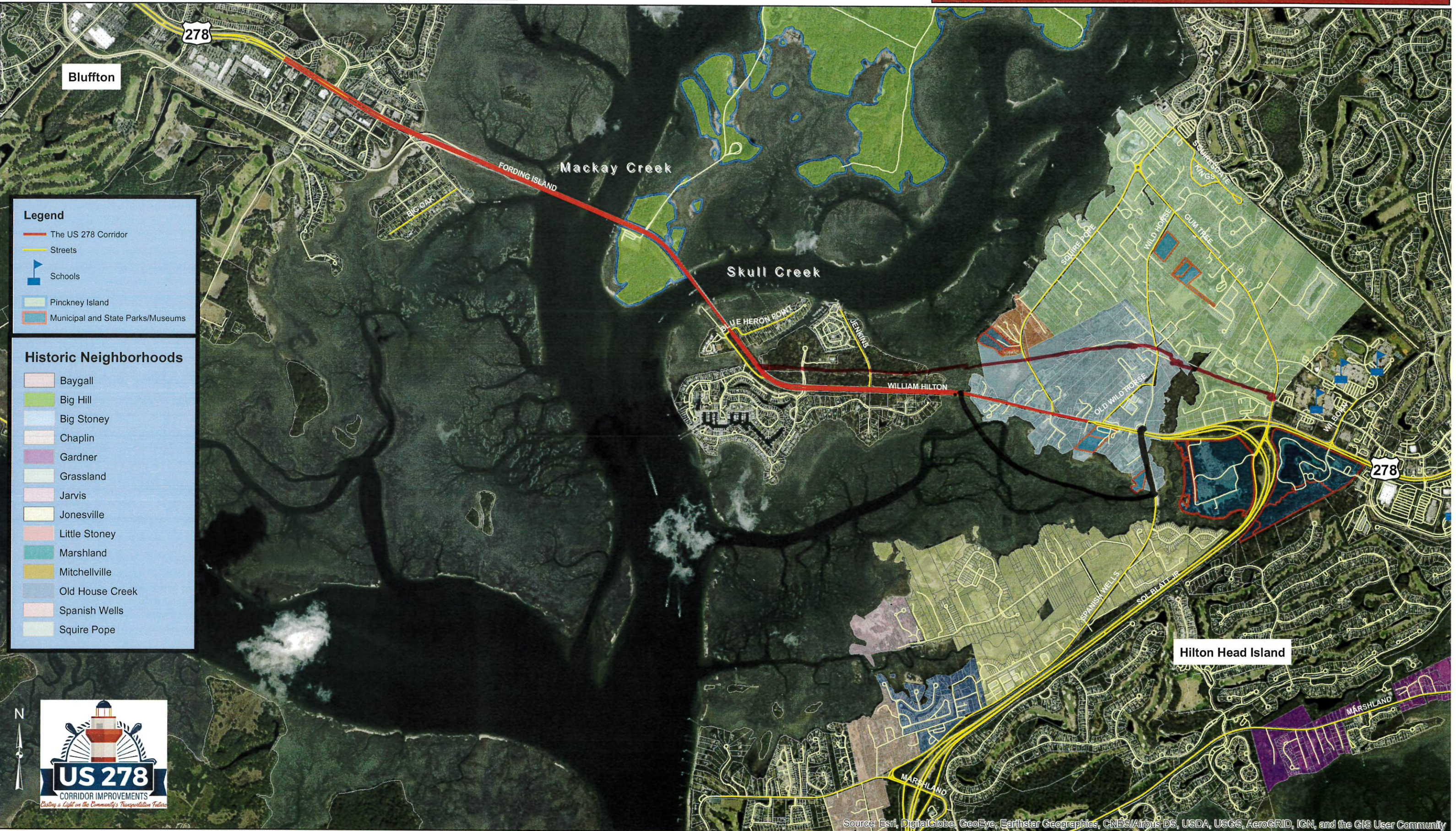




US 278 CORRIDOR IMPROVEMENTS









US 278 CORRIDOR IMPROVEMENTS







## June 2019 Stakeholders Group Meeting

*Stakeholder Meeting 2*

### Event Information

**Date:** Tuesday, June 25

**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, Luana Graves-Sellars, Charles Cousins, Rob McFee, Julie Eriksson, Margo Merchant, Meredith Burns, Neil Turner, David Johnson, Mary Lou Franzoni

**Project Team Attendees:** Craig Winn, David Kelly, Jenny Humphreys, Ariel Weyandt, Amy Livingston, Phil Leazer, Geni Theriot, Russell Chandler, Megan Groves, Eric Burgess

### Meeting Notes

Presentation was given by SCDOT Project Manager, Craig Winn. The following were questions from the discussing during and after the presentation.

Presentation from Craig

- 17 conceptual alternatives have been developed
- Input from stakeholders helped develop multiple alts in the 17
- Planning to show these concepts and the reasonable alternatives at the Public Info Meeting in Fall 2020

Current tasks completed or in progress:

- T&E surveys in progress
- Wetland surveys in progress
- GIS review near completion
- Geotech surveys near completion (?)

Purpose and Need



- Address structural deficiencies of the EB Mackay Creek bridge, increase capacity, reduce congestion

#### "Spaghetti Map" overview

- Some alts include a brand new 6-lane facility with all new bridges
- Some alts would create a new access on/off Hilton Head Island
- Multiple alts utilizing the existing utility corridor

#### Importance of Community Impact Survey

- Intended to help the team better understand how the project would impact individuals and their community.
  - Stakeholders were asked to please share this survey with family, friends, neighbors, and those groups the stakeholders represent
- 
- Rob McFee- in terms of greater outreach, you mentioned putting inserts in the PSD bills, have you considered putting inserts in the Beaufort-Jasper bills?
    - Yes. We will be looking into this as well. Please provide any contact information you have.
  - David Johnson - what evaluation criteria do you use to get to the reasonable alternatives? Will the public be able to see the results of the evaluation criteria used to get to reasonable alternatives?
    - Yes. This information will be included at the PIM in Fall 2019
    - Went back through the list of criteria on the screen in the graphic
  - Neil Turner- what changes the scope and the study area? Can you stop at or before the Stoney community? If the project termini can get longer, could it also be shorter? Could reducing the size of the corridor reduce impacts to the Stoney Community and other resources?
    - In theory yes. However, we must have a logical point to start and stop the project.
    - Since traffic studies were required all the way to Spanish Wells Road and there are additional lanes and other improvements beyond Spanish Wells Road, this point became the new logical termini.
    - Making the project area any smaller would result in no logical termini for the corridor improvements.
    - If the funding from Beaufort County/Hilton Head then the bridge could be replaced and the termini could then be shortened up.
  - Rikki Parker- when do you determine whether an EIS is necessary? Is it determined after a preferred alternative has been identified?
    - Right now it appears that an EA is an appropriate level of documentation.
    - It will likely be determined at the reasonable alternatives level looking at those impacts as this is likely when significant impacts may be identified. However, this change can occur at any stage of the project development process. If elevated, the EA process will be abandoned and the EIS process will begin. Since this project is following the 6002 guidelines, it would be a more streamlined transition into an EIS, if required.



- The project is following the “6002” process which would allow a relatively smooth transition from an EA to an EIS.
- Neil Turner- (in reference to the alternatives map), for the cutouts that widen- are they turnaround points?
  - This was referring to potential ramps or overpasses as the graphic shows the potential footprint
- Charles Cousins- (in reference to traffic numbers), are the numbers actual observed counts, or counters?
  - Moved ahead to the next slide where this was shown. The numbers included both.
- Neil Turner- why is No Build included- why include just replacing the bridge?
  - Explained the basis of the project and the standard process for including a No Build in the NEPA process.
- Charles Cousins- (in reference to traffic numbers), is 56,300 the average annual? How did you arrive at traffic growth rates?
  - Yes. Mentioned that we would very soon get to the derivation of the traffic growth rates in upcoming slides.
- Neil Turner- we have 7-9 reasonable alternatives? Are there any alternatives we can cross off?
  - At this time, we do not. All reasonable alternatives will be brought to the public for comment, that, together with additional analysis, will help eliminate additional alternatives.
- Rikki Parker- are there any transit alternatives? Were they assessed independently? And is it possible to partner transit with some of the alternatives? It would make sense when calculating traffic counts to include mass transit numbers in the counts.
  - Yes, mass transit is a consideration.
  - Explained the nature of the transit alternatives and process by which they might be included with other build alternatives.
  - Based on the early analysis it doesn't appear that mass transit as a standalone alternative would meet the P&N of the project. Current programs may represent up to 3-5% of users of the existing facility.
  - Additional transit options would not reduce congestion enough or reduce enough users on the facility to increase capacity.
  - Mass transit will continue to be evaluated and could be included as a component of a preferred alternative.
  - Park-And-Ride facilities, reversible lanes, and bike & ped facilities are also being evaluated. Could become a component of a preferred alternative.
- David Johnson- do HOV lanes factor into the alternatives? Throughout conversations with the town and stakeholders, HOV lanes will continue to be brought up.
  - Have not looked specifically at managed lanes (specifically toll) in this project but had been looking at reversible lane options. Another member brought up the difficulty of enforcement with HOV lanes.
  - Charles Cousins- there must be an incentive to use HOV lanes



- Rob McFee- like tolls, traffic is organic and there is limited engineering that can be done for bad drivers. "Transit is attractive for everyone else but me". HOVs are hard to enforce. Cameras are tricky
- Rikki Parker- are there projections for LOS for a third lane?
  - That is something that is being analyzed now. Traffic studies will include evaluation of a range of lane numbers, intersection improvements, and how the two would work together.
- Rob McFee- We would need to look specifically at intersections- Pinckney Island did a study looking at alternatives that went under the span of the bridge
- David Johnson- can your model show what numbers would be like just replacing the bridges, keeping the roads the same but redoing all the intersections. Will the model come up with that?
  - Charles Cousins- (in relation to David's question), what do you mean by fixing the intersections?
  - David Johnson- Decreasing the hot spots in the corridor. At least show that solution and what it would do.
    - Discussion that the model could in fact look at intersections, however, did not want to give the impression that the result would just be intersection improvements. Additional discussion by Charles Cousins that the Town and County had done extensive work in this area, and the low hanging fruit had likely already been done.
  - Rob McFee- US 278 corridor is the first adaptive light system in the state. We need to articulate that it has been looked at
  - Charles Cousins- what can we do at the Squire Pope intersection? Can it be grade separated?
  - Neil Turner- will the light at Squire Pope be replaced now that the project has extended?
    - Every intersection in the corridor will be evaluated individually for an appropriate solution to reduce congestion.
    - All intersections where lights or signals currently exist demonstrate that a signal is warranted. It would be unlikely for an intersection to lose signalization.
  - Rob McFee- (to Charles Cousins)- what would the Town of Hilton Head think about a circle at Squire Pope?
    - Charles Cousins- The issue is the traffic volumes and it would require more land to build
    - Every intersection in the corridor will be evaluated individually for an appropriate solution to reduce congestion.
  - Charles Cousins- (referring to the hot spot map)- usually Jenkins Island is considered the safety issue- do you have any thoughts as to why these other areas are showing up more?
  - Neil Turner- do the crashes in the hotspot map cover a 5-year span? What about including acceleration and deceleration lanes? How does adding more intersections affect the scope?
    - Every intersection in the corridor will be evaluated individually for an appropriate solution to reduce congestion.
    - Data shows more crashes at Moss Creek and Squire Pope Rd / Spanish Wells Rd than any other areas in the corridor.
      - "Bottle-neck" effect at these two points where facility narrows.
      - Part of the reason increasing capacity is part of the P&N



- Rob McFee- the Jenkins Island intersection project will reduce the number of intersections in the corridor
- How does the Jenkins Island improvements project affect this project?
  - This project will tie into the improvements made at Jenkins Island for alternatives that stay close to the existing corridor alignment.
  - For alts that go off alignment, there would be no changes to the Jenkins Island project.
- David Johnson- you also see hotspots in areas of merging lanes
- Charles Cousins- thinking about Sea Pines traffic circle, there isn't as much volume. The higher volume of vehicles, the higher the challenge of creating a good traffic circle
- Rob McFee- relieving traffic is not going to take just one thing, it will be a multi-faceted solution
- Neil Turner- can you do a traffic circle on Jenkins Island?
- Rob McFee (in relation to Neil's question)- the issues are the geometry of the intersection, driver expectation, enforcement, driver behavior
- Neil Turner- what have the results from the Bluffton traffic circles been like in terms of safety and crash severity reduction?
- Rob McFee- (in response to Neil's question)- we have studies on circles. What they tell us is that crashes are reduced slightly, but the severity of the crash changes. You see a lot more sideswipes and property damage related accidents as opposed to head on collisions that you may typically see at light intersections
- Neil Turner- you wouldn't need to elevate land with a traffic circle
- Rob McFee- we need to manage expectations. Traffic circles expect more of the driver than lights do. Circles you need to know how to yield and which lane goes where, whereas for lights it's easy to see that it's red and that the driver needs to stop. You have lesser damages with traffic circles.
- Rikki Parker- has sea level rise been looked at with this project?
  - Rob McFee- when we completed Bluffton Parkway Part 5, we ended up raising the causeway 3 inches.



Name	Organization	Email
David Key	SCDOT	vallydp@scdot.org
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Megan Groves	SCDOT	grovesme@scdot.org
Eric Burgess	KCI	ERIC.BURGESS@kci.com
Craig Wynn	SCDOT	wynnel@scdot.org



# US 278 Corridor Improvements

Stakeholder Meeting 2  
June 25, 2019





# Meet the Team



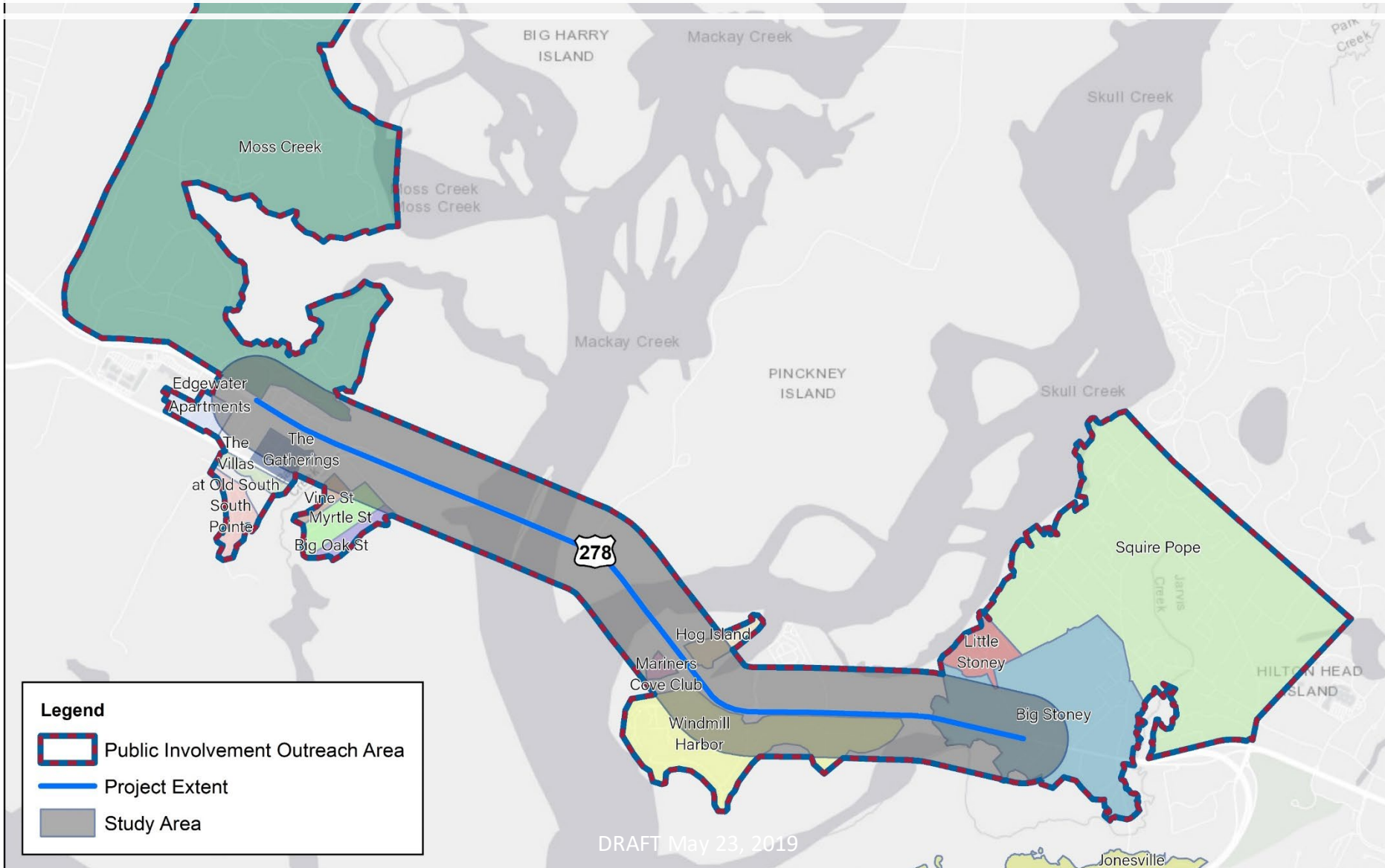
**Craig Winn, PE, CFM**  
**SCDOT Project Manager**



**Megan Groves, EIT**  
**SCDOT Assistant Project Manager**



# Project Scope & Needs





# THE DEVELOPMENT PROCESS FOR HIGHWAYS

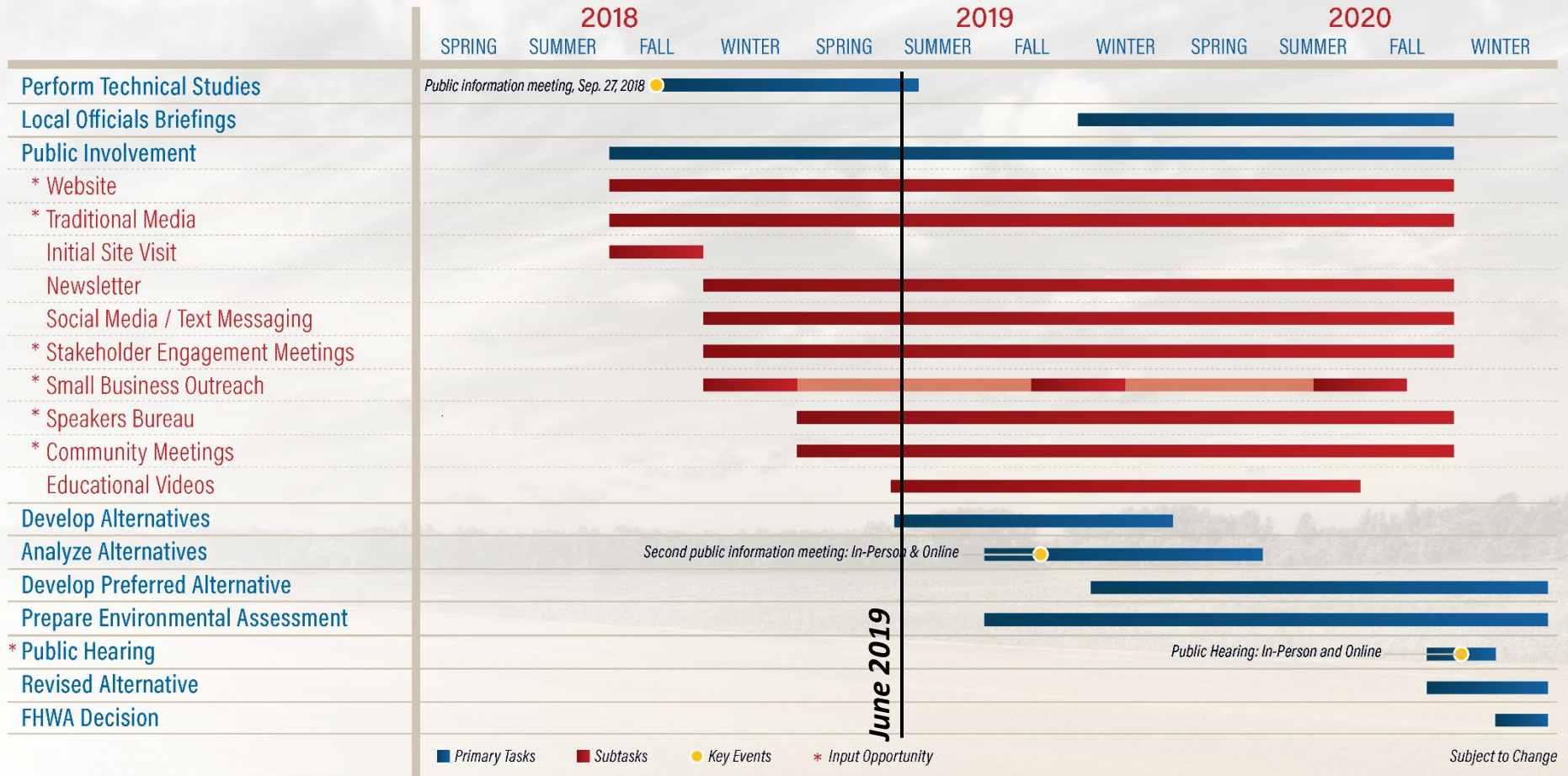
This graphic demonstrates the general project development process for planning and building highways.



\*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.



# ANTICIPATED NEPA SCHEDULE





# Tasks: Environmental

## Completed

- ✓ Developed an environmental base map to identify significant human & natural features
- ✓ Identified wetlands using aerial photography, topographic maps, soil surveys, LIDAR, NWI mapping, & Remote Sensing Data
- ✓ Completed ambient noise measurements for the upcoming noise analysis
- ✓ Presented the project to state & federal agencies for input
- ✓ Met with Pinckney Island National Wildlife Refuge





# Tasks: Environmental

## A Look Ahead

- Noise analysis
- Following the alternatives analyses, wetland/stream field work will begin
- Based on specific survey windows for threatened & endangered (T&E) species, will complete field work Spring 2019





# Tasks: Engineering

## Completed

- ✓ Survey work in the field
- ✓ Existing Bridge Inspections & Assessments
  - ✓ *Including seismic assessments on Mackay Creek*
- ✓ Land & Water-based Geotechnical Exploration for the Bridge Design needs
- ✓ Traffic: Traffic Counts & Analysis of Existing Traffic Conditions; Crash Studies; Origin-Destination Studies
- ✓ Developed range of alternatives





# Tasks: Engineering

## A Look Ahead

- Preliminary Stormwater exploration – May/June 2019
  - *Identifying pipe inlets & outlets with elevation data*
- Survey crews complete - June 2019
- Perform traffic analysis on proposed conditions
- Identify Reasonable Alternatives (Present to public Fall 2019)





# 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**



# Alternatives Development

## Public Meeting

### Preliminary Range of Alternatives

- No-Build
- Existing US 278
- New Alignment
- TSM/TDM\*
- Mass Transit\*

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

## Evaluation Criteria

- GIS Wetlands
- Protected Lands
- Right-of-way
- Neighborhoods

## Proposed Alternatives Eliminated

## Public Meeting

### Proposed Reasonable Alternatives

## Evaluation Criteria

- Purpose & Need
- Delineated Wetlands
- Structures
- Environmental Justice
- T&E Species
- Cultural Resources
- Noise
- Hazardous Materials
- Utilities
- Costs
- Traffic

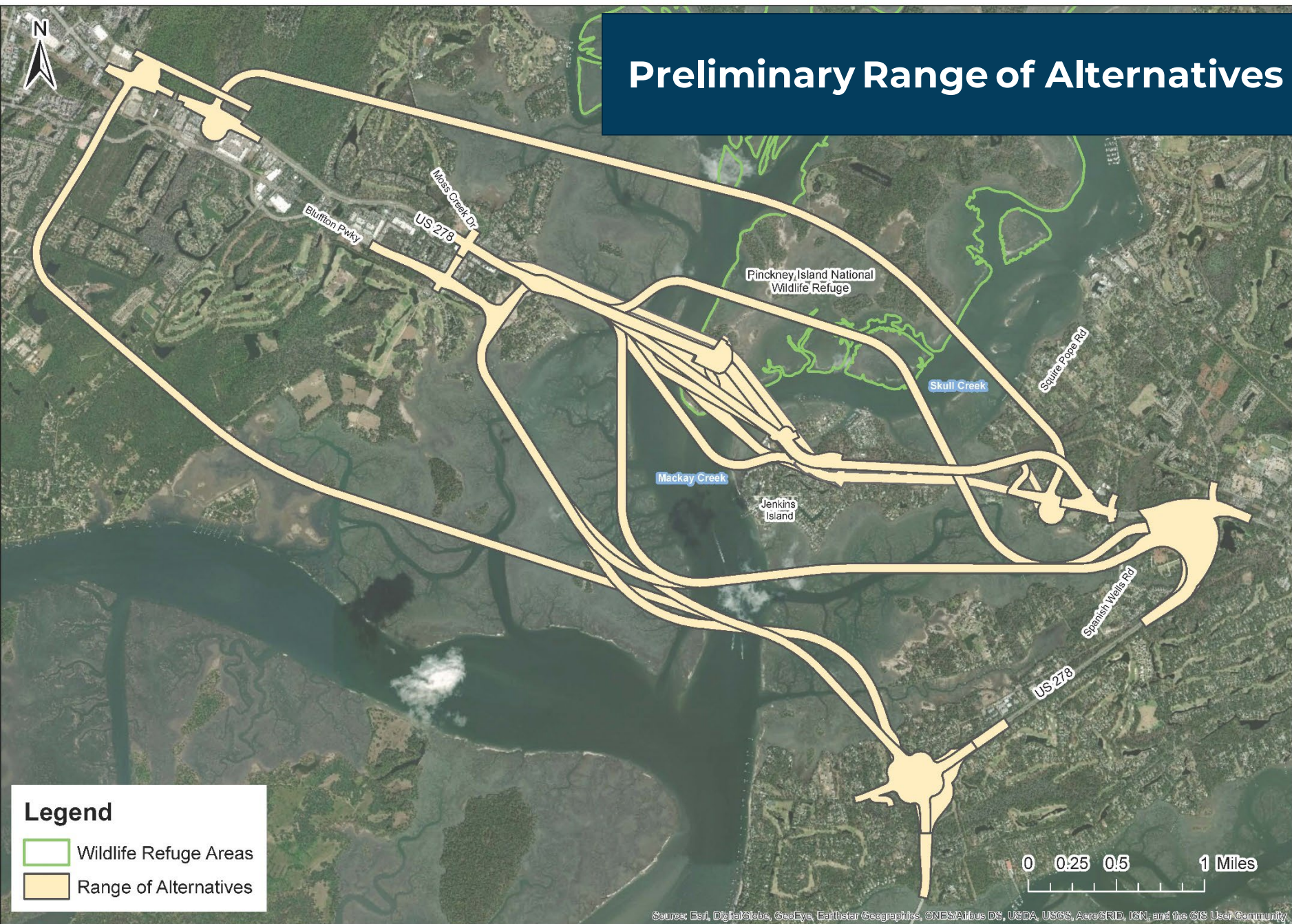
## Public Hearing

### Proposed Preferred Alternative





# Preliminary Range of Alternatives





# Community Impact Survey

- **Informs the Community Impact Assessment**
  - *Evaluates several issues of importance for each neighborhood to help better understand potential impacts from the project*
- **Need YOUR help in pushing this survey:**  
**[scdot278corridor.com](http://scdot278corridor.com)**



DRAFT May 23, 2019





# Traffic Analysis Work Flow

## Environmental Analysis & Development of Alternatives

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

## Final Design of the Recommended Preferred Alternative

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





# Environmental Analysis & Development of Alternatives: STEP 1

## Purpose & Need Statement

- ***Existing Conditions***
  - Traffic Count Program
  - Safety Analysis
- ***Forecast Conditions - “No Build”***
  - Regional Travel Demand Model
  - Land Use Data
  - SYNCHRO Level Traffic Modeling





# 2017 Average Annual Daily Traffic SCDOT Traffic Count Stations





# Bluffton

## Daily Traffic Counts by Station (2018)

45,780

62,308

56,300

58,946

### Legend

SCDOT SITE 0035- 2017 ADT

5/30/18 Counts

Intersection Control



Pinckney  
Wildlife Refuge

HHI





# 2018 Existing Weekday Peak-Hour Traffic

## Bluffton

## Pinckney Wildlife Refuge

# HHI

### Volumes

XX AM Peak (7:30-8:30)  
(XX) PM Peak (16:30-17:30)



Intersection Control

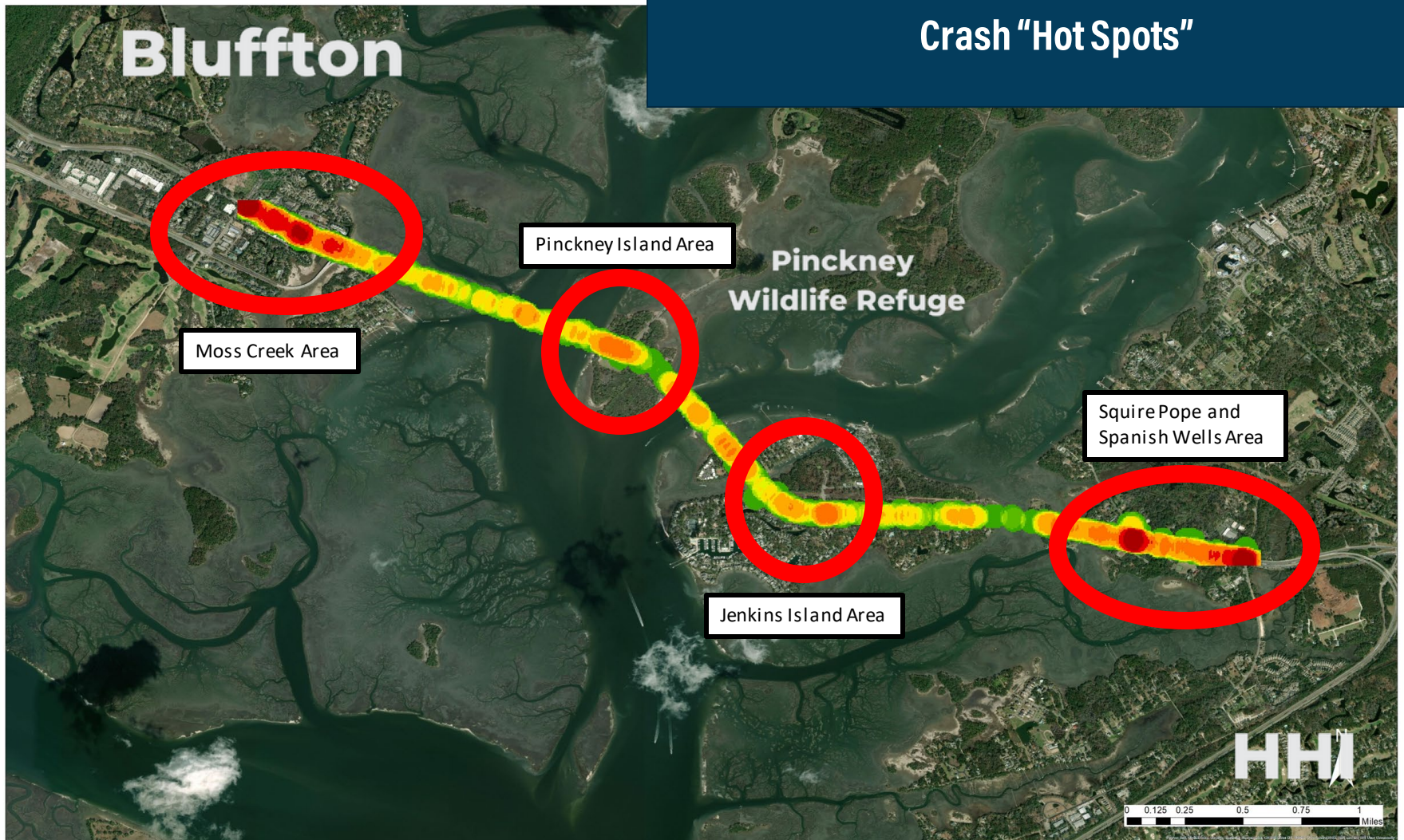


Source: CDM Smith Intersection Counts- August, 2018



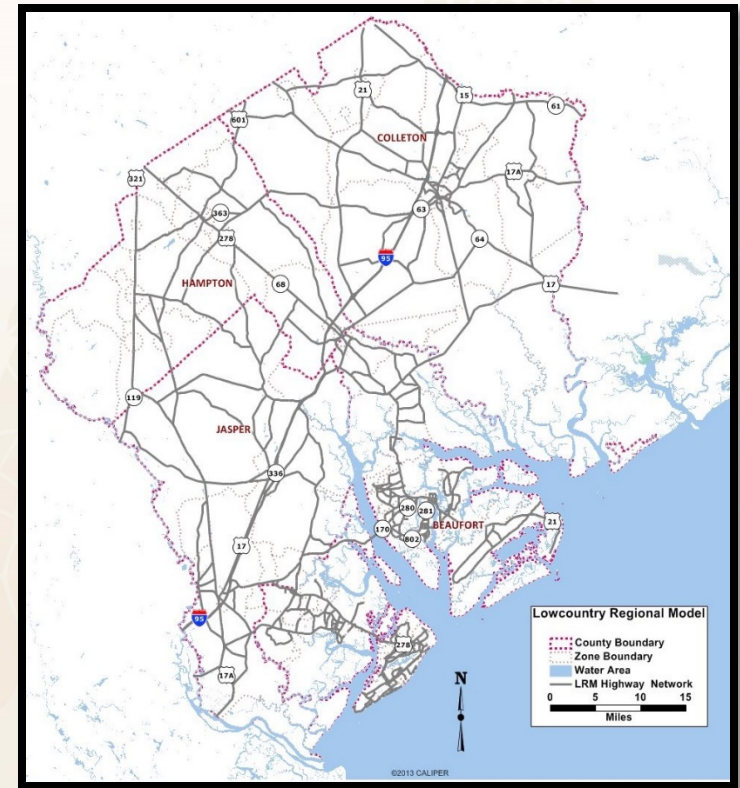
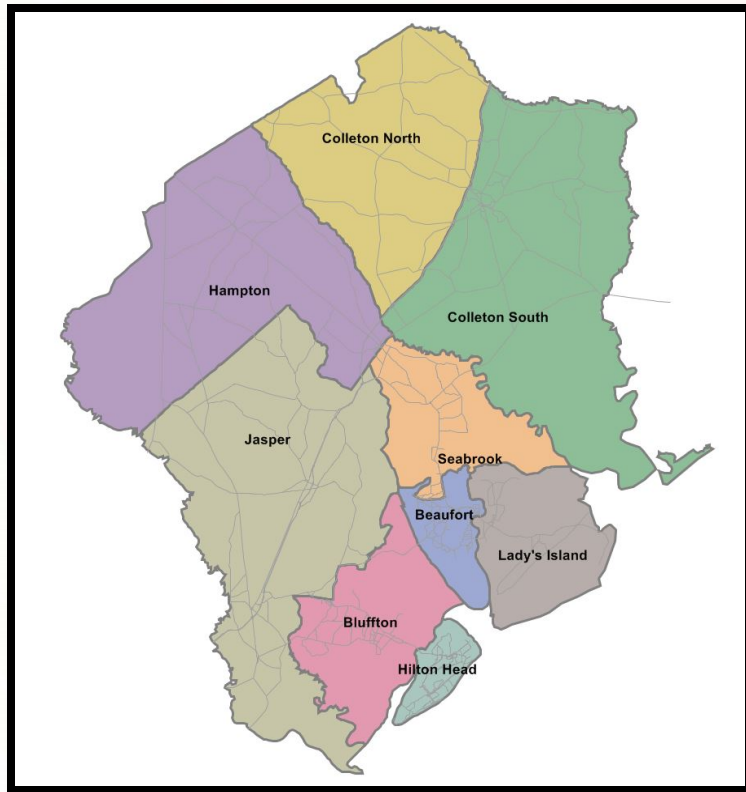
# Bluffton

## Crash "Hot Spots"





# Lowcountry Area Transportation Study (LATS) Model





# Environmental Analysis and Development of Alternatives: STEP 2

## Development & Evaluations of Alternatives

- *Traffic Growth Rates*
- *Design Hour Volumes*
- *Mainline Capacity Needs*
- *Performance of Alternatives*



# Design Hour Volume Development

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





# Development of Growth Rates

	2010 AADT (Observed)	2010 AADT (Modeled)	2017 AADT (Observed)	2040 AADT (Baseline Model)	2040 AADT (Adjusted Model)	Resulting Annual Growth Rate
US 278	49,600	48,318	56,300	53,864	65,621	1.19%

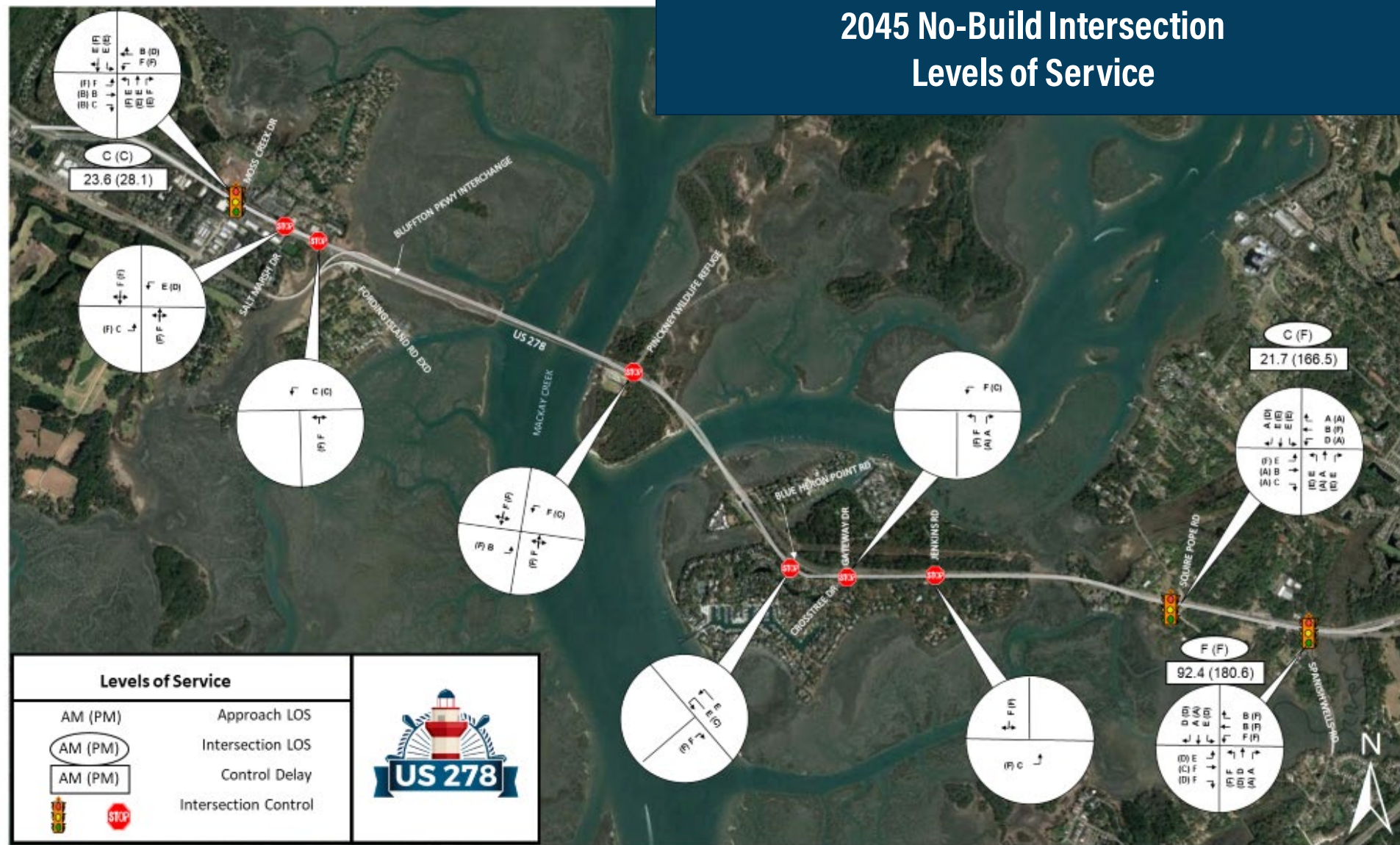
Comes from  
SCDOT  
Count  
Station **183**

Comes  
directly from  
Model

$$\text{Growth Rate} = \frac{\frac{65,621}{48,318} - 1}{(2040 - 2010)}$$



# 2045 No-Build Intersection Levels of Service





# Traffic Next Steps...

## Final Design of the Recommended Preferred Alternative

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





# Public Involvement: June Update



## Public Involvement Plan





# Public Involvement: *Upcoming*



**Stakeholder  
Meeting**  
*September 19, 2019*



**Public Information  
Meeting/ Virtual Public  
Information Meeting**  
*September 19, 2019 (tent.)*



# Contact



[www.SCDOT278Corridor.com](http://www.SCDOT278Corridor.com)



[info@SCDOT278Corridor.com](mailto:info@SCDOT278Corridor.com)



[Facebook.com/SCDOT278Corridor](https://Facebook.com/SCDOT278Corridor)



[@SCDOT278Corridor](https://twitter.com/SCDOT278Corridor)



**Craig Winn, PE, CFM**  
*Project Manager*  
**SCDOT**





## September 2019 Stakeholders Group Meeting Summary

### *Stakeholder Meeting 3 Summary*

#### Event Information

**Date:** Thursday, September 19, 2019

**Time:** 10:00 AM to 11:00 AM

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

**Facility POC:** Robin Swift, Vice President of Marketing and Development  
[rswift@coastaldiscovery.org](mailto:rswift@coastaldiscovery.org)

#### Attendees

Organization	Person	Role
SCDOT	Craig Winn	Presenter
SCDOT	Megan Groves	
FHWA	Shane Belcher	
KCI	Eric Burgess	
KCI	Phil Leazer	Note taking / Photo taking
CDM Smith	Jenny Humphreys	
CDM Smith	Amy Livingston	Facilitator
CDM Smith	Hisham Abdelaziz	
3 Oaks	Heather Robbins	Support for Alternatives Analysis process presentation
(Bike Advocate)	Frank Babel	Stakeholder
HHI Gateway Committee	David Johnson	Stakeholder
Beaufort County	Rob McFee	Stakeholder
The Crazy Crab	Courtney Kenneweg	Stakeholder
Town of Bluffton	Scott Marshall	Stakeholder
Native Island Business NIBCAA	Eric Turpin	Stakeholder
Home Builders Association	Dave Gaal	Stakeholder
Windmill Harbour	Mike Garrigan	Stakeholder
Hilton Head Harbor/Buckingham Neighborhood	Neil Turner	Stakeholder



Palmetto Breeze	Mary Lou Franzoni	Stakeholder
Mariners Cove	Julie Middle Raiff	Stakeholder
Moss Creek	John Miller	Stakeholder
Town of Hilton Head	Charles Cousins	Stakeholder
Native Island Leadership	Luana Graves Sellars	Stakeholder
Homeowner (NI community)	DeJuan Holmes	Stakeholder

## Meeting Goals

Present to the stakeholders:

- An update on where we are in the process
- An invitation to attend the public information meeting early
- An early look at the room layout, what will be presented at the PIM, and the VPIM
- The results of the alternatives analysis process (each reasonable alternative to date)
- The stakeholder's role going forward

## Agenda

- Team Introductions
- Presentation – Craig Winn
  - Review of the Project Schedule
  - PIM Layout
  - Preview VPIM
  - Explanation of the Alternatives Analysis Process and review of each reasonable alternative
  - Role of the stakeholders moving forward

## Questions

- How will construction be phased? At this time, we do not fully know. This will be determined based on the ultimate selected alternative and also working in concert with the contractor. However, it will be a requirement to have two lanes of traffic open at all times.
- What are the estimated costs associated with this project and when do you take those into consideration? During the next phase of the analysis process, one of the evaluation criteria is cost.
- What's the evaluation of the useful life of the remaining bridges? This is completed every 2 years.
- Are these "grade separated" and have you looked at lane widths to help control speed? Yes. They are grade separated here. We have not yet looked at lane widths. We will begin doing that as we further refine these alternatives.
- Are you considering reversible lanes? Yes. This will continue to be explored.
- How are you taking into consideration Jenkins Island? Will these improvements be compatible with the Windmill Harbor/Jenkins Island improvements? We are assuming those improvements in our designs. There are a few of these alternatives where some elements may need to be removed. This would be fleshed out in the next phase, especially when analyzing traffic.



- Will the public have another opportunity to comment on the “recommended preferred” alternative? Yes. There will be another comment period when the recommended preferred is presented. It could still be refined after it is presented.
- When does ROW acquisition begin? After public hearing, early to mid-2021



# US 278 Corridor Improvements

Stakeholder Meeting 3  
September 19, 2019





# THE DEVELOPMENT PROCESS FOR HIGHWAYS

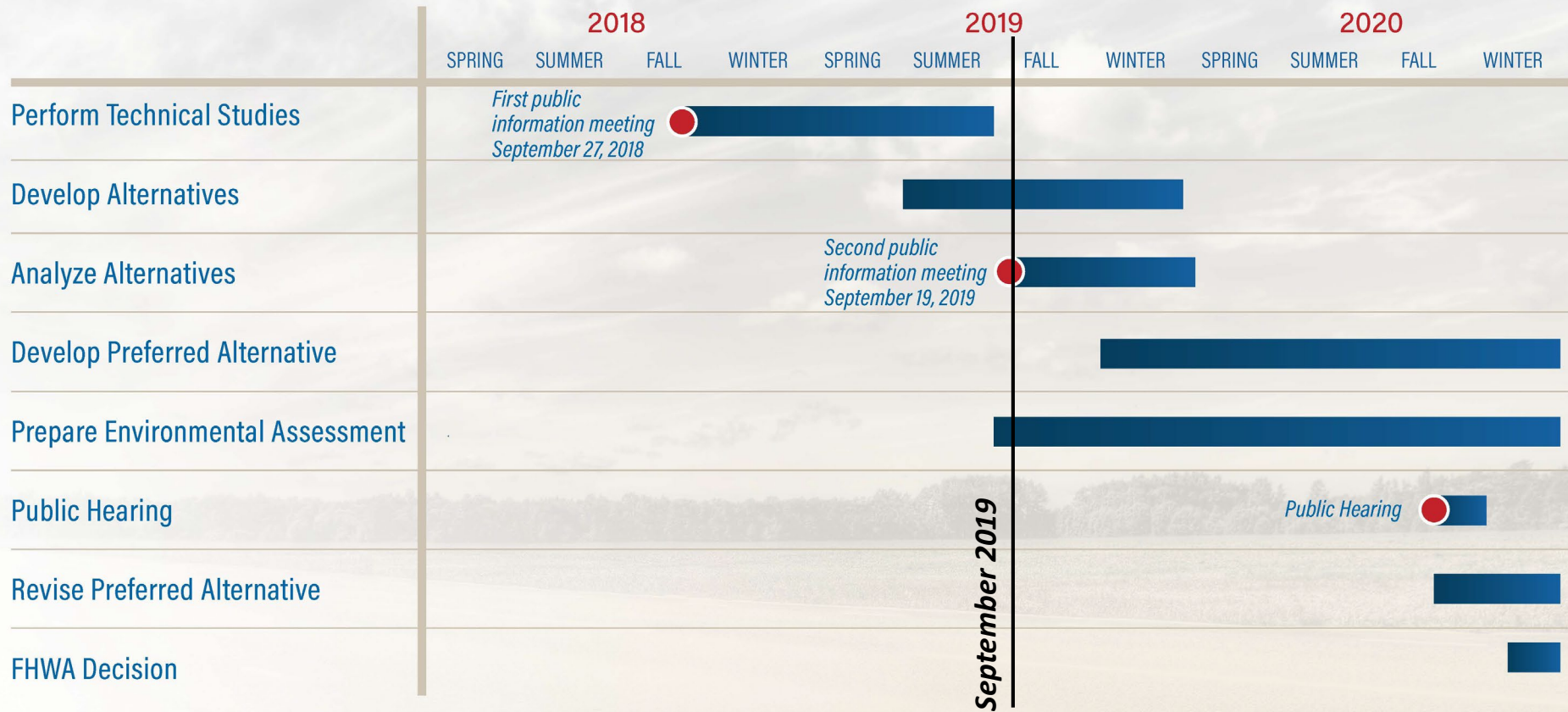
This graphic demonstrates the general project development process for planning and building highways.



\*Process depicted on this graphic is for projects being developed under an Environmental Assessment or Environmental Impact Statement. It does not include the design and construction phases of the project.



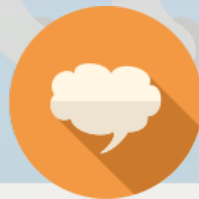
# ANTICIPATED NEPA SCHEDULE





# Public Involvement:

*You are invited today!*



## Public Information Meeting

*September 19, 2019*

*5:00-7:00PM*

*Boys & Girls Club of Hilton Head Island*

*(Stakeholders are invited to come early at 4:00PM)*

## Virtual Public Information Meeting

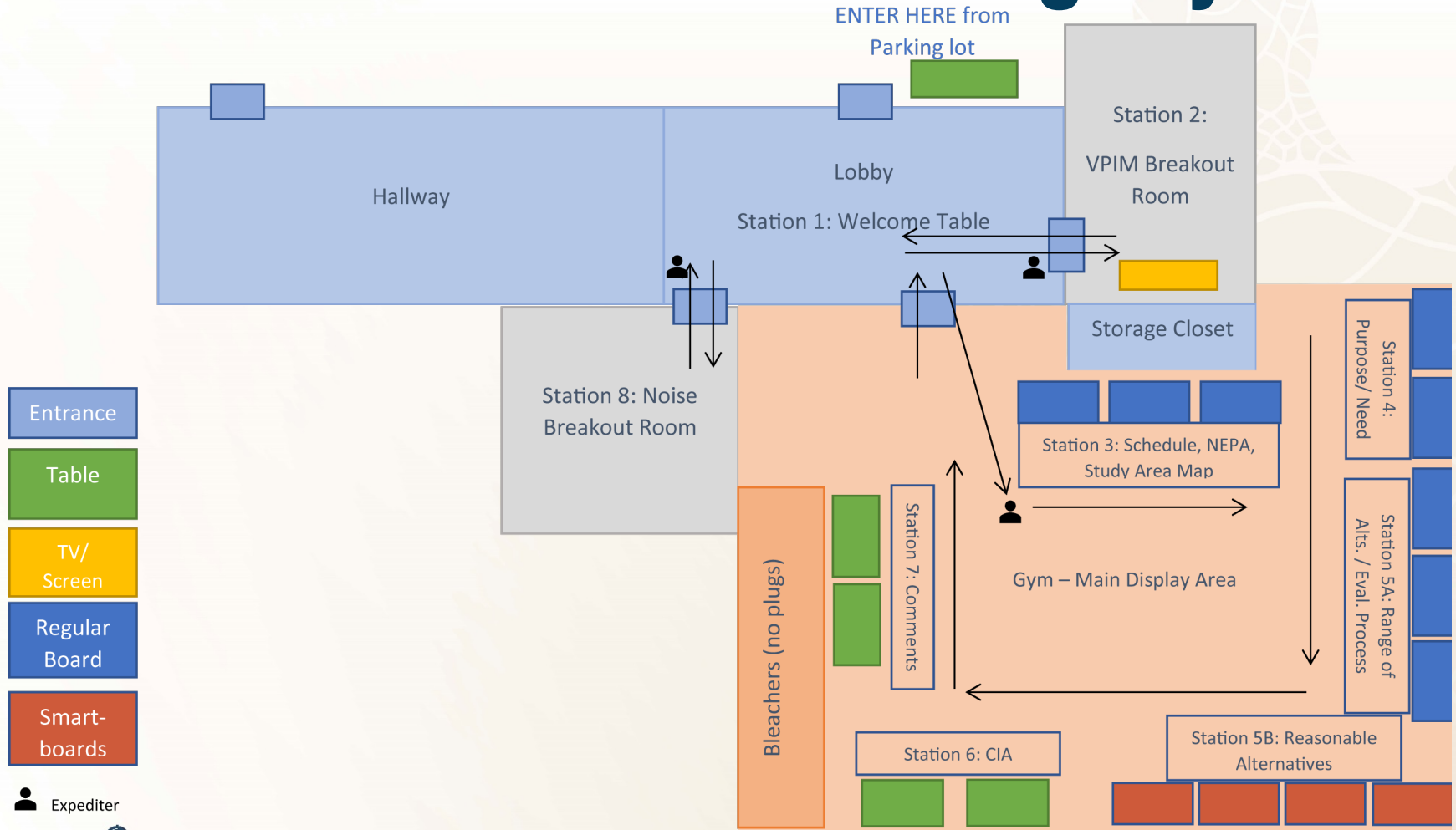
*[www.SCDOT278Corridor.com](http://www.SCDOT278Corridor.com)*

*Runs Through October 18<sup>th</sup>, 2019*





# Public Information Meeting Layout





# Virtual Public Information Video





# 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**



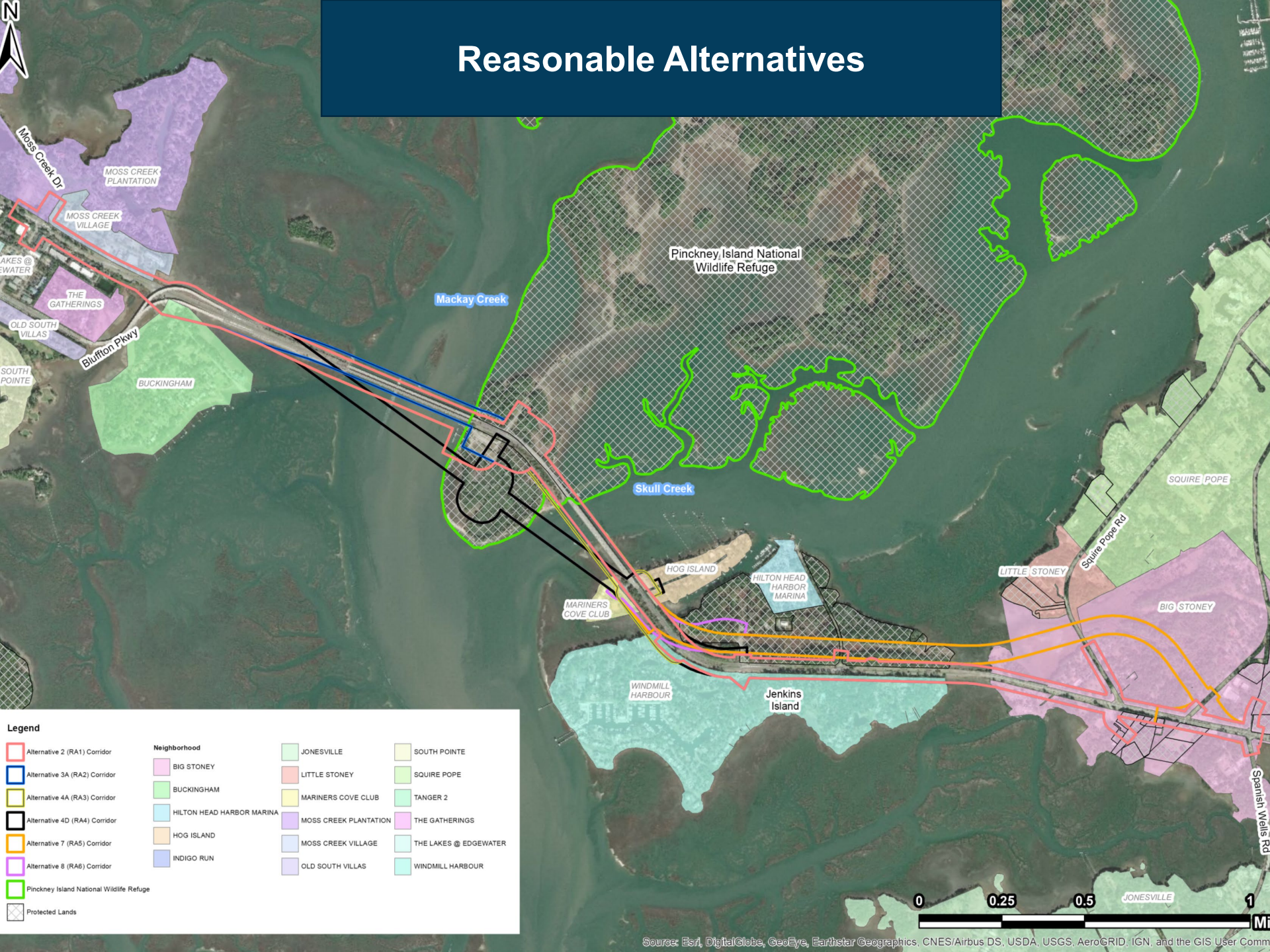
**Capacity**



**Congestion**

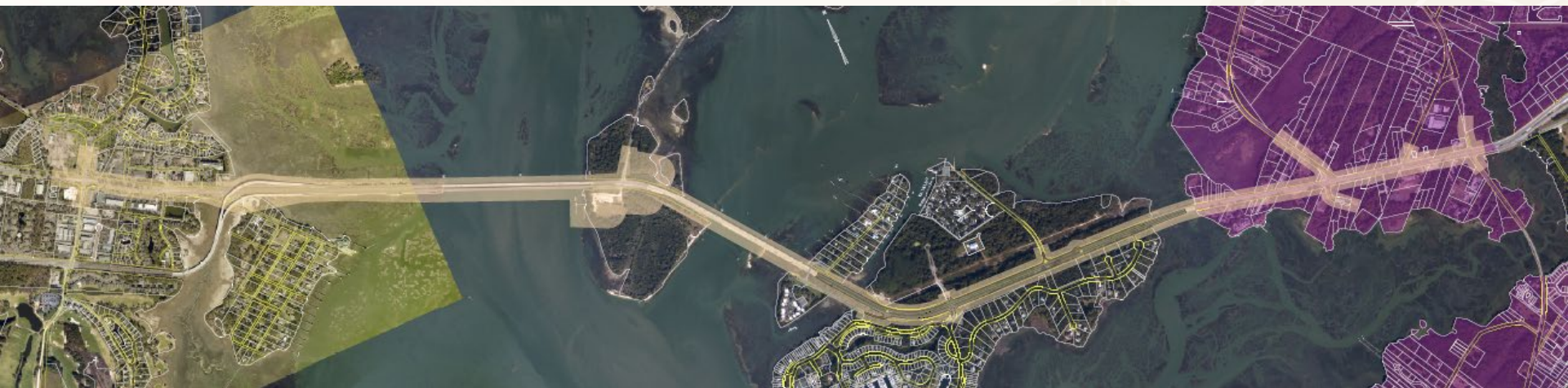


# Reasonable Alternatives



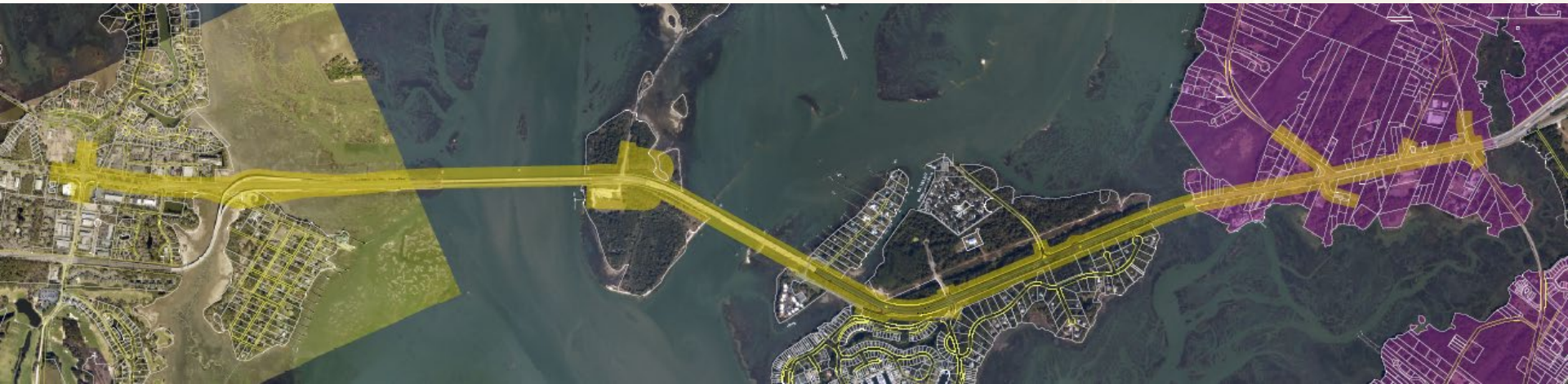


# Alternative 1 (RA 1)



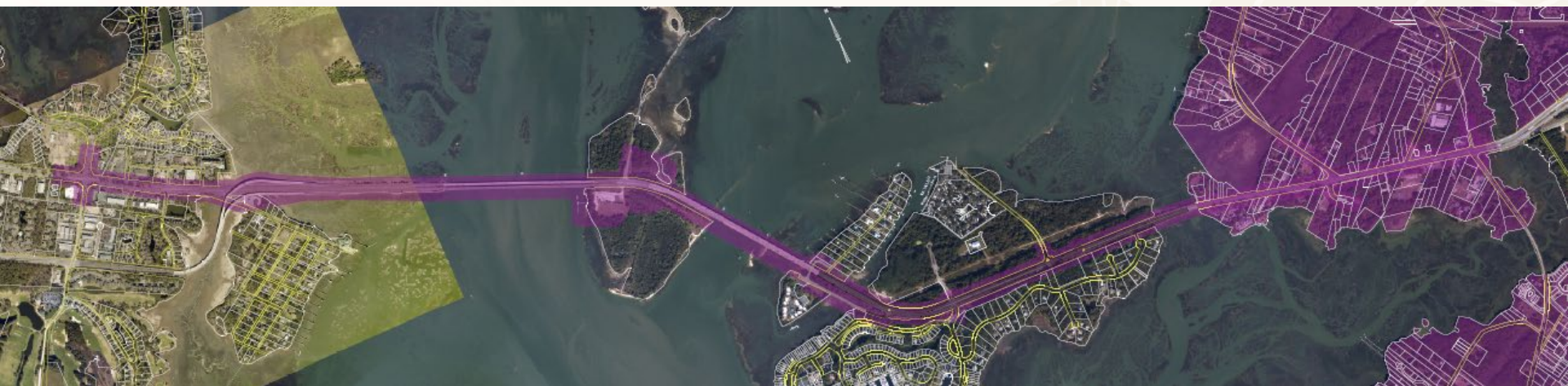


## Alternative 2 (RA 2)



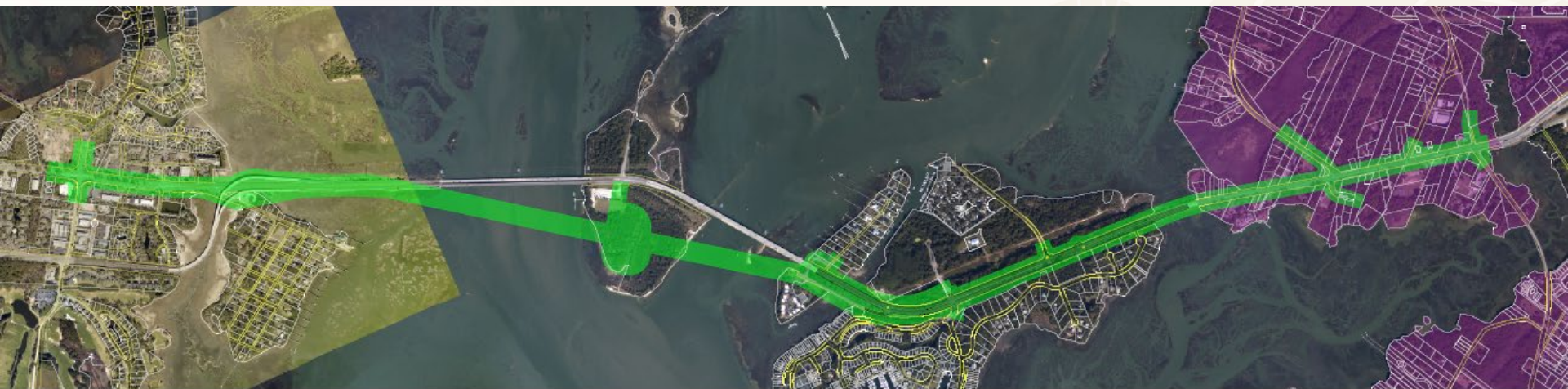


## Alternative 3 (RA 3)



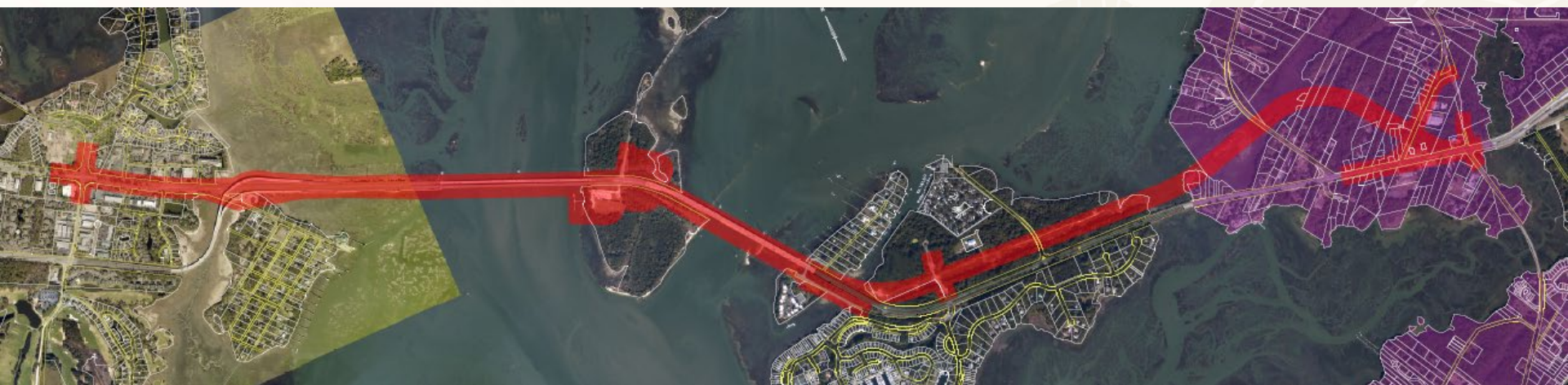


## Alternative 4 (RA 4)



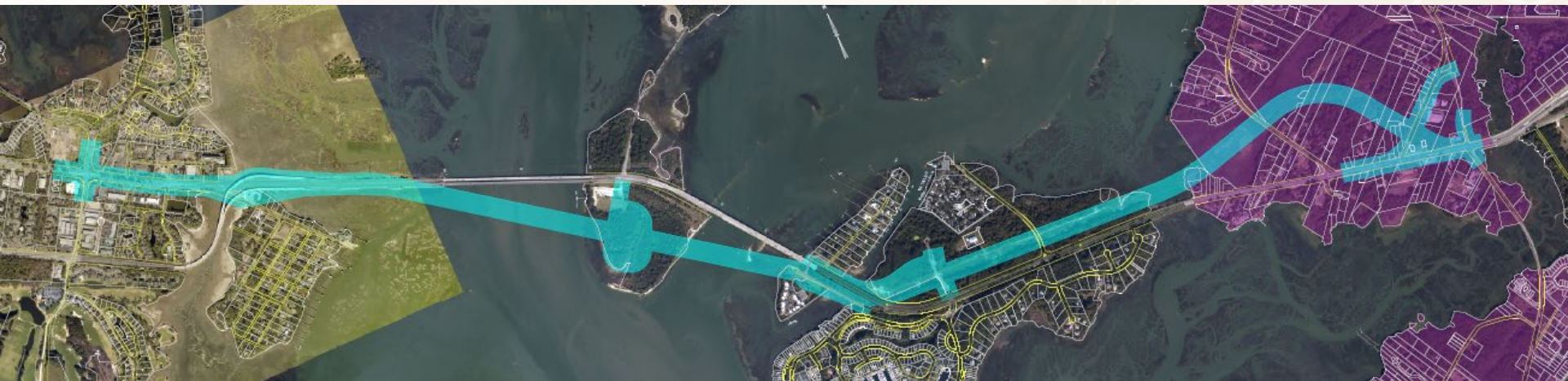


## Alternative 5 (RA 5)





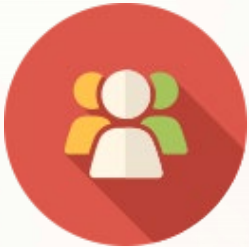
## Alternative 6 (RA 6)





# Your Role as a Stakeholder

## Moving Forward



Stakeholders are a full cross-section of the local population, representing diverse interests and communities. Their role is to:

- **Provide Updates** on the project and disseminate information to their respective communities
- **Provide Input** on design alternatives, communications, and understanding the local landscape that will be incorporated along with other feedback in the decision-making process



# Contact



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