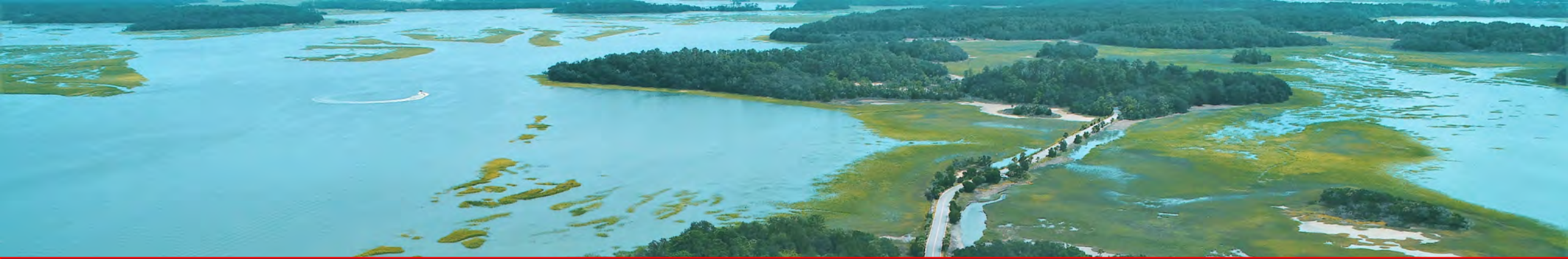


US 278 Corridor Improvements

Stakeholder Meeting

October 28, 2020





Project Management



Agenda

- 1 Alternatives Update
- 2 Intersection Concepts
- 3 Community Impacts and Mitigation
- 4 Next Steps

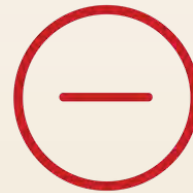


Purpose & Need

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



**Structural
Deficiencies**



Congestion



--Public Engagement--



The NEPA Process

Start the Environmental Assessment

Public Information Meeting **1**

Perform Technical Studies **2**

Develop Alternatives **3**

Analyze Alternatives **4**

Second Public Information Meeting **5**

Develop Preferred Alternative **6**

Prepare Environmental Assessment **7**

Public Hearing: Spring 2021
*Pending Coordination
with USFWS*

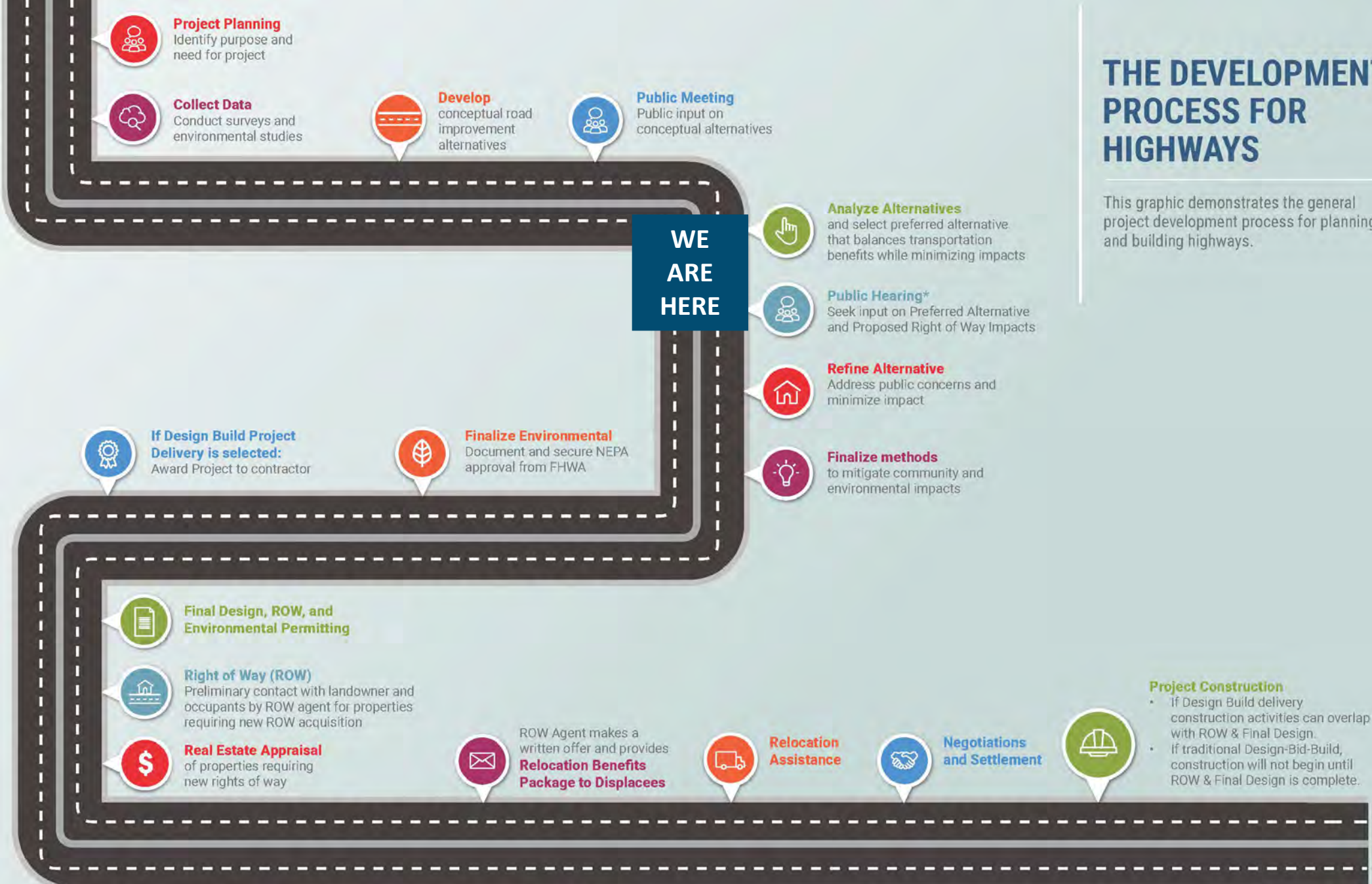
Public Hearing **8**

Revise Alternative **9**

FHWA Decision **10**

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.

THE DEVELOPMENT PROCESS FOR HIGHWAYS

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

Refine Alternatives...
address public concerns and minimize impact

WE
ARE
HERE



Project Planning
Identify purpose and need for project



Collect Data
Conduct surveys and environmental studies



Develop
conceptual road improvement alternatives



Public Meeting
Public input on conceptual alternatives



Analyze Alternatives
and select preferred alternative that balances transportation benefits while minimizing impacts



Public Hearing*
Seek input on Preferred Alternative and Proposed Right of Way Impacts



Refine Alternative
Address public concerns and minimize impact



Finalize methods
to mitigate community and environmental impacts



If Design Build Project Delivery is selected:
Award Project to contractor



Finalize Environmental
Document and secure NEPA approval from FHWA



Final Design, ROW, and Environmental Permitting



Right of Way (ROW)
Preliminary contact with landowner and occupants by ROW agent for properties requiring new ROW acquisition



Real Estate Appraisal
of properties requiring new rights of way



ROW Agent makes a written offer and provides
Relocation Benefits Package to Displacees



Relocation Assistance



Negotiations and Settlement

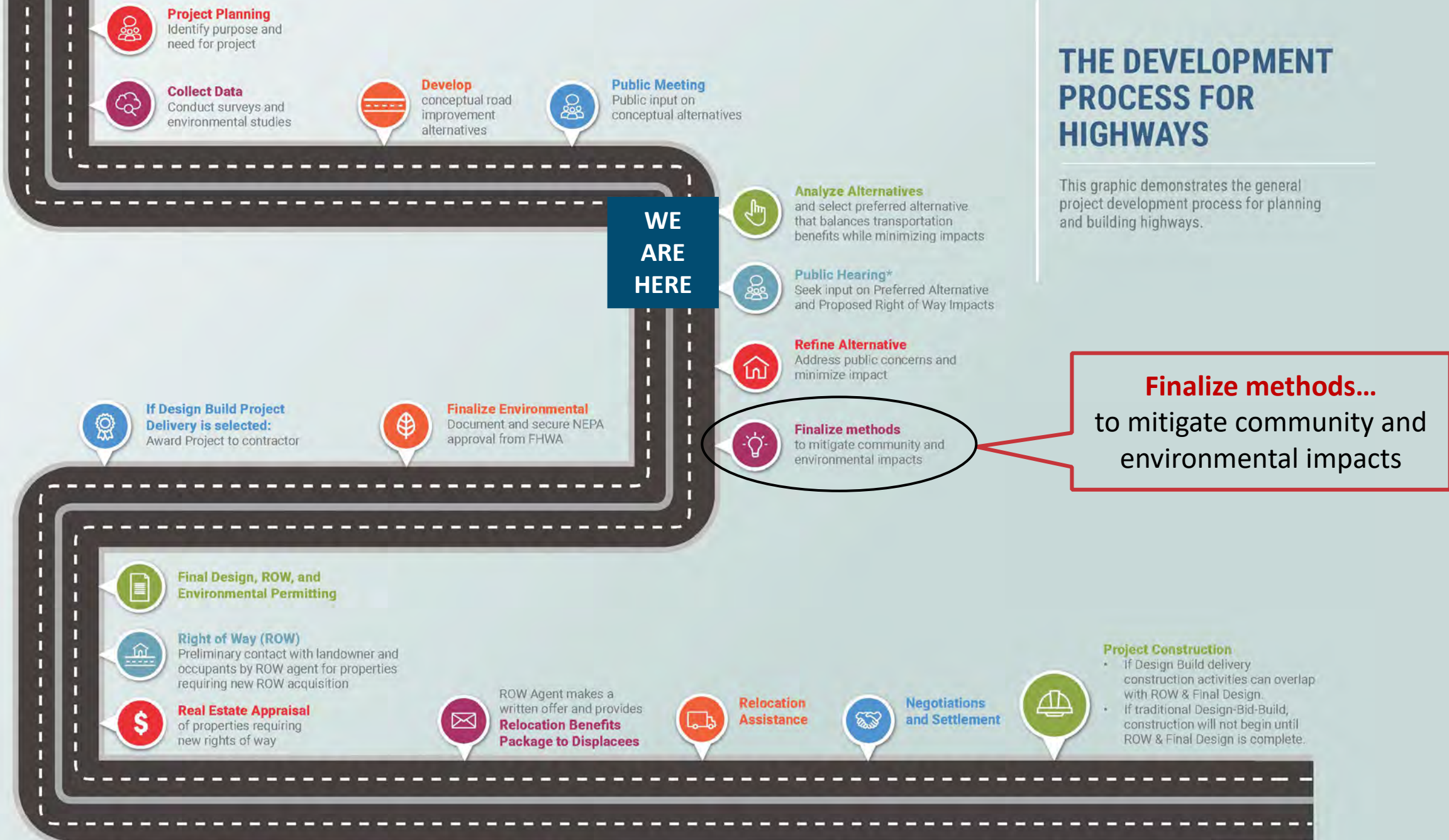


Project Construction

- If Design Build delivery construction activities can overlap with ROW & Final Design.
- If traditional Design-Bid-Build, construction will not begin until ROW & Final Design is complete.

THE DEVELOPMENT PROCESS FOR HIGHWAYS

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

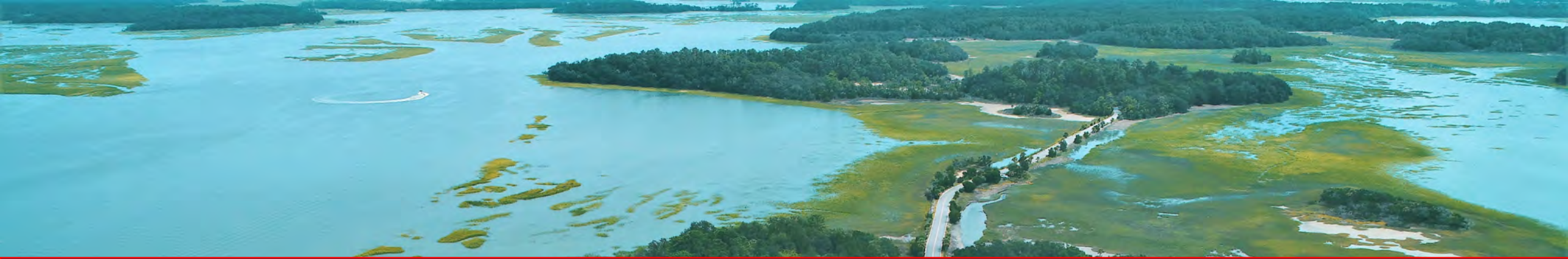


*Process depicted on this graphic is for projects being developed under an Environmental Assessment or Environmental Impact Statement; smaller projects developed under a Categorical Exclusion do not require a Public Hearing.

US 278 CORRIDOR IMPROVEMENTS

ALTERNATIVES DEVELOPMENT FLOWCHART

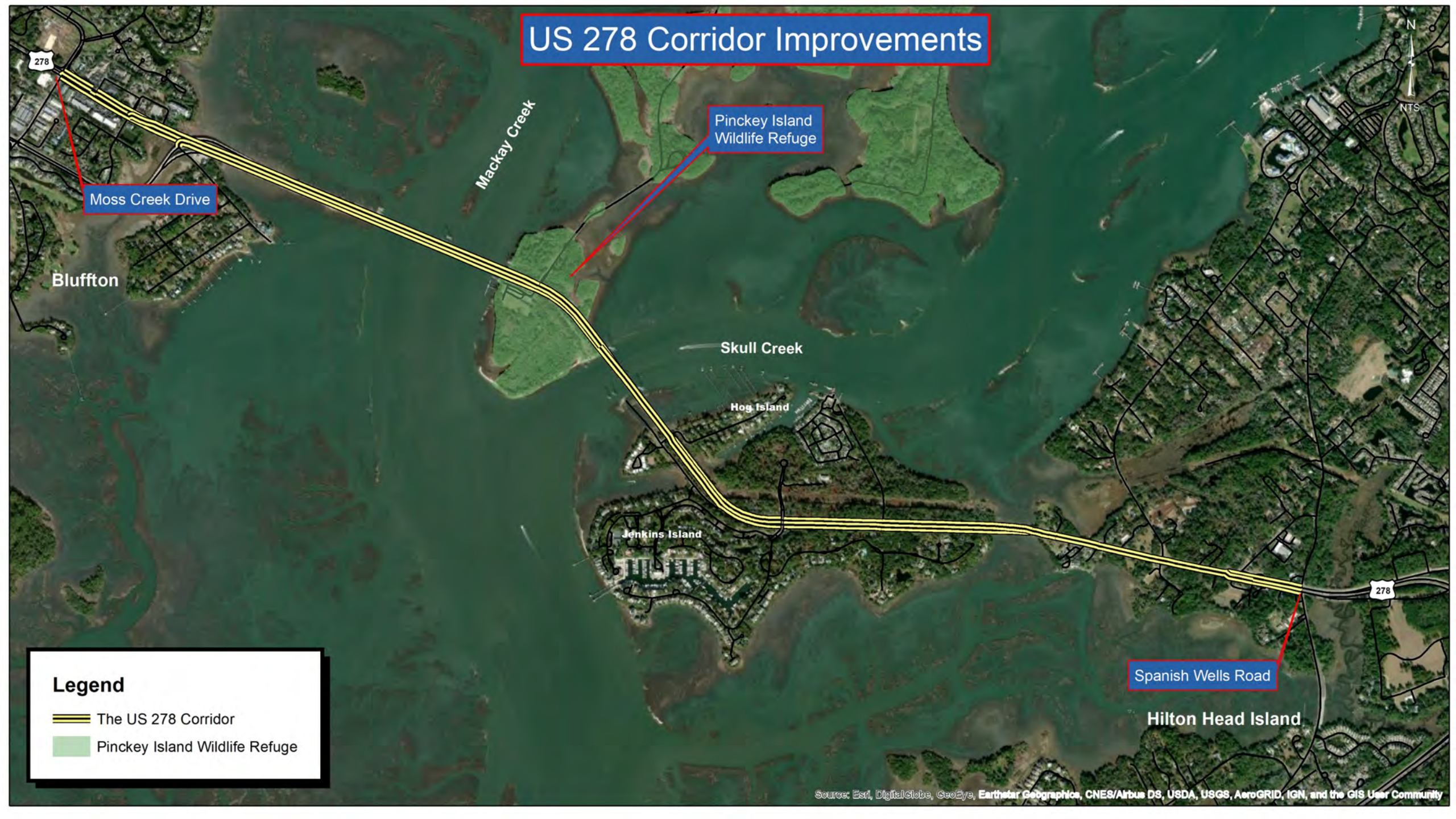






Alternatives Update



US 278 Corridor Improvements



Legend

-  The US 278 Corridor
-  Pinckney Island Wildlife Refuge

Reasonable Alternatives

RA-1

Mackay Creek

Bluffton

Skull Creek



Hog Island

Jenkins Island

Hilton Head Island



Legend

-  Pinckey Island Wildlife Refuge
-  Reasonable Alternative 1

Reasonable Alternatives

RA-2

Mackay Creek

Bluffton

Skull Creek



Hog Island

Jenkins Island

Hilton Head Island



Legend

-  Pinckey Island Wildlife Refuge
-  Reasonable Alternative 2

Reasonable Alternatives

RA-3

Mackay Creek

Bluffton

Skull Creek



Hog Island

Jenkins Island

Hilton Head Island



Legend

-  Pinckey Island Wildlife Refuge
-  Reasonable Alternative 3

Reasonable Alternatives

RA-4

Mackay Creek

Bluffton

Skull Creek



Hog Island

Jenkins Island

Hilton Head Island



Legend

-  Pinckey Island Wildlife Refuge
-  Reasonable Alternative 4

Reasonable Alternatives

RA-4a

Mackay Creek

Skull Creek

Hog Island



Jenkins Island

Hilton Head Island

Bluffton



Legend

-  Pinckey Island Wildlife Refuge
-  Reasonable Alternative 4a

Reasonable Alternatives

RA-5

Mackay Creek

Skull Creek

Hog Island



Jenkins Island

Hilton Head Island

Bluffton



Legend

-  Pinckey Island Wildlife Refuge
-  Reasonable Alternative 5

Reasonable Alternatives

RA-5a

Mackay Creek

Skull Creek

Hog Island

Jenkins Island

Hilton Head Island

Bluffton



Legend

- Pinckey Island Wildlife Refuge
- Reasonable Alternative 5a

Reasonable Alternatives

RA-6

Mackay Creek

Bluffton

Skull Creek



Hog Island

Jenkins Island

Hilton Head Island



Legend

-  Pinckey Island Wildlife Refuge
-  Reasonable Alternative 6

Reasonable Alternatives

RA-6a

Mackay Creek

Skull Creek

Hog Island



Jenkins Island

Hilton Head Island

Bluffton



Legend

-  Pinckey Island Wildlife Refuge
-  Reasonable Alternative 6a

Reasonable Alternatives

ALL

Bluffton

Mackay Creek

Skull Creek

Hog Island

Jenkins Island

Hilton Head Island

Legend

- Pinkey Island Wildlife Refuge
- Reasonable Alternative 1
- Reasonable Alternative 2
- Reasonable Alternative 3
- Reasonable Alternative 4
- Reasonable Alternative 4a
- Reasonable Alternative 5
- Reasonable Alternative 5a
- Reasonable Alternative 6
- Reasonable Alternative 6a



US 278

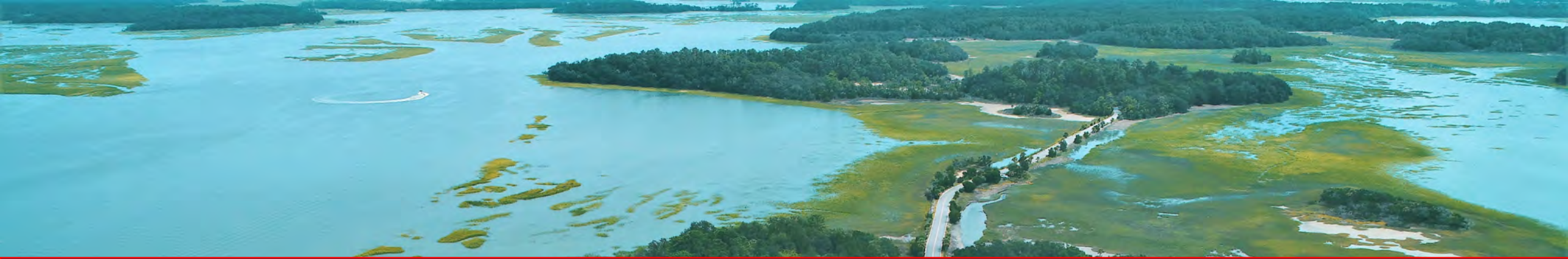
Reasonable Alternatives

All reasonable alternatives meet the purpose & need of the project and result in impacts on Pickney Island National Wildlife Refuge, Floodplains, Threatened & Endangered Species, Essential Fish Habitat, Shellfish Harvesting Waters, Environmental Justice communities, and Cultural Resources.



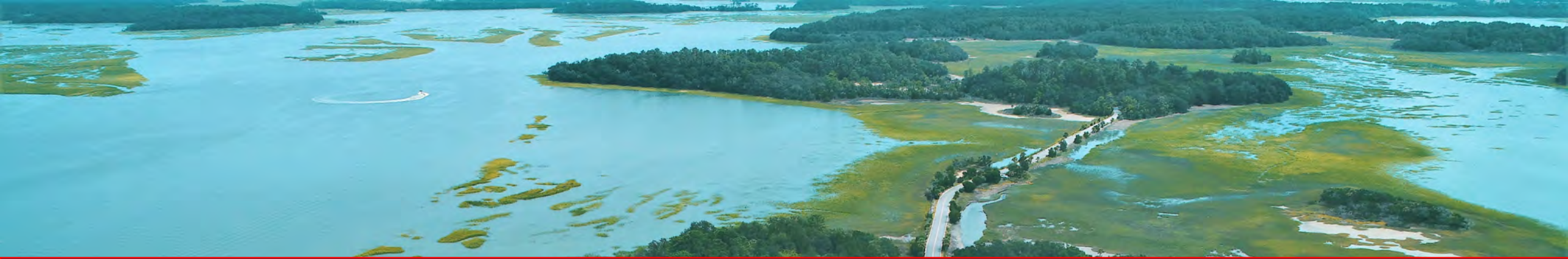
		Delineated Wetlands	New Right-of-Way to be Purchased	Relocations	Meets Current Seismic Design Standards	Construction Duration
		TOTAL Acres	Acres	TOTAL #	# of Structures	Years
Reasonable Alternatives	RA 1	19.28	28.1	10	1 of 4 (eastbound Mackay Creek)	5
	RA 2	18.4	27.2	10	1 of 4 (westbound Mackay Creek)	5
	RA 3	19.3	31.5	10	2 of 4 (eastbound Mackay Creek and eastbound Skull Creek)	5
	RA 4	18.9	35.2	11	4 of 4 (both Mackay Creek and both Skull Creek)	3
	RA 4A	18	36.8	11	4 of 4 (both Mackay Creek and both Skull Creek)	3
	RA 5	30.5	63.9	17	2 of 4 (eastbound Mackay Creek and eastbound Skull Creek)	5.5
	RA 5A	26.9	63.3	20	2 of 4 (eastbound Mackay Creek and eastbound Skull Creek)	5.5
	RA 6	29.8	71.7	18	4 of 4 (both Mackay Creek and both Skull Creek)	3.5
	RA 6A	25.3	72.3	21	4 of 4 (both Mackay Creek and both Skull Creek)	3.5

Estimated construction costs range from \$218 to \$356 million



US 278 Intersection Concepts

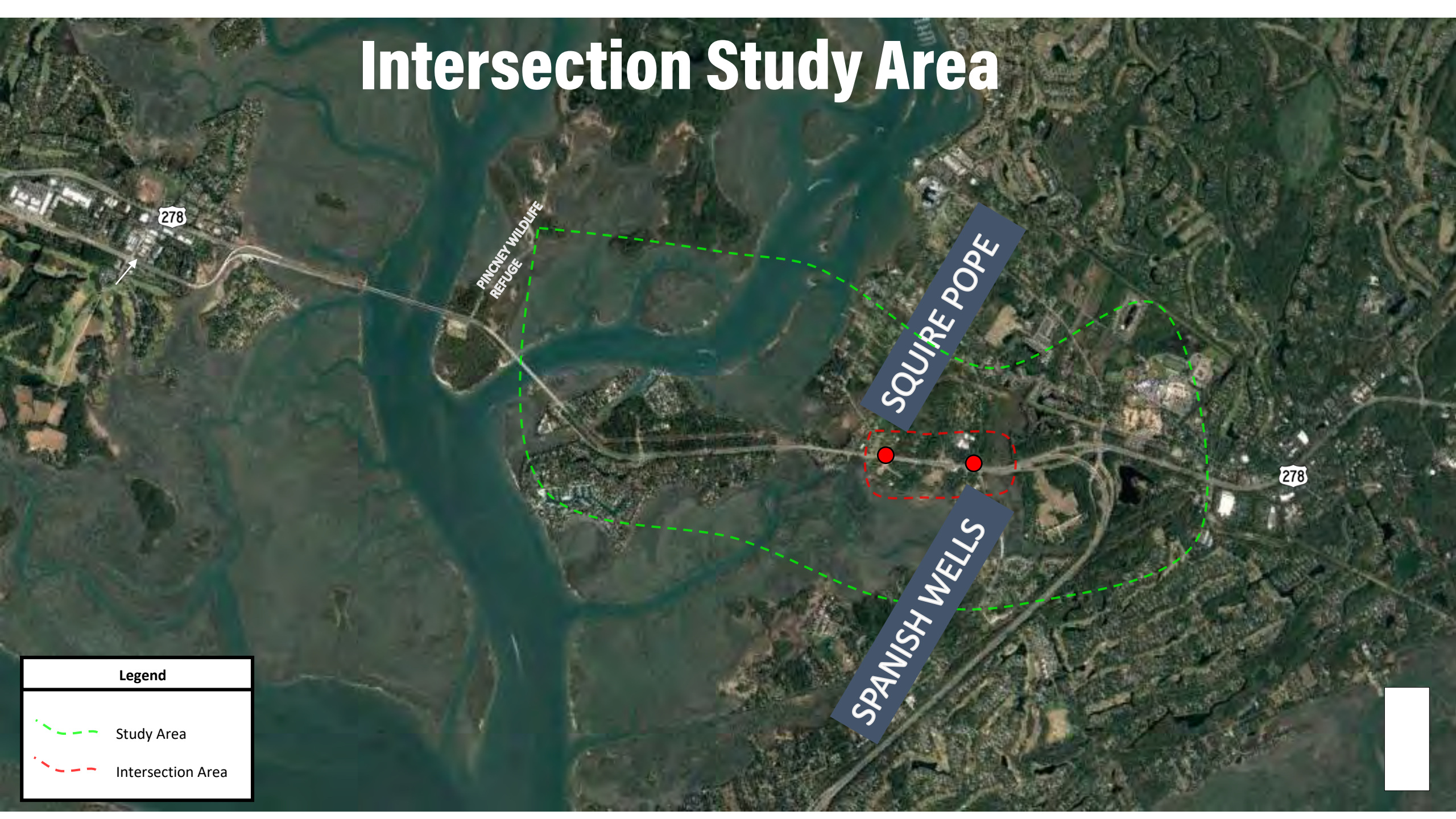




Squire Pope Road/Spanish Wells Road Intersection Concepts



Intersection Study Area



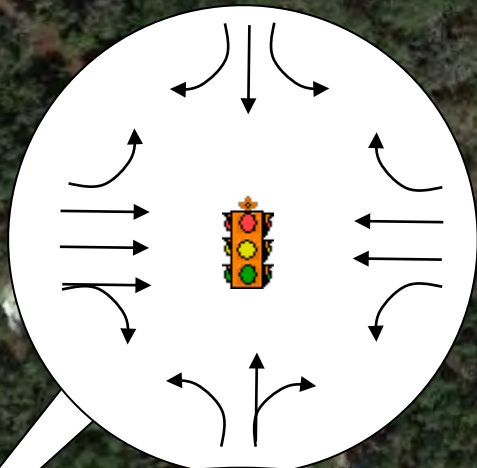
Legend

 Study Area

 Intersection Area

Existing Intersection Layout (2018)

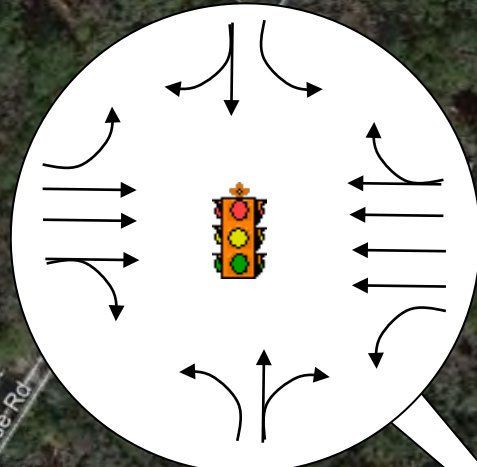
SQUIRE POPE



A (F) LOS

6.7 (87.9) Delay

US 278



B (D) LOS

14.3 (46.8)

SPANISH WELLS RD

Legend	
→	Existing Lane

Levels of Service	
AM (PM)	Intersection LOS
AM (PM)	Int. Delay

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

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



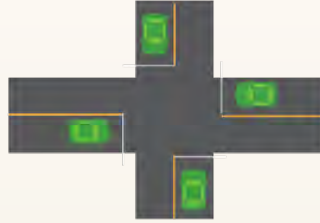
- Level of Service D meets the Town of Hilton Head's existing minimums for intersection designs

Traffic Signal Level of Service

Define Level of Service (Intersection)

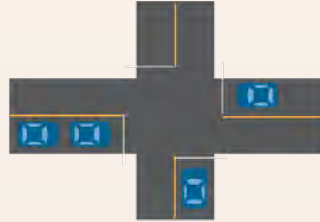
A

- 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: 10-20 seconds/vehicle



C

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



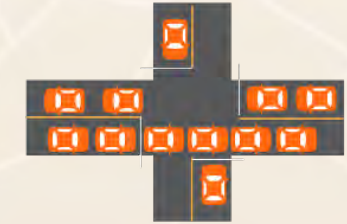
D

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



E

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

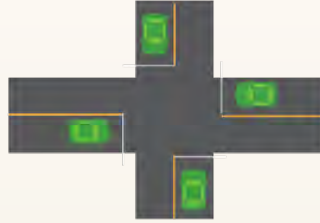


Traffic Signal Level of Service

Define Level of Service (Intersection)

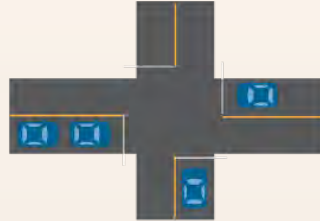
A

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- Delay: <10 seconds/vehicle



B

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



C

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



D

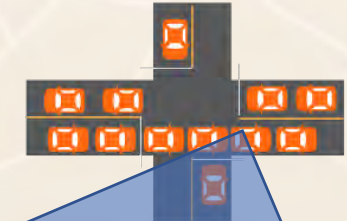


- Approaching unstable condition with increasing congestion but without excessive backups
- LOS D has historically been regarded as desirable design in urban areas
- Delay: 35-55 seconds/vehicle



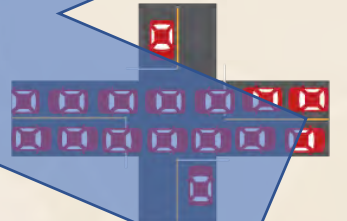
E

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



























































F

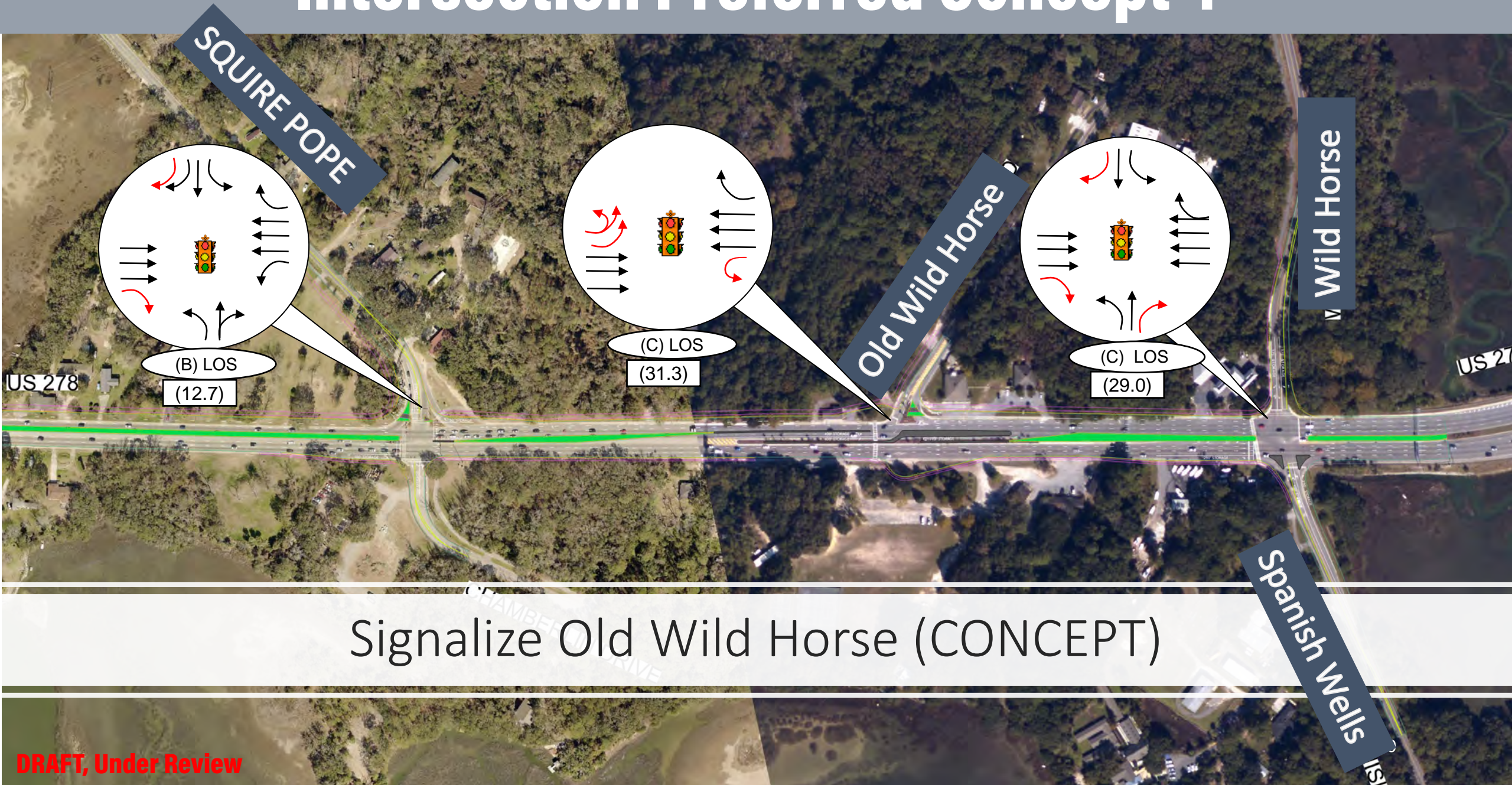
- Stop and go
- Backups from locations downstream restrict or prevent movement of vehicles out of approach creating "gridlock" condition
- Delay" >80 seconds/vehicle



Intersection Concepts Summary

Alternative		Level of Service			New Travel Pattern	ROW Acquisition	Cost	View Obstructions	Advanced?
		Squire Pope	Old Wild Horse	Spanish Wells					
Squire Pope	1 – Jughandle (Preferred Concept 1)	D	-	D					Yes
	2 – Displaced Left	F/D	-	D					No
	3 – Continuous Green T	D	-	D					No
	4 – Flyover (Preferred Concept 2)	C	-	D					Yes
Spanish Wells	5 – Restricted NB Lefts	D	-	-					No
	6 – Half Diamond Interchange	D	-	C/A					No
	7 – Flyover	D	-	C					No
	8 – Displaced Left	D	-	E/E					No
Multiple Intersections	9 – Optimize Lanes (Preferred Concept 3)	D	-	D					Yes
	10 – Signal at Old Wild Horse (Preferred Concept 4)	B	C	C					Yes
	11 – Two T-Intersections	C	C	B					No
	12 – Roundabouts and Overpass	D	-	C					No
	13 – Roundabouts for Left Turn Movements	D	-	B					No
	14 - Viaduct	D	-	D					No

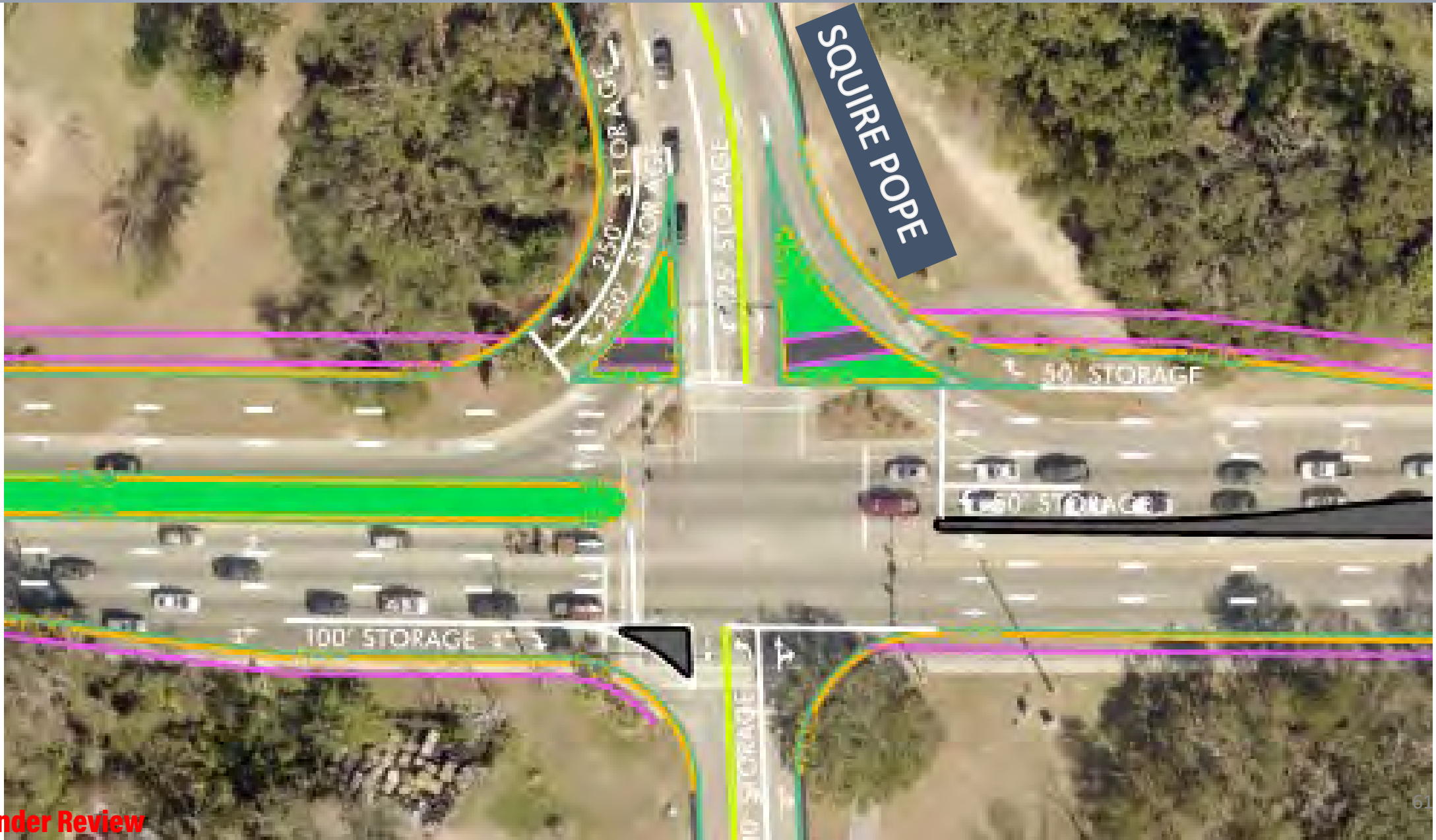
Intersection Preferred Concept 4



Signalize Old Wild Horse (CONCEPT)

DRAFT, Under Review

Intersection Preferred Concept 4



Intersection Preferred Concept 4

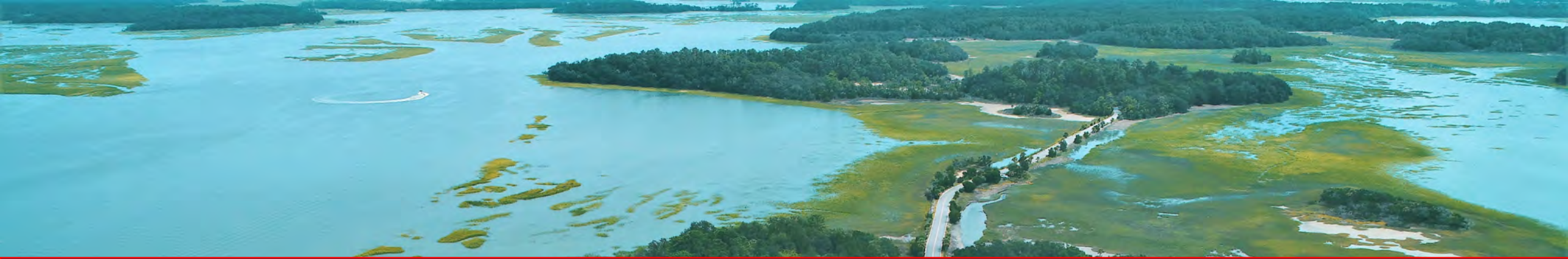


Intersection Preferred Concept 4



US 278

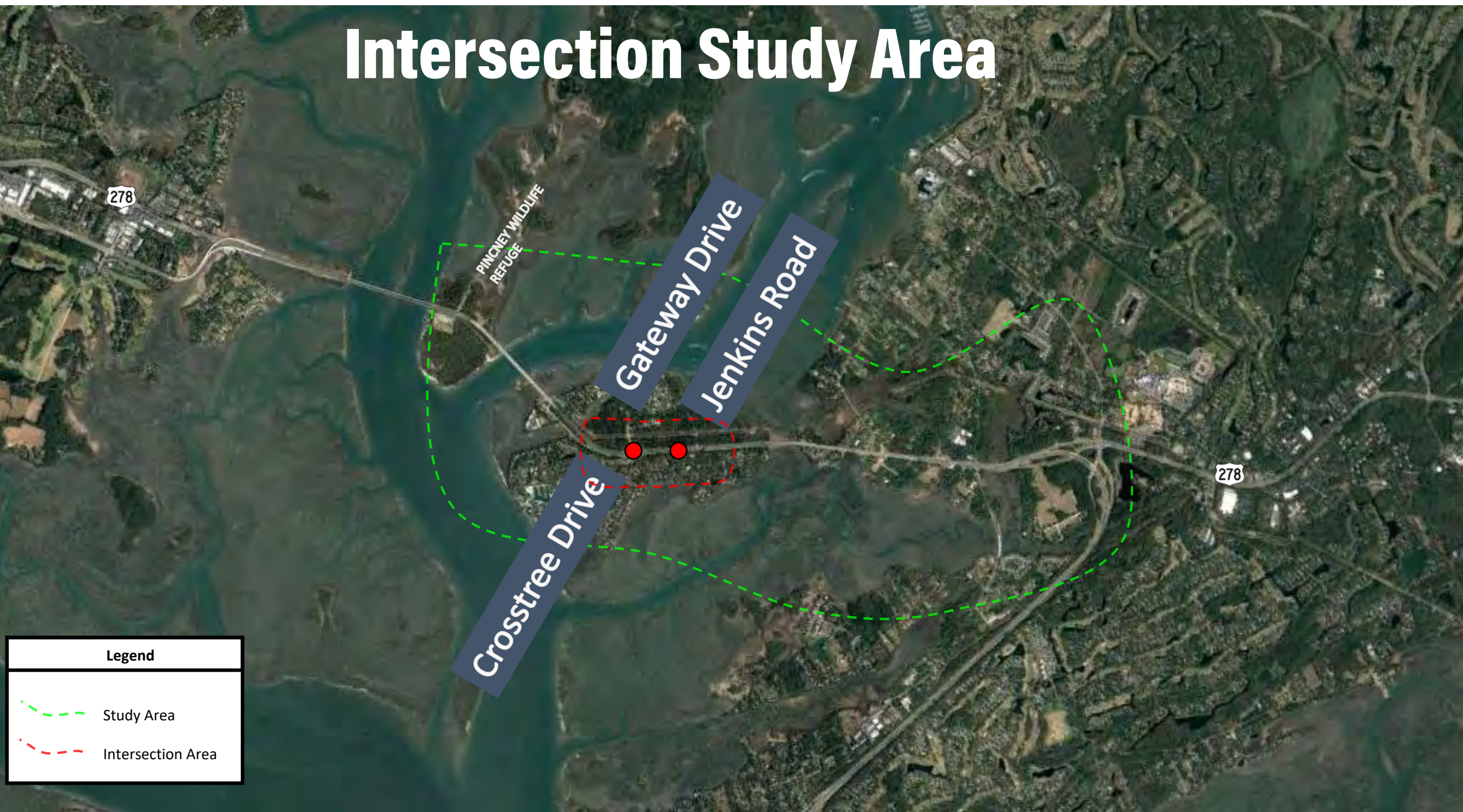
Spanish Wells



Jenkins Island Intersection Concepts



Intersection Study Area



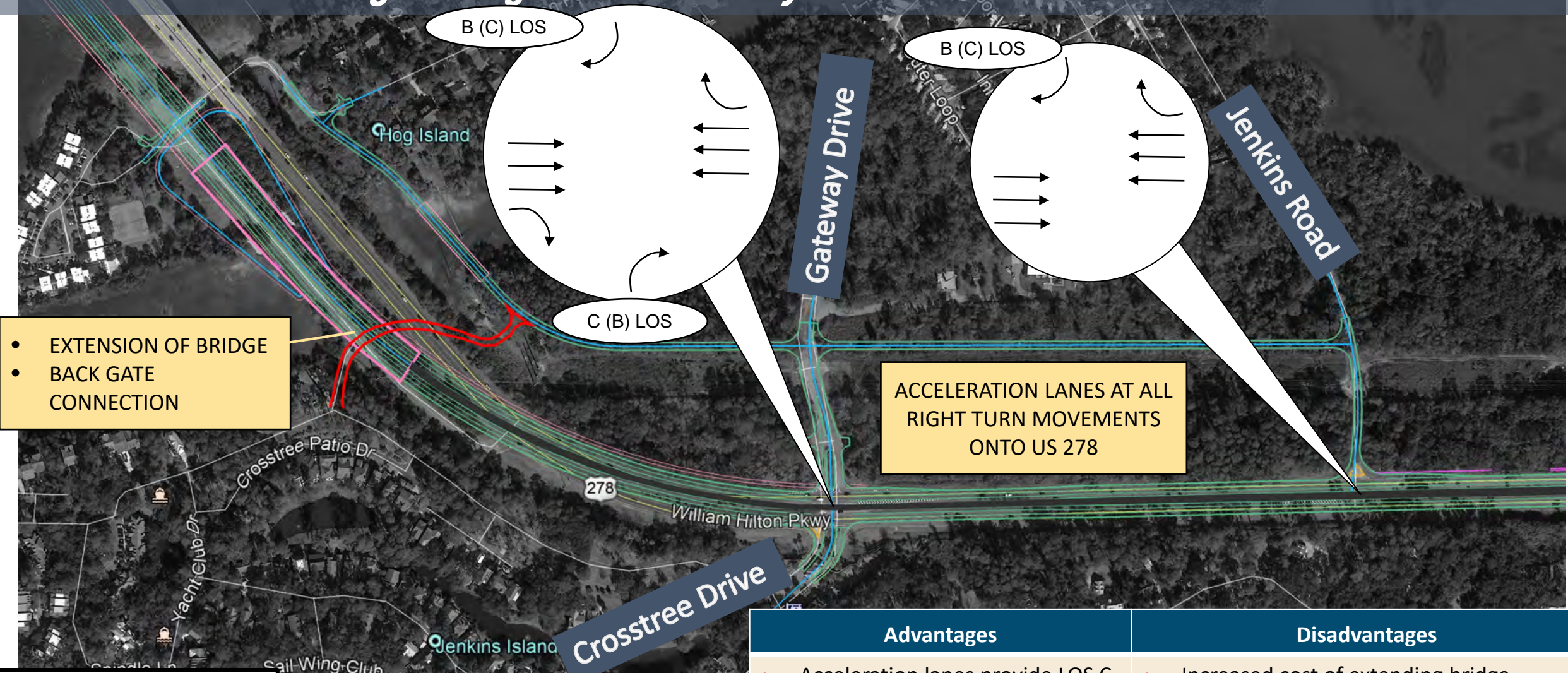
Jenkins Island Explored Intersection Concepts

1. Right In/Right Out at Gateway/Crosstree and Jenkins Road
2. Right In/Right Out at Gateway/Crosstree and Left In at Jenkins Road
3. Right In/Right Out with Left In at Gateway/Crosstree and Jenkins Road
(No Left Out)
4. SuperStreet
5. Optimize Number of Lanes
6. Optimize Number of Lanes and Right-In Only at Jenkins Road



Proposed Concept 1:

Right In/Right Out at Gateway/Crosstree and Jenkins Road



- EXTENSION OF BRIDGE
- BACK GATE CONNECTION

ACCELERATION LANES AT ALL
RIGHT TURN MOVEMENTS
ONTO US 278

Levels of Service

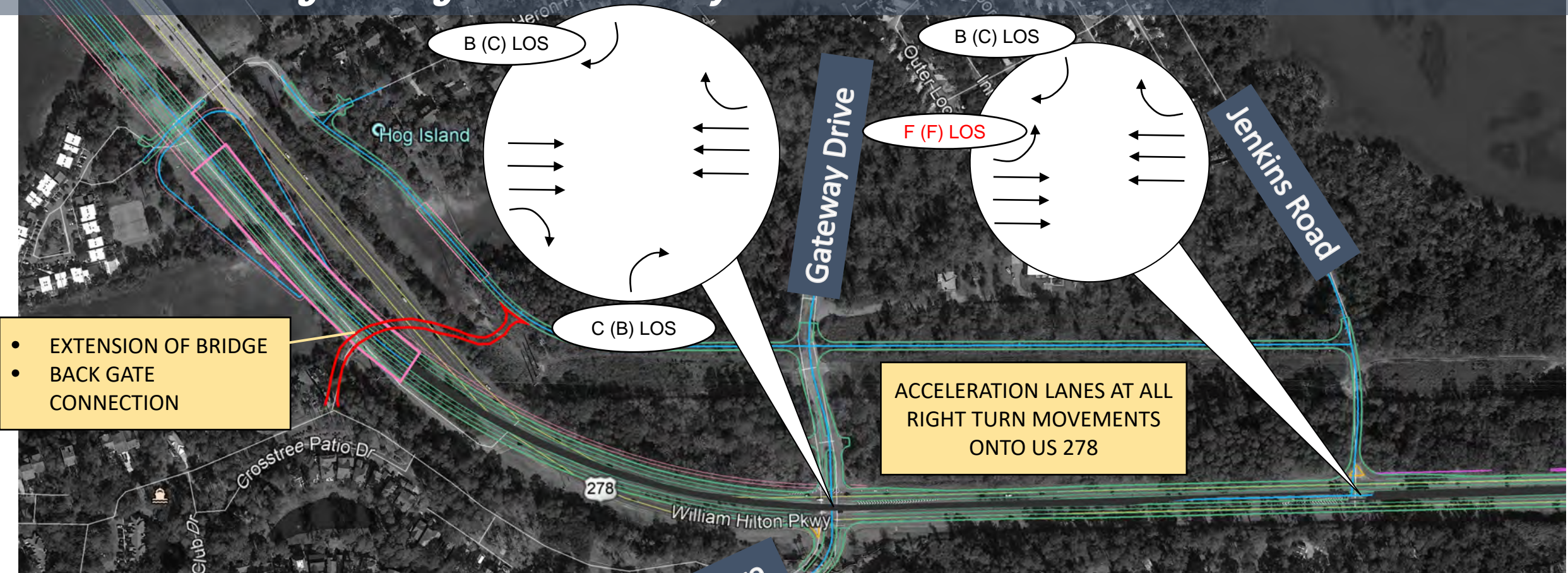
AM (PM)

Movement/Int. LOS

DRAFT, Under Review

Advantages	Disadvantages
<ul style="list-style-type: none"> • Acceleration lanes provide LOS C or better • No left turns onto or from US 278 • No signals 	<ul style="list-style-type: none"> • Increased cost of extending bridge • Acceleration lanes add to US 278 footprint • Eliminates gated access to Windmill Harbor • All intersections must accommodate RVs

Proposed Concept 2: *Right In/Right Out at Gateway/Crosstree and Left In at Jenkins Road*



- EXTENSION OF BRIDGE
- BACK GATE CONNECTION

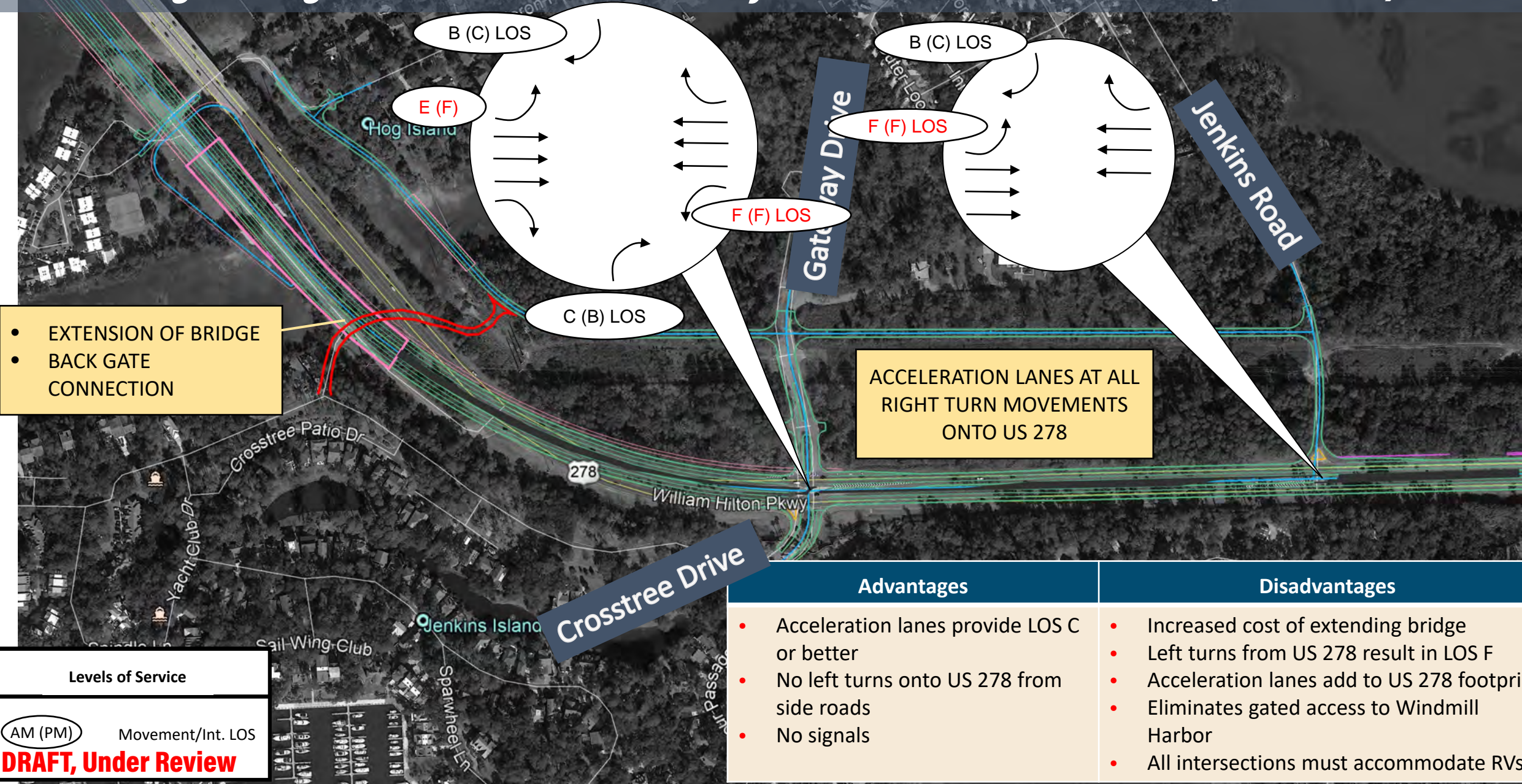
ACCELERATION LANES AT ALL
RIGHT TURN MOVEMENTS
ONTO US 278

Levels of Service	
AM (PM)	Movement/Int. LOS
DRAFT, Under Review	

Advantages	Disadvantages
<ul style="list-style-type: none">• Acceleration lanes provide LOS C or better• No left turns onto US 278 from side roads• No signals	<ul style="list-style-type: none">• Increased cost of extending bridge• Eastbound Jenkins left turns - LOS F• Acceleration lanes add to US 278 footprint• Eliminates gated access to Windmill Harbor• All intersections must accommodate RVs

Proposed Concept 3:

Right In/Right Out with Left In at Gateway/Crosstree and Jenkins Road (No Left Out)



Levels of Service

AM (PM)

Movement/Int. LOS

DRAFT, Under Review

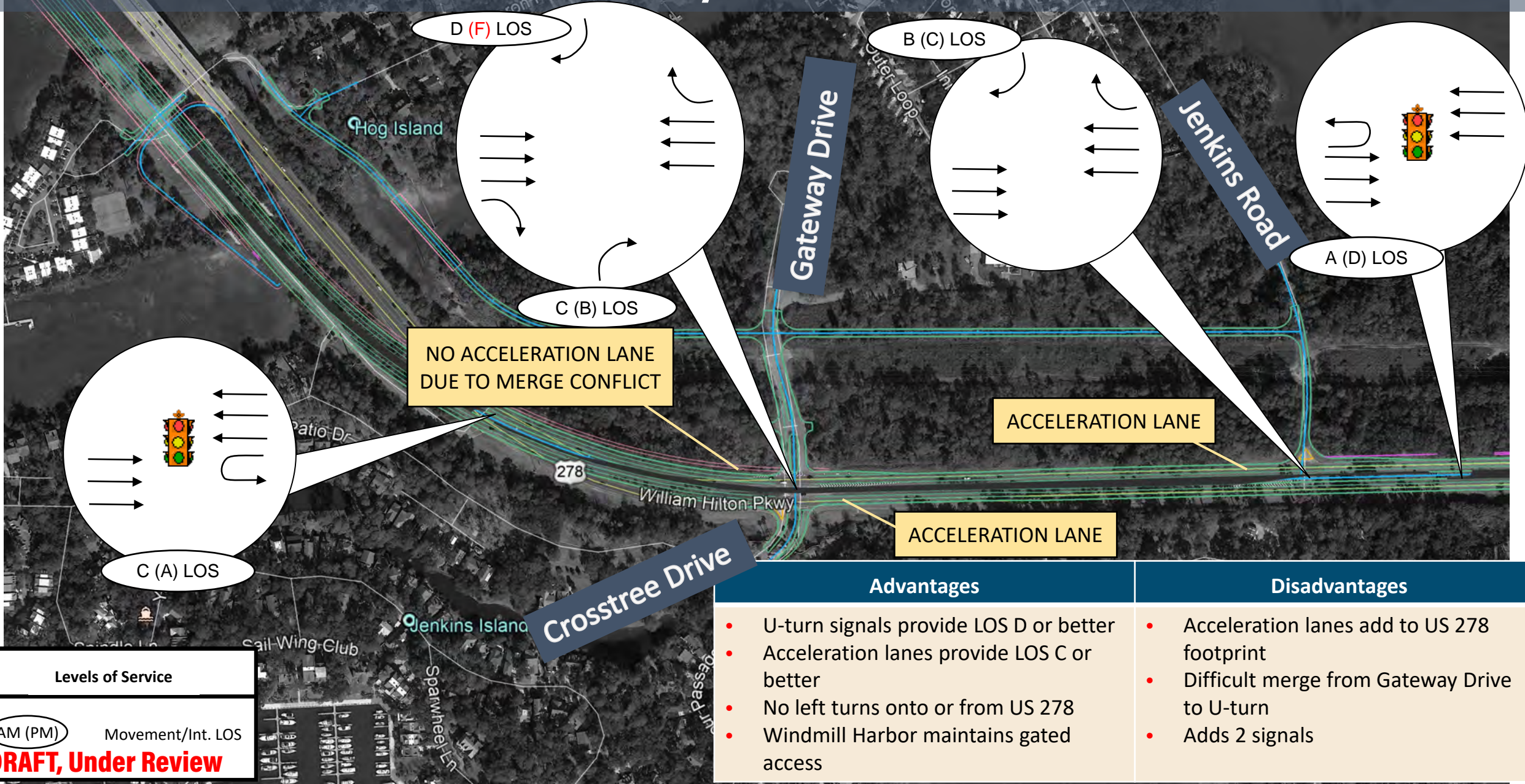
Advantages

- Acceleration lanes provide LOS C or better
- No left turns onto US 278 from side roads
- No signals

Disadvantages

- Increased cost of extending bridge
- Left turns from US 278 result in LOS F
- Acceleration lanes add to US 278 footprint
- Eliminates gated access to Windmill Harbor
- All intersections must accommodate RVs

Proposed Concept 4: *SuperStreet*



Levels of Service

AM (PM)

Movement/Int. LOS

DRAFT, Under Review

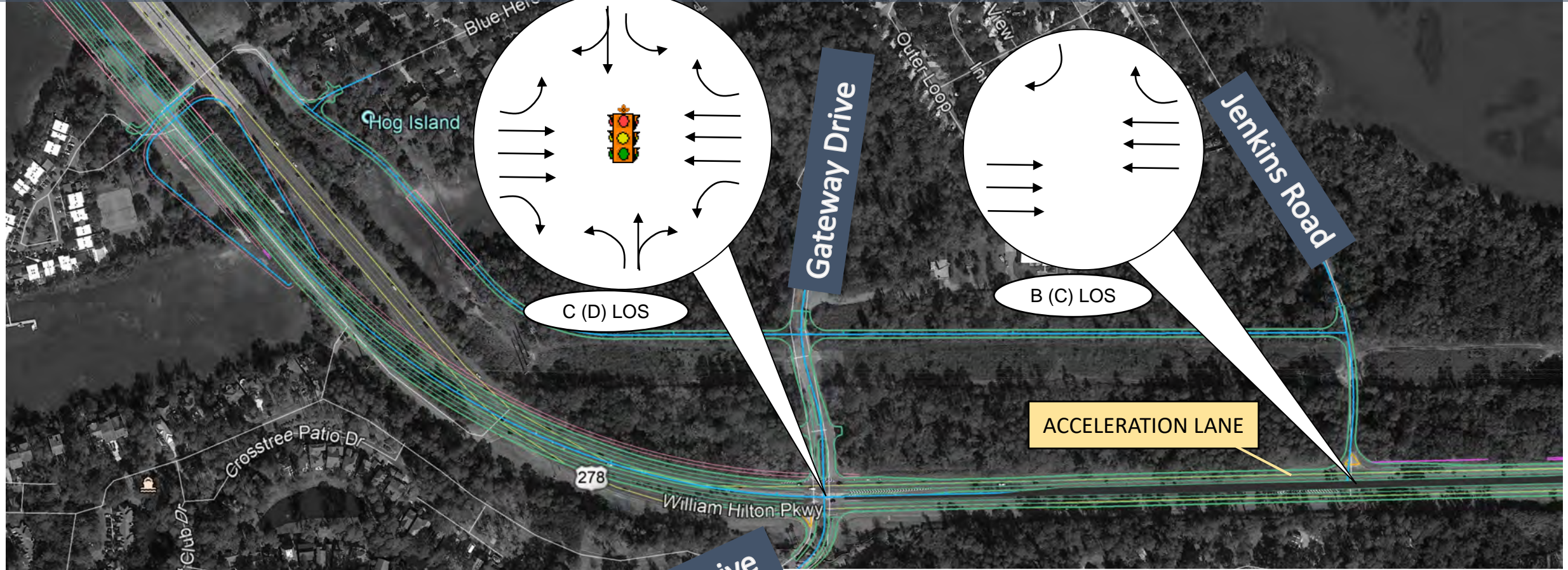
Advantages

- U-turn signals provide LOS D or better
- Acceleration lanes provide LOS C or better
- No left turns onto or from US 278
- Windmill Harbor maintains gated access

Disadvantages

- Acceleration lanes add to US 278 footprint
- Difficult merge from Gateway Drive to U-turn
- Adds 2 signals

Proposed Concept 5: Optimize Number of Lanes



Levels of Service

AM (PM)

Movement/Int. LOS

DRAFT, Under Review

Advantages

- Signal provides LOS D or better
- Acceleration lanes provide LOS C or better
- Windmill Harbor maintains gated access
- Smaller footprint at Crosstree/Gateway

Disadvantages

- Volumes as-is do not meet signal warrant
- Acceleration lanes add to US 278 footprint

Proposed Concept 6: Optimize Number of Lanes and Right-In Only at Jenkins Road



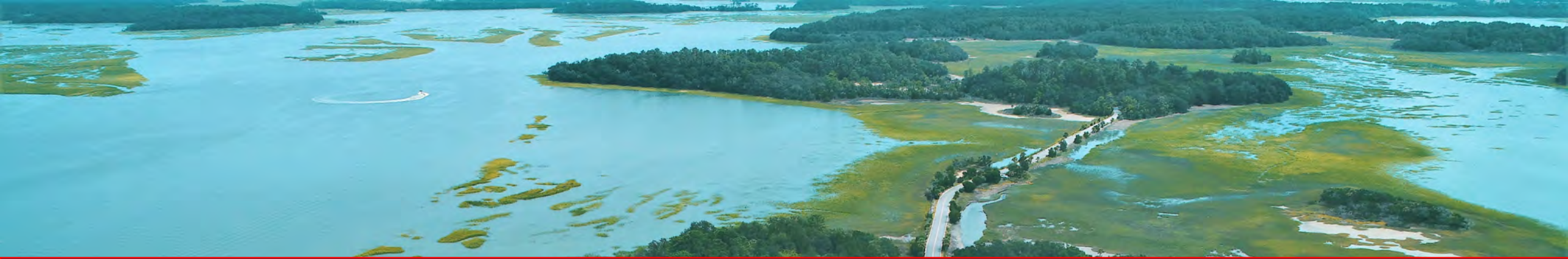
Levels of Service

AM (PM)

Movement/Int. LOS

DRAFT, Under Review

Advantages	Disadvantages
<ul style="list-style-type: none"> Signal provides LOS C Windmill Harbor maintains gated access Smaller footprint at Crosstree/Gateway Adding SBR turn volumes from Jenkins Road to Gateway meet signal warrant No ineffective acceleration lanes 	<ul style="list-style-type: none"> Adds signal to US 278 Jenkins Road outbound traffic diverted to Gateway Drive



Community Impacts & Mitigation



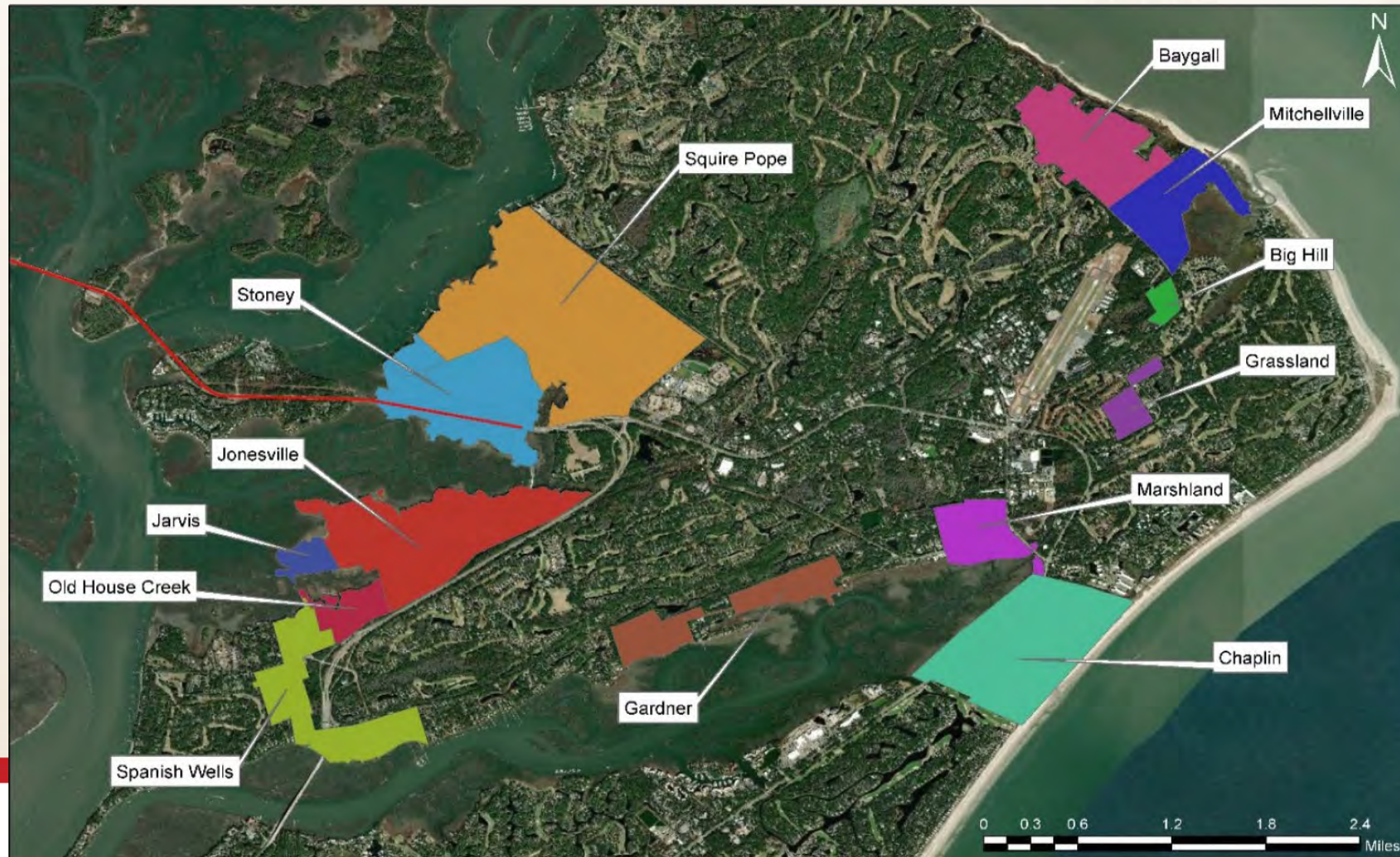
Recent Community Engagement



- Met with leaders of the Stoney Community and Mariners Cove to discuss the proposed project and hear their concerns

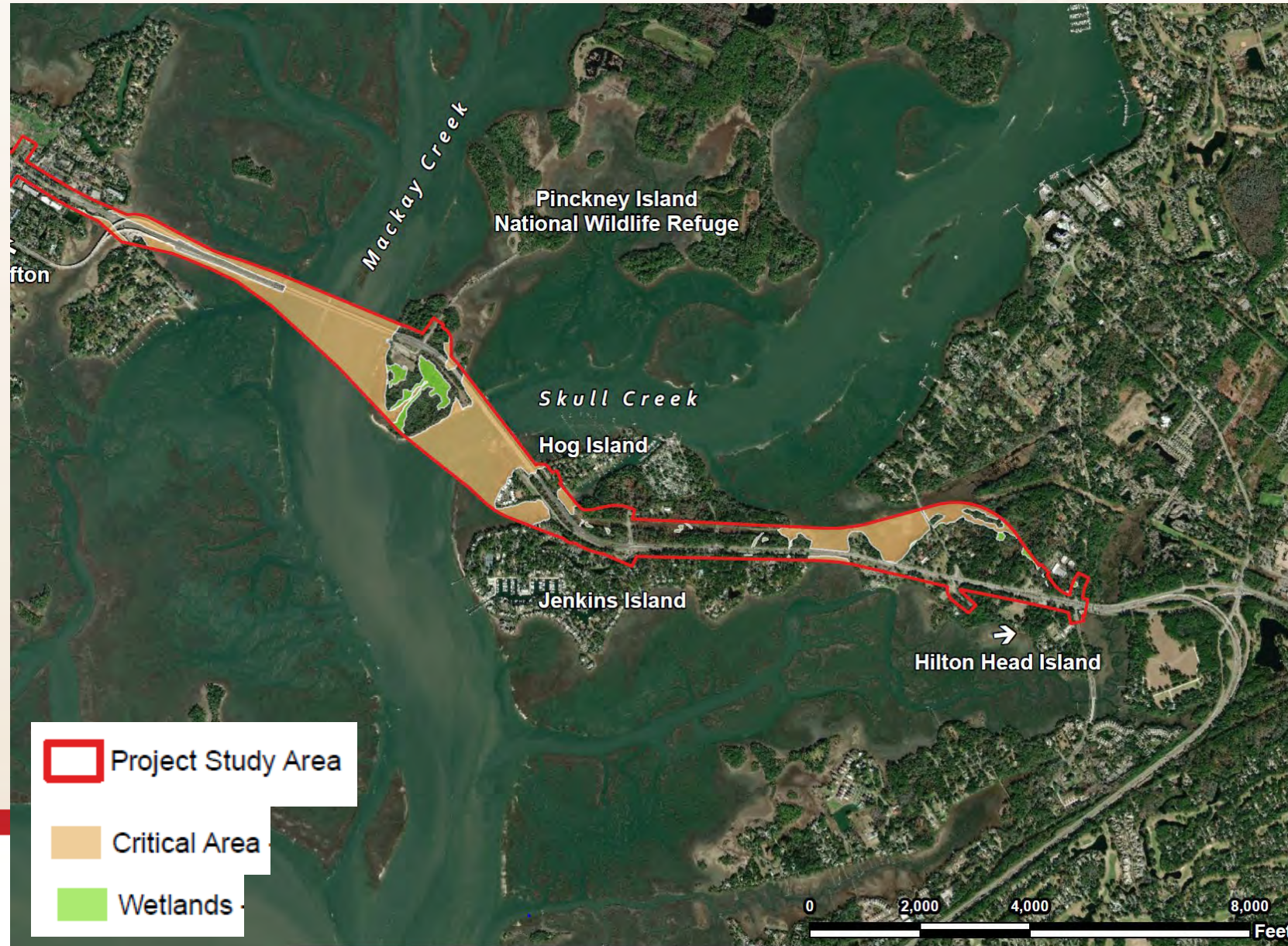
Potential Community Impacts & Mitigation

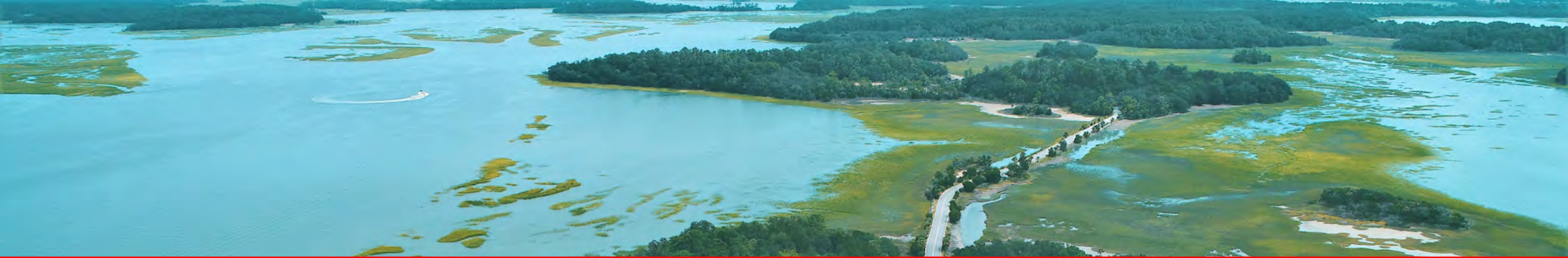
- 0 Residential Displacements
- 2 Commercial Displacements
- Impacts anticipated to the Stoney Community
- Individual property owner meetings
- Options will be developed once coordination with the community has been completed



Potential Wetland & Stream Mitigation

- Multiple mitigation banks are available to provide mitigation services
 - Salt Marsh: Clydesdale Mitigation Bank or Murray Hill Mitigation Bank
 - Freshwater Wetlands: Sweetleaf Swamp Mitigation Bank
- If mitigation credits are not available for purchase Permittee Responsible Mitigation (PRM) is an option
 - SCDOT will investigate on-site & off-site PRM within the project watershed

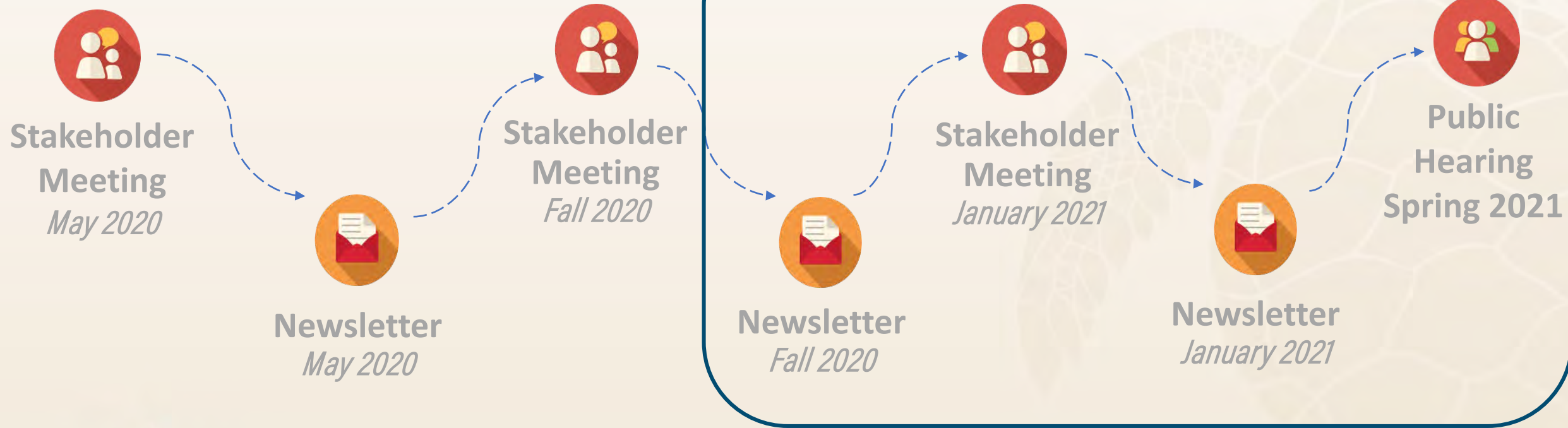




Next Steps



Upcoming Ways to Engage



Public Hearing

How Would You Like to Engage?

Viewing the
materials online
only, on my own
time (on a website)

In-Person, with
limited capacity or
by appointment
only

A live virtual
meeting

A traditional
in-person
public hearing



Contact



www.SCDOT278Corridor.com



info@SCDOT278Corridor.com



Facebook.com/SCDOT278Corridor

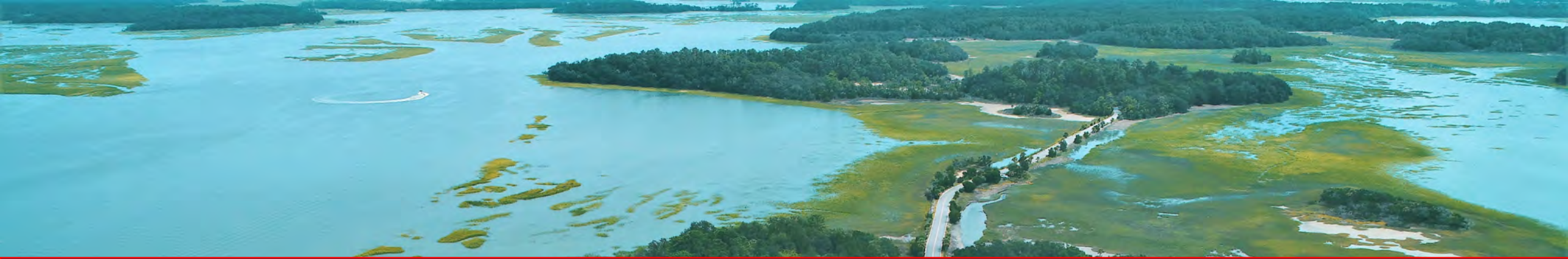


[@SCDOT278Corridor](https://twitter.com/SCDOT278Corridor)



Craig Winn, PE, CFM
Project Manager
SCDOT





Questions?





Project Update

February 2021



Schedule Update

To ensure a detailed analysis of the Stoney Community is performed and to build community consensus surrounding the proposed community mitigation items, the project schedule has shifted. More information on this can be found in subsequent sections.

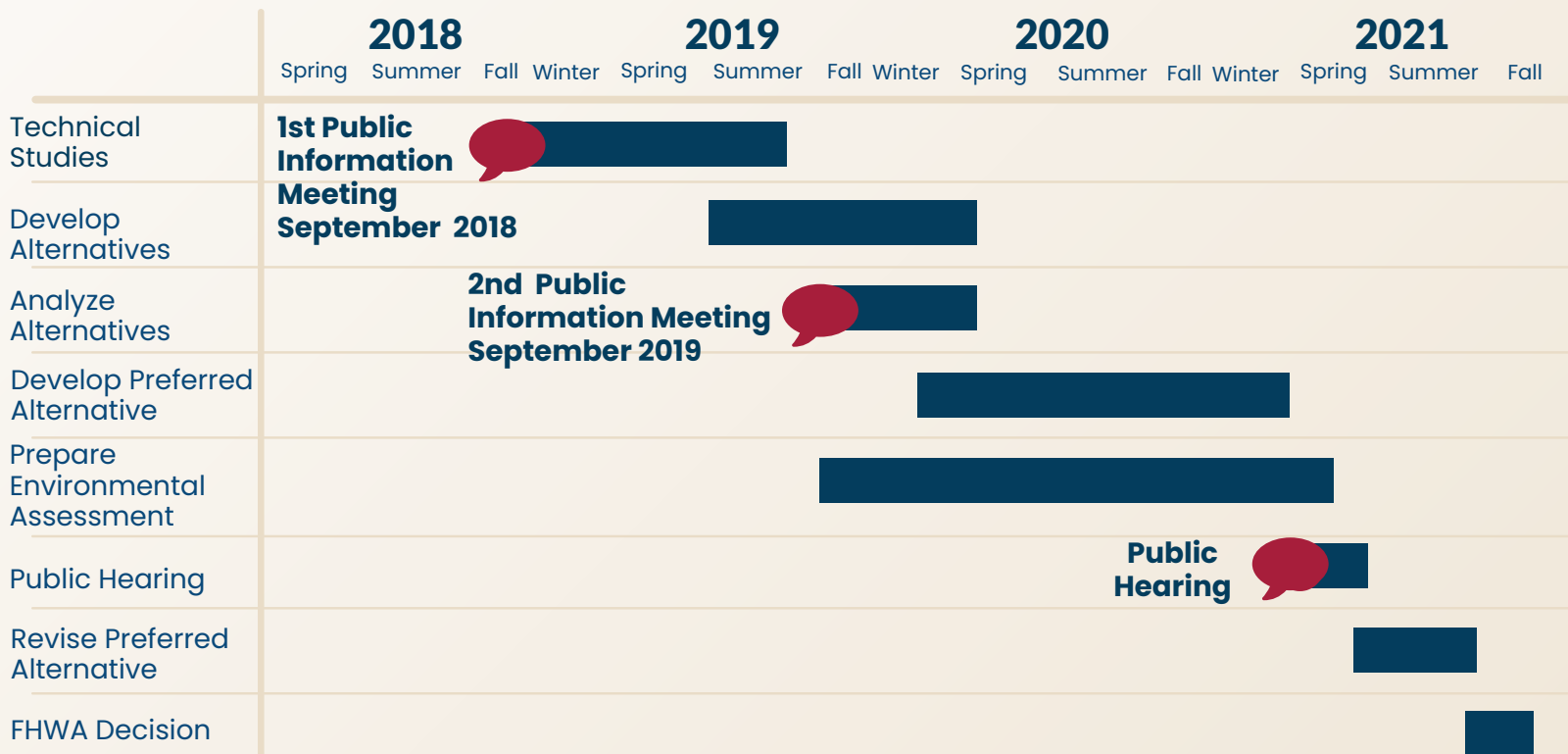
The public hearing and the release of the recommended preferred alternative will likely occur during late spring (potentially late May). The project team is hopeful that during that time the current public health concerns will have lessened somewhat to allow for in-person engagement opportunities. However, the project team will continue to monitor the situation and ask for local guidance on how best to engage the communities at that time. Regardless, the team will be prepared to offer a multi-tiered approach to engagement which will include extensive online and phone engagement opportunities.

Project Overview

Beaufort County, in coordination with the South Carolina Department of Transportation (SCDOT), is proposing to make improvements to the US 278 corridor between Bluffton and Hilton Head Island, from Moss Creek Drive to Spanish Wells Road. This would improve the final segment of US 278 between I-95 and the Cross Island Parkway. The purpose of this project is to address structural deficiencies at the existing eastbound MacKay Creek bridge and reduce congestion along US 278 from Moss Creek Drive to Spanish Wells Road. The eastbound Mackay Creek Bridge will be replaced; it was originally built in 1956 and is scheduled for replacement. Additional studies for potential improvements include:

- Modifications to the remaining three bridges;
- Improved performance at the major intersections (Squire Pope, Old Wild Horse, Spanish Wells);
- Improved access to Pinckney Island National Wildlife Refuge; and
- Improved access to the C.C. Haigh, Jr. Boat Ramp.

US 278 NEPA Process Schedule





Stoney Community: Engagement

Stoney Community Meetings

The project team met with the Stoney community five times during the fall of 2020 and has already met with them once since the beginning of 2021. Those with direct, potential property impacts were invited to participate, in addition to those representing the Stoney Community in the 278 Stakeholder group and the Town's Gateway Committee. Meetings were limited in attendance for the health and safety of the individuals present, and those invited were tasked with sharing the information they received with their fellow community members.

March 10, 2020

Hilton Head Island Library

A series of four, one-hour meetings were held with the four Stoney families that may experience right-of-way acquisition. Each family had the opportunity to meet with the project team individually to allow for candid conversations to voice their concerns. Following the project-specific session, the families were invited to participate in an oral history interview as part of the Traditional Cultural Properties evaluation.

August 20, 2020

Hilton Head Island Rowing & Sailing Center

This meeting started the dialogue about community enhancement. The project team identified the potential right-of-way impacts and relocations and answered related questions. Relocations had been reduced to two businesses. The topic of community enhancement was introduced and participants were asked to brainstorm potential enhancement ideas with other community members.

September 29, 2020

Hilton Head Island Rowing & Sailing Center

This meeting focused on specific, potential community enhancement ideas including a Stoney Community history video, family monuments, improvements to the Jenkins Island Cemetery, an access road for properties between the causeway and Squire Pope Road, and an access/driveway to the Stewart family properties. Safety concerns in crossing US 278 (on foot) were also discussed. Attendees were encouraged to further explore the discussed community enhancement ideas with their community and identify additional ideas for the October Meeting. The project team also toured the Jenkins Island Cemetery.

October 27, 2020

Hilton Head Island Rowing & Sailing Center

The project team met with the Stewart family individually to discuss the proposed driveway to their property to address the safety concerns. Then, the larger meeting focused on fleshing out details of the community enhancement ideas the community members brought forward. A community member presented her idea for an open-air, cultural pavilion. All the participants present agreed that such an item would be appropriate and welcome. It should focus on displaying the history and vibrancy of the area. Additionally, lighting was brought up as a concern.

December 8, 2020

Central Oak Grove Church

This meeting explored the previously discussed community enhancement ideas: signage, an open-air pavilion, theme-based street and multi-use path lighting, a community history video/story map, improvements to the Jenkins Island Cemetery and the access road for the Stewart Family parcels. The project team brought example renderings. However, the project team agreed to bring additional renderings to better understand the scale the proposed pavilion and signage options.

January 26, 2021

Hilton Head Island Rowing & Sailing Center

As requested at the December 8, 2020 meeting, the project team discussed the additional renderings that were developed to better understand the community enhancement ideas that included signage, an open-air pavilion, a theme-based street, and multi-use path lighting. All of the meeting participants responded favorably to the renderings.

Improvements to the access road to the Jenkins Island Cemetery and the Stewart Family parcels are still under consideration and coordination is ongoing.



Stoney Community: Mitigation Ideas

At the most recent meeting with the Stoney community, the renderings below were provided for additional conversation. These renderings were created to provide a sense of scale for the potential mitigation ideas at the request of the community. However, the design of the final products would be created in concert with a design firm and coordination with the local governments.



Stoney Community: Traditional Cultural Property Update

Traditional cultural properties are defined by the South Carolina Historic Preservation Office (SHPO) as a “subset of historic properties associated with cultural practices, traditions, beliefs, lifeways, arts, crafts, and social institutions of any living community.”
[Learn more here.](#)

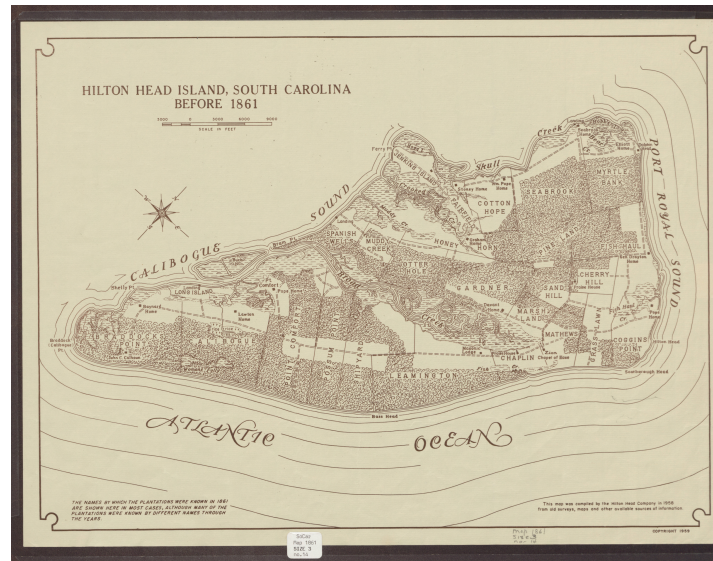
Stoney is one of Hilton Head Island’s historic and socially connected Gullah communities, which also include nearby Squire Pope, Spanish Wells, Jonesville, and Jarvis. To better understand the Stoney community’s significance as a Traditional Cultural Property (TCP) and to evaluate its eligibility for listing in the National Register of Historic Places (NRHP), oral history interviews with longtime residents, archival research, and historical landscape analysis were completed. This work suggests that Stoney remains central to the Gullah identity through its long history of Black landownership; as a cultural gateway to the island; and as a place of progress, prosperity, and education for the island’s Black community. At this time, the study is being finalized and will be submitted to SHPO this month.



Top: Stoney Community Oystering;
Bottom: Mr. Charlie Simmons, Sr., "Cap'n Charlie"

Cultural Resources Update

A few archeological sites were found during initial project work. The project team has been coordinating with the State Historic Preservation Office to determine the best ways to address these sites. Project impacts to one site located on Pinckney National Wildlife Refuge could not be avoided. However, SCDOT proposes to mitigate impacts through an effort to excavate, preserve, and document the presence and characteristics of any buried features. The recommended preferred alternative corridor design should be able to avoid the additional two sites. Each of these areas will be marked as a "Restricted Area" during construction. SCDOT also commits that if any significant portions of this site are encountered, construction activities will be halted and it will be treated as a late discovery. A memorandum of agreement has been prepared for FHWA, SCDOT, US Fish & Wildlife Service, the Catawba Indian Nation Tribal Historic Preservation Officer, and SHPO as signatories.



Map of Hilton Head Island: Before 1861

Utility Update

Utility coordination will be an integral component of the construction of any of the proposed recommendations. To that end, the project team has been working with all utilities within the project corridor, including separate meetings with both water/wastewater utilities and Santee Cooper. The discussions to-date have included confirmation of each utility's existing facilities, evaluation of any conflicts, and determination of any high-level relocation costs for each alternative. These ongoing dialogues serve to update utility owners on the corridor study progress and identify any concerns they have regarding the project impacts to their facilities, including prior rights discussions.

Want more information?

The latest information on the US 278 Corridor Improvements project can always be found on our project webpage. All information from past presentations is also posted under "Resources." Check it out today! www.SCDOT278Corridor.com



Craig Winn, PE, SCDOT Project Manager

info@SCDOT278Corridor.com

Facebook: [SCDOT278Improvements](https://www.facebook.com/SCDOT278Improvements)

Twitter [@scdot278](https://twitter.com/scdot278)





March 31, 2021 Stakeholders Group Meeting

Stakeholder Meeting - Summary

Event Information

Date: March 31, 2021

Time: 10:00 AM to 11:00 AM

Location: Virtual meeting via Microsoft Teams (call-in option available)

Meeting Goals

Present to the stakeholders and gather feedback on:

- Stoney community enhancements – recent activities and path forward
- Intersections next steps – independent review and process for finalization
- The status and ideas to engage with the Public Hearing

Attendees

Person	Organization
Craig Winn	SCDOT
Megan Groves	SCDOT
David Kelly	SCDOT
Shane Belcher	FHWA
Eric Burgess	KCI
Phil Leazer	KCI
Heather Robbins	KCI
Matthew DeWitt	KCI
Amanda Chandler	KCI
Amy Livingston	CDM Smith
Hisham Abdelaziz	CDM Smith
Miranda Smeck	CDM Smith
David Johnson	Town of HHI 278 Gateway Committee
Lisa Cunningham	Town of Bluffton
John Miller	Moss Creek Owners Association
Ray Deal	Hilton Head Island-Bluffton Chamber of Commerce
Chris McCorkendale	Hargray Communications
Jessie White	Coastal Conservation League
Mike Garrigan	Windmill Harbour
Dejuan Holmes	Stoney Community
Dwayne Bruns	Mariners Cove
Rob Moore	Blue Heron Point
Frank Babel	HHI Bike Advisory Committee

Courtney Kenneweg	The Crazy Crab
Louis Wright	Anyone know who this is?
Shawn Colin	Community Development Director at Town of Hilton Head
Neil Turner	Hilton Head Harbor RV Resort & Marina
Bill Miles	Hilton Head Island - Bluffton Chamber of Commerce
Luana Graves Sellars	Stoney Community

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Meeting Highlights

- Introduced the Team that was on the line and the participants
- Presentation – Craig Winn gave a presentation on the following items:
 - What is happening with Stoney community enhancements?
 - Intersections next steps- independent review and process for finalization
 - The status and ideas to engage with the Public Hearing
- Question & Answer
 - Stakeholders were able to type questions into the chat box and ask questions out loud throughout the meeting. There were pauses in the presentation to allow for a more open question and answer session.
- Next Steps
 - Newsletter and Public Hearing
 - Description of previous public hearing plans with discussion that the public hearing would be delayed. The team is looking to schedule the public hearing in late July. Craig mentioned that he expected many of these same engagement methods to hold true. However, he asked for any input as to how to best engage safely with the community during that time period.

Questions and Comments Received

- Neil made the group aware that he has been working with the Town for a road along the powerline easement that would provide parking and access to the Jenkins Island cemetery. They have gotten “the okay” from Santee Cooper to work within the easement. He was interested in pairing with SCDOT on the project and will send information after the meeting. (Neil Turner)
- Frank commented that they would prefer to have a bike pathway through the powerline easement that would connect to the roadway from the cemetery (crossing over the marsh) versus along the roadway on Jenkins Island. (Frank Babel)
- How far does bike path come down to? Where does it start? (Dwayne Bruns)
 - The bike path goes across the bridge, and there are a few options being proposed at Jenkins Island. They are looking at having it pass under the bridge on (most likely situation) or having it go across US 278 on Jenkins Island. (Craig Winn)
- Suggested looking at USC Beaufort for the Public Hearing. (Frank Babel)
- Is buildout of the project still looking like 2023/2024? (Neil Turner)
 - Yes, that has not changed. (Craig Winn)
- Is there an order on construction, or is that up to contractor? (Neil Turner)
 - Staging plans will be provided, but construction is up to the contractor. (Craig Winn)

- Bridge construction will start first if things continue to move as they are. (Phil Leazer)
- Encouraged to not make any updates at or to be careful upgrading Gumtree Road. (Frank Babel)
 - There may be Town projects in the future, but there are no plans to send additional traffic to Gumtree Road from this project and therefore no plans to upgrade it. (Craig Winn)
- What noise reduction will be done during construction? (Dwayne Bruns)
 - Reduction during construction is not known at this point. There are no anticipated noise walls with the project implementation. (Craig Winn)
- Can you expand on the local environmental mitigation? (David Johnson)
 - Environmental mitigation is needed, so we are looking for nearby mitigation banks to purchase credits from. If no local mitigation credits are available, SCDOT will look at permittee-responsible mitigation (purchasing or soliciting a project for mitigation banks that the project could then buy credits from). (Craig Winn)
- If no local mitigation credits are available, would you mitigate locally still? (David Johnson)
 - If something reasonable is available, local mitigation would always be an option. This is still under progress. (Craig Winn)
- Had information from the Beaufort County Council meeting and supports the new bridge, but was asking—will this bridge be enough, or are traffic numbers already projected to outgrow the new bridge? (Dwayne Bruns)
 - The numbers they were speaking of were the original LATS model numbers which related to regional travel demand and were developed in 2010. We first used that to create our growth rate. Then, we did an individual traffic study to give us the 2045 traffic numbers. The 2045 projections found in the traffic study done for this project show an acceptable LOS by 2045 and beyond. (Craig Winn)
- What thoughts at this point have been given to noise mitigation? (Mike Garrigan)
 - A full noise study has been done and will be included in the Environmental Assessment. A comparison was done from current noise levels to projected future noise levels to determine if noise walls should be considered. Noise walls must fit a reasonable/feasible analysis. This includes a cost per receptor analysis that determines if it is financially feasible. At this time, no noise walls are recommended based on this analysis. (Craig)
- Is the plan to eliminate all left turns on Jenkins Island? (Mike Garrigan)
 - As much as possible. However, we're still finalizing details. (Craig Winn)
- Can you give a brief synopsis of the US 278 and Squire Pope Road intersection? (Ray Deal)
 - An intersection analysis looked at 20 combinations, in addition to local feedback on other ideas. Four options rose to the top, and then were refined down to 2. One of the options was enhanced lanes with dual lefts on Squire Pope Road and a right turn onto three lanes. The other option would have the three intersections (Old Wild Horse, Wild Horse/Spanish Wells, and Squire Pope) working together. This would route the traffic through a two-phase signal at Old Wildhorse Road. Eliminating left turns and signals or adding jug handles were some of the other options that did not work. The 3 intersections working together results in a LOS C, and the enhanced/maximized lanes result in a LOS D due to the additional signal timing needed. Traffic performance and the lesser environmental impact push towards the three coordinating intersections option. (Craig Winn)
- The new bridge will have fewer pylons and longer spans, so it is designed to decrease traffic noise, correct? (Dwayne Bruns)

- Yes, the spans would be longer. Fewer foundations and joints reduce cost as well. (Craig Winn)
- There was a proposal by an elected representative to repurpose the old bridge to make a linear trail, what is going to happen with that proposal? Is it put to bed, active, with the County? (Frank)
 - It is currently with the County. SCDOT has not had it as a recent topic of discussion. (Craig Winn)
- Understanding the noise analysis, are you saying that it's already loud, and it's not being made any louder so no noise mitigation will be done? (Rob Moore)
 - Would not say it that way, rather would say that noise mitigation has been determined to not be reasonable/feasible. (Craig Winn)
- What is the new start date for construction? (Courtney Kenneweg)
 - It has not changed—still late 2023/early 2024. (Craig Winn)
- As the oversight committee work is winding down, what will SCDOT's process be once recommendations are finalized? (Mike Garrigan)
 - Recommendations are due today to the County. Then, they will go to the council in April. Each committee meeting has been watched by someone at SCDOT, and some recommendations have already been incorporated. Other recommendations will require some work to see if they are feasible. We anticipate having a joint workshop in early May to talk through that at the joint council meeting. There will be a 3-week period for review and evaluation prior to the workshop. (Craig Winn)
- Is the plan to widen US 278 a done deal? Would any recommendations in any way mitigate or have any impact on the decision to widen? (Mike Garrigan)
 - We know based on existing traffic numbers that the road needs to be widened. I would not anticipate any decisions otherwise unless a road nearby is made six lanes or a second connection (that is six lanes) is created. (Craig Winn)
- Is there a drop-dead date for the public hearing? At what point does the project schedule change due to public hearing changes? (Shawn Colin)
 - The public hearing date change was made jointly with the County. If it is pushed back much more than July, then it could start pushing back construction because of the right-of-way acquisition schedule requirements. (Craig Winn)
- Is this slideshow more of a proposal (referring to the Community Enhancements), or are they concrete promises to the Stoney community, etc.? (Neil Turner)
 - The Stoney community enhancements are part of the environmental commitments in the Environmental Assessment document. These have been created in concert with the Stoney community residents; they also include a Story Map that was not indicated on the slides. The story map would include a map with photos and more information about the history of the residents and businesses. (Craig Winn)

Meeting Preparation

- Save-the-Date eblasts were sent on March 9, 2021.
- Formal invitations were sent through the project email on March 24, 2021 (inclusive of login information).

- A reminder of the stakeholder meeting was sent from the project email on March 30, 2021 (inclusive of login information).
- Meeting presentation was posted to the website on March 30, 2021.

US 278 Corridor Improvements

Stakeholder Meeting

March 31, 2021





Project Management



Agenda

- 1 Project Management/Status Update**
- 2 Community Impacts & Enhancements**
- 3 Next Steps**
- 4 Public Hearing Engagement Methods**



Purpose & Need

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



**Structural
Deficiencies**



Congestion



--Public Engagement--



The NEPA Process

Start the Environmental Assessment

- Public Information Meeting 1
- Perform Technical Studies 2
- Develop Alternatives 3
- Analyze Alternatives 4
- Second Public Information Meeting 5
- Develop Preferred Alternative 6
- Prepare Environmental Assessment 7
- Public Hearing 8
- Revise Alternative 9
- FHWA Decision 10

Public Hearing: Summer 2021
Pending FHWA Approval

THE DEVELOPMENT PROCESS FOR HIGHWAYS

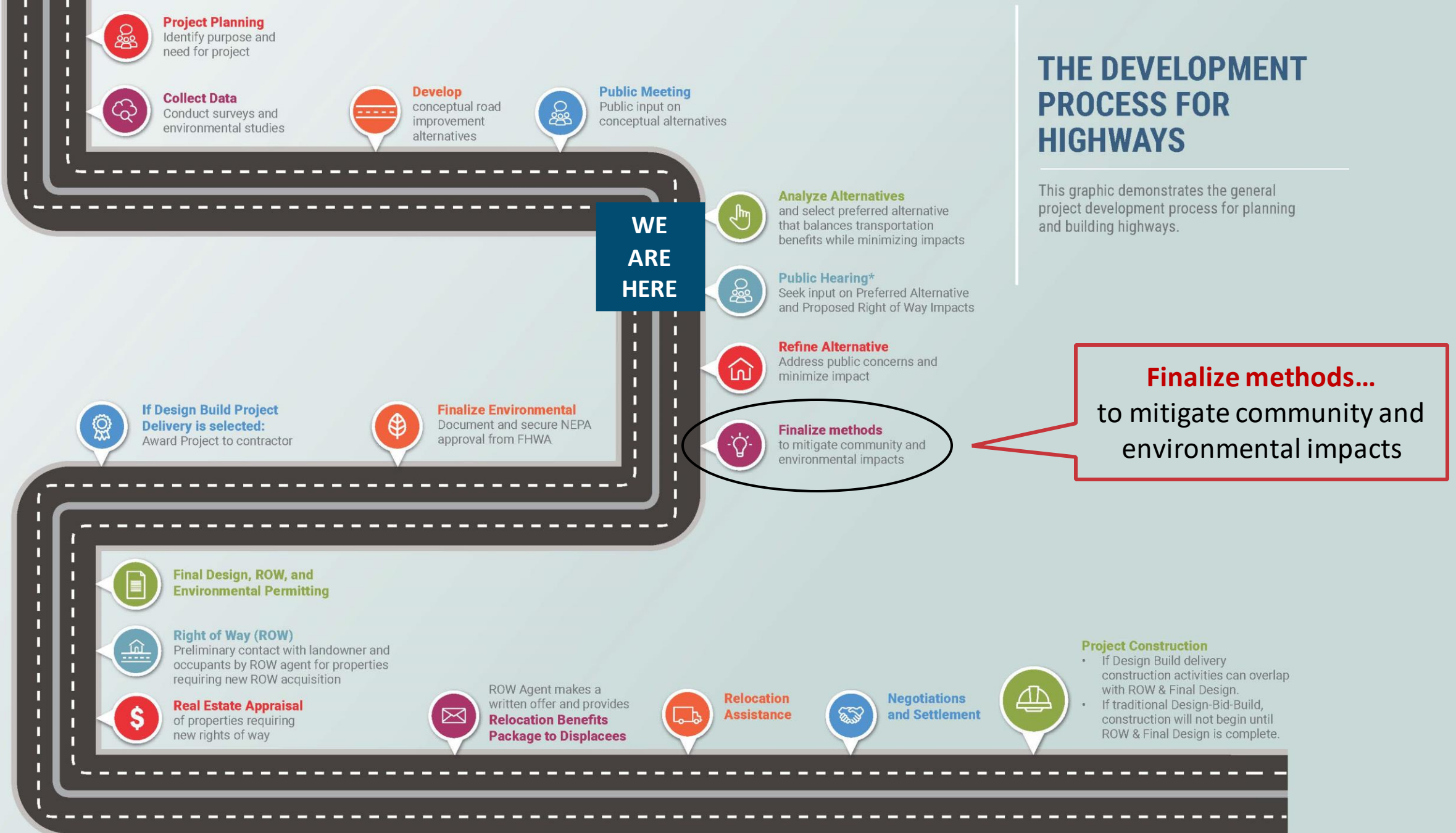
This graphic demonstrates the general project development process for planning and building highways.



*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.

THE DEVELOPMENT PROCESS FOR HIGHWAYS

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



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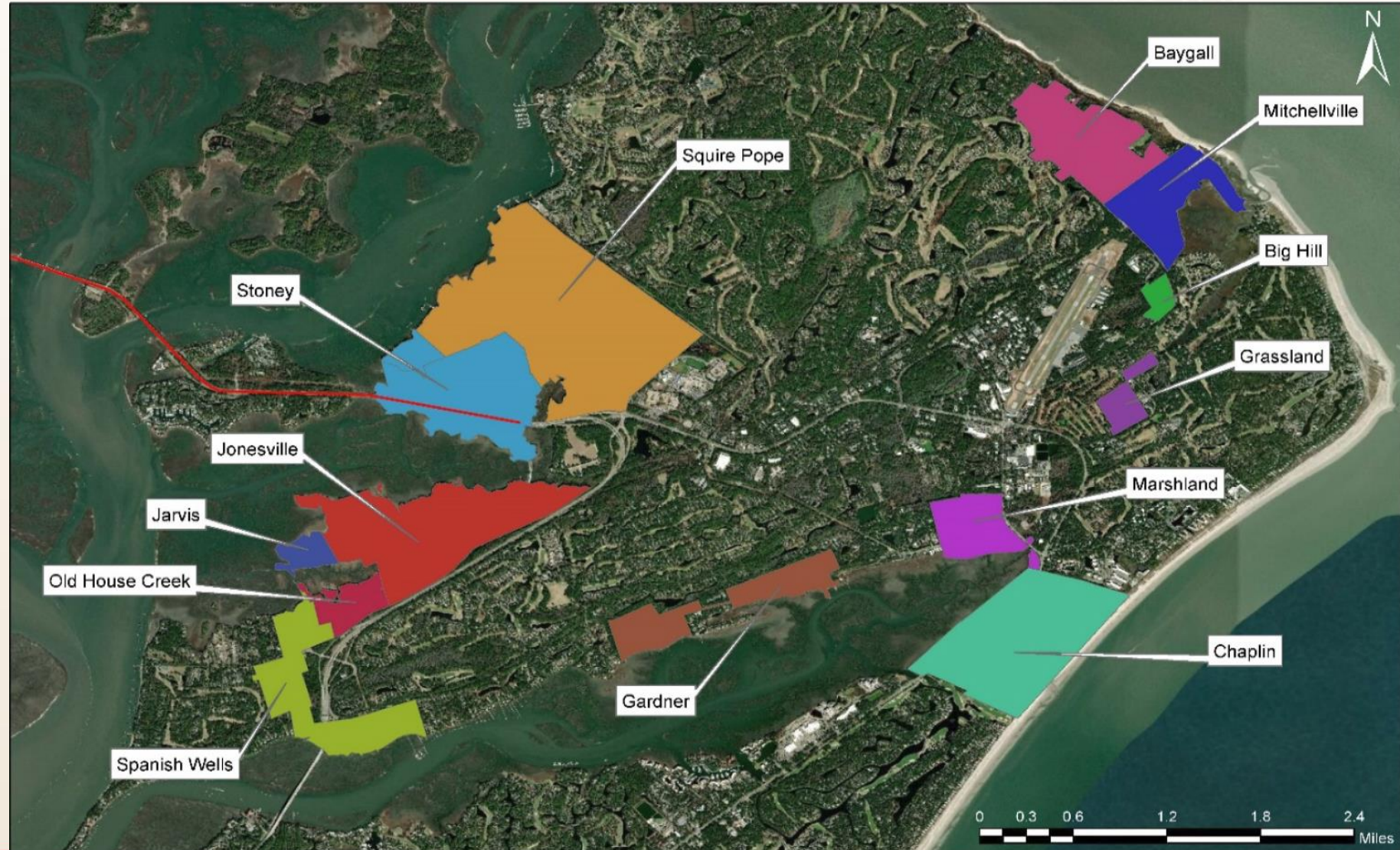


Community Impacts & Enhancements



Potential Community Impacts

- 0 Residential Displacements
- 2 Commercial Displacements
- Impacts anticipated to the Stoney Community - Recently classified as a Traditional Cultural Property (TCP)



Traditional Cultural Property (TCP) Analysis

Suggests Stoney remains central to the Gullah identity:

- Long history of Black landownership
- As a cultural gateway to the island
- As a place of progress, prosperity, and education for the island's Black community



What is a Traditional Cultural Property?

A subset of historic properties associated with cultural practices, traditions, beliefs, lifeways, arts, crafts, and social institutions of any living community - SHPO

Stoney & Community Engagement



6 meetings with Stoney Community
to discuss Potential Impacts &
Community Enhancements



1-on-1 meetings with
potentially impacted property
owners (*underway*)



Stoney Community Enhancements

Potential Stoney Community Location Renderings



Stoney Community Enhancements: Gateway Signage

Potential Stoney Community Location Renderings

Adjacent to the Crazy Crab
(Entering Hilton Head Island)



Stoney Community Enhancements: Gateway Signage

Potential Stoney Community Location Renderings

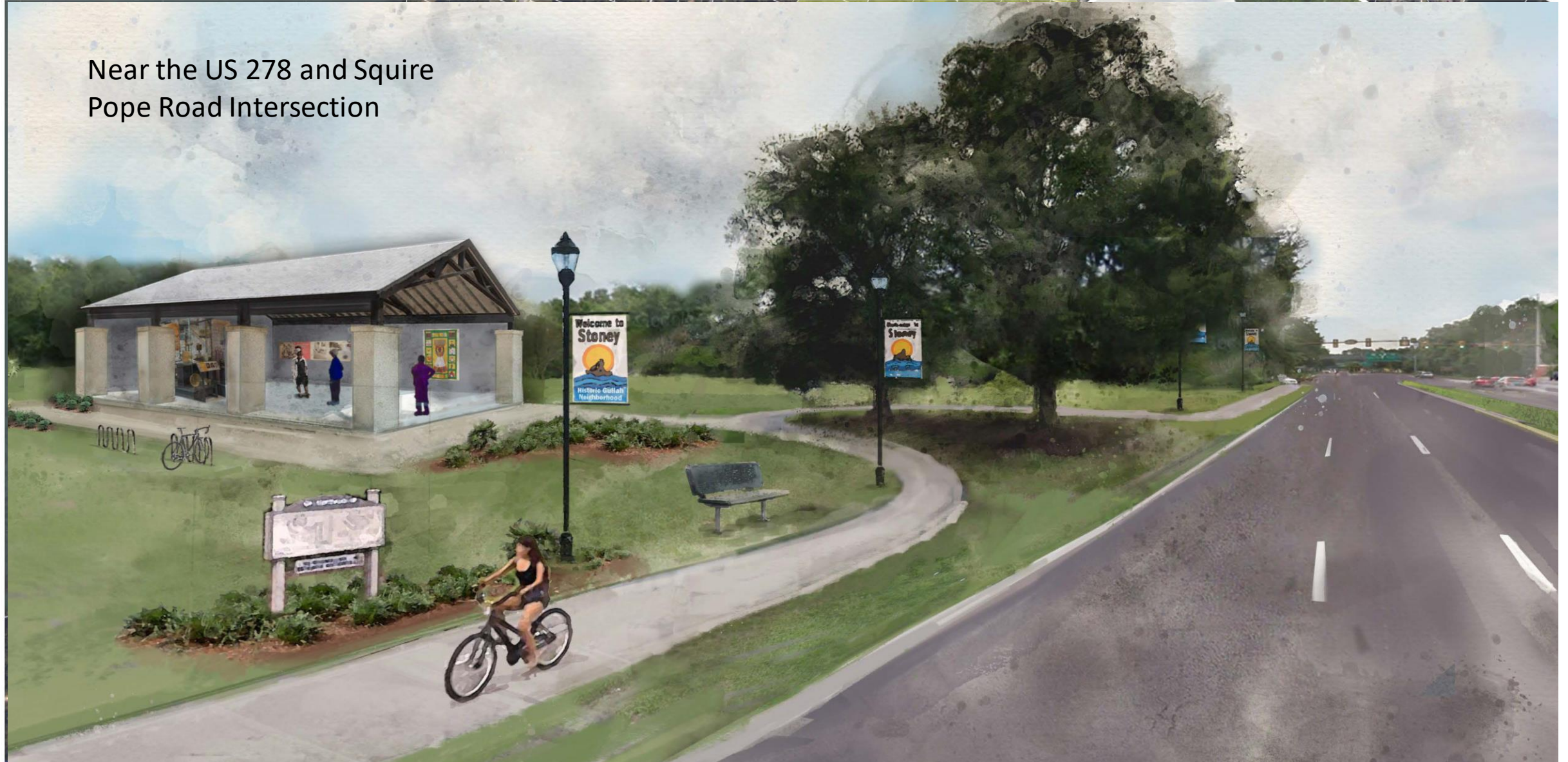
Neat Spanish Wells Road
(Exiting Hilton Head Island)



Stoney Community Enhancements: Pavilion + Placemaking

Potential Stoney Community Location Renderings

Near the US 278 and Squire
Pope Road Intersection



Stoney Community Enhancements: Access

Jenkins Island Cemetery Access Road

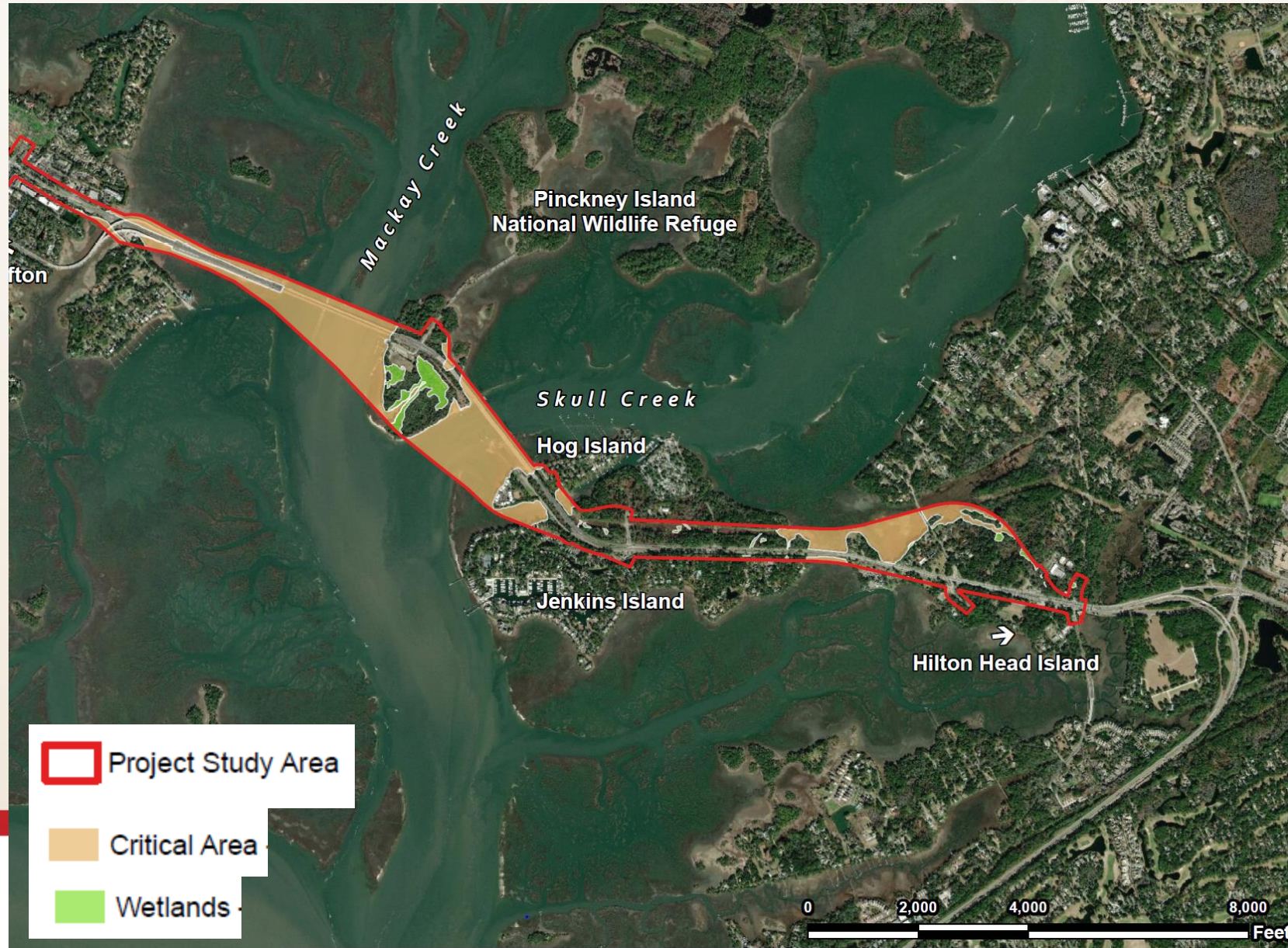


Stewart Family Safety Access Road



Potential Wetland & Stream Mitigation

- Multiple mitigation banks are available to provide mitigation services
 - Salt Marsh: Clydesdale Mitigation Bank or Murray Hill Mitigation Bank
 - Freshwater Wetlands: Sweetleaf Swamp Mitigation Bank
- If mitigation credits are not available for purchase Permittee Responsible Mitigation (PRM) is an option
 - SCDOT will investigate on-site & off-site PRM within the project watershed





Next Steps



Squire Pope and Jenkins Island Intersections

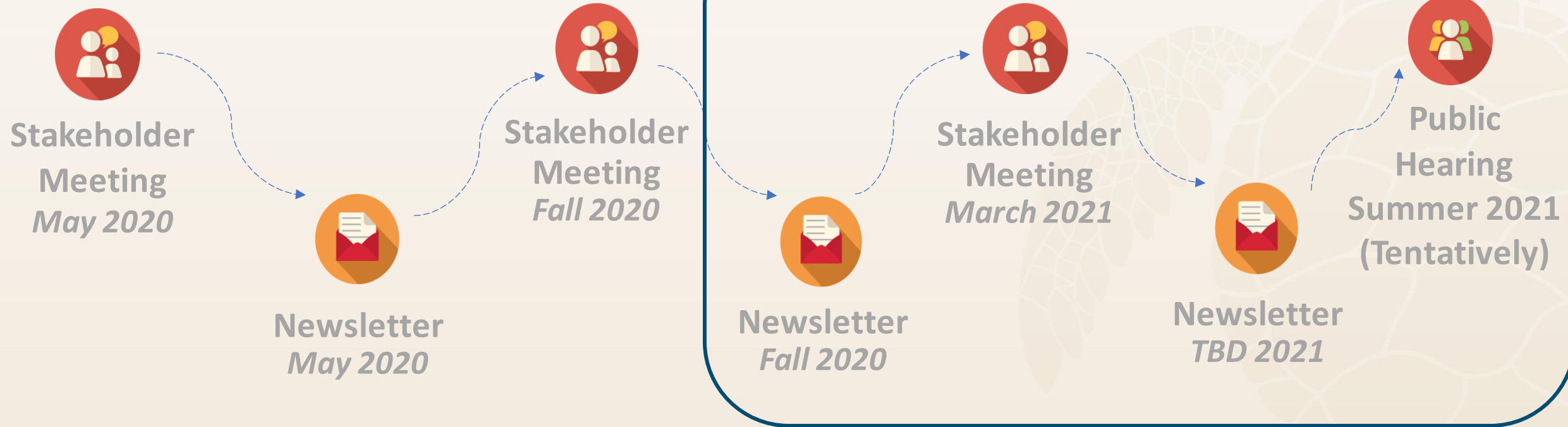
Understanding Next Steps



- Independent Review
- Process for Finalization



Upcoming Ways to Engage



Public Hearing

Ideas to Engage the Public During COVID 19

*How should our plan
for engagement
change as we move
the public hearing to
the summer?*

Verbal Comments
on the Project Hotline

On-Demand Online
Public Hearing webpage

**On-Demand Questions
Answered**
on the Project Hotline & Email

Meaningful Input

In-Person
Appointments at
Mobile Office Hours

In-Person
by appointment at an
Information/Comment
Session

In the Mail
Information Packets
mailed by request



Contact



www.SCDOT278Corridor.com



info@SCDOT278Corridor.com



Facebook.com/SCDOT278Corridor



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



Craig Winn, PE, CFM
Project Manager
SCDOT





Questions?

