



Y O U A R E I N V I T E D

US 278

CORRIDOR IMPROVEMENTS

PUBLIC INFORMATION MEETING



YOU ARE INVITED TO A

PUBLIC INFORMATION MEETING

**to provide input on the
US 278 Corridor Improvements**

This will be an informal, drop-in style meeting
held on Thursday, September 19, 2019
between 5:00 and 7:00 PM
at the Boys & Girls Club HHI
(151 Gumtree Rd, Hilton Head Island, SC)

A Virtual Public Information Meeting will also
be available at www.SCDOT278Corridor.com

For more information contact Craig Winn, PE,
SCDOT Program Manager at 803-737-6376





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US 278

CORRIDOR IMPROVEMENTS

PUBLIC INFORMATION MEETING



U.S. Department of Transportation
Federal Highway Administration

US 278

CORRIDOR IMPROVEMENTS

PUBLIC INFORMATION MEETING

SEPT. 19, 2019 | 5:00 -7:00PM

BOYS & GIRLS CLUB HILTON HEAD ISLAND



U.S. Department of Transportation
Federal Highway Administration



**BOYS & GIRLS CLUB
HILTON HEAD ISLAND**

**THURSDAY, SEPTEMBER 19, 2019
5:00 TO 7:00 P.M.**

PURPOSE OF THIS PUBLIC INFORMATION MEETING

The South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA) welcome you to this evening's public information meeting and appreciate your attendance.

The purpose of this public information meeting is to provide an update on the project to the community and gather comments from the public on the following:

- Project Purpose
- Alternatives Analysis Process including Evaluation Criteria
- Full Range of Alternatives
- Draft Reasonable Alternatives
- Next Steps, including How to Stay Involved

OVERVIEW OF THE PROJECT

SCDOT is proposing to make improvements to the US 278 corridor between Moss Creek Drive in Bluffton and Spanish Wells Road on Hilton Head Island. The purpose of this project is to address structural deficiencies at the existing eastbound Mackay Creek bridge, and to increase capacity and reduce congestion within the project limits.

The eastbound Mackay Creek Bridge (constructed in 1956) is nearing the end of its service life and is scheduled for replacement. Additional studies for potential improvements within these project limits include:

- Modifications of the remaining three bridges, and
- Improved access to Pinckney Island National Wildlife Refuge and to the C.C. Haigh, Jr. boat ramp.

In association with FHWA and Beaufort County, SCDOT will develop an 'Environmental Assessment' (EA) document for the proposed project. The EA will include

review of all proposed alternatives and will evaluate potential impacts to the natural and human environment. SCDOT will complete the EA process prior to acquiring any right-of-way or beginning construction for the proposed project.

Efforts have been focused on community involvement and communication to ensure the successful development of the environmental process. Due to the major roles state and federal resource agencies play, the project team will work closely with them in completing the environmental review process. The project is to be financed using federal, state, and local funds. Right-of-way acquisition for this project is tentatively scheduled to begin in 2021.

STUDY AREA

The US 278 Corridor Improvements project runs along the US 278 corridor from Moss Creek Drive in Bluffton to Spanish Wells Road on Hilton Head Island.



WHERE WE ARE IN THE PROCESS

SCDOT is taking this important project through an Environmental Assessment (EA) as part of the National Environmental Policy Act, or NEPA, process. We are currently at step five of this process (the second public information meeting). Following this public information meeting, the project team will incorporate the received public input into the development of the preferred alternative. The preferred alternative will be presented at the public hearing, tentatively scheduled for late 2020.

THE NEPA PROCESS | US 278 CORRIDOR

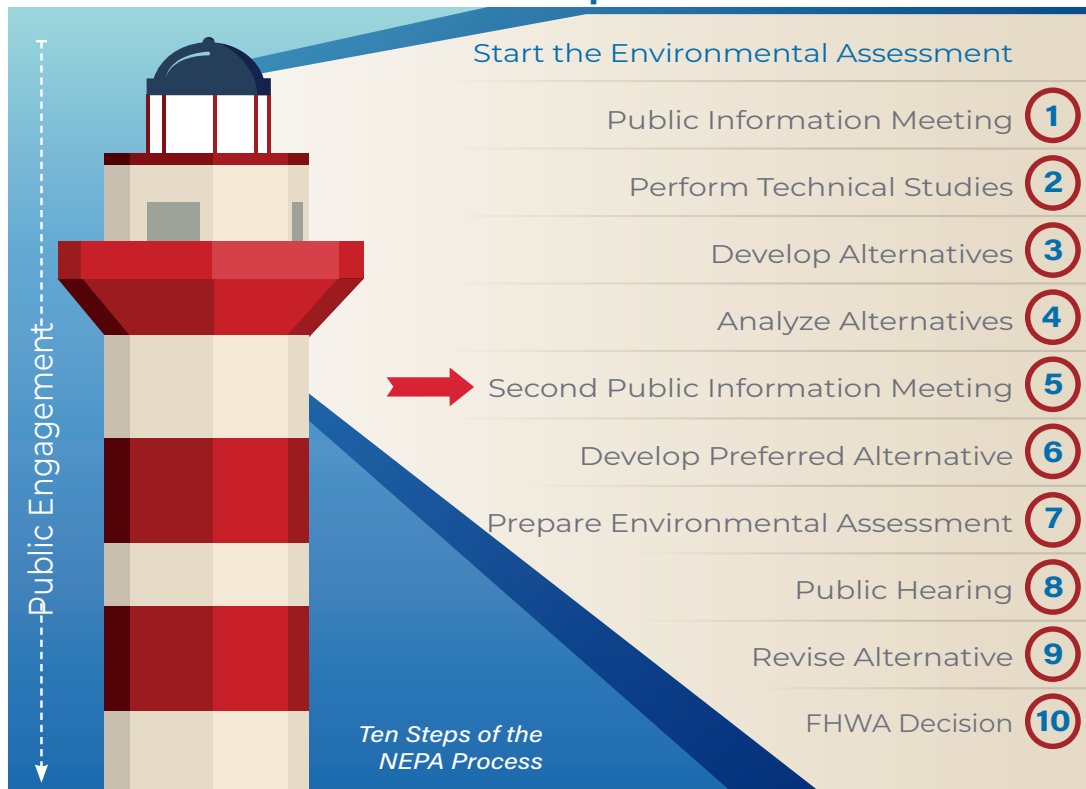


FIGURE 2. NEPA PROCESS

PRELIMINARY RANGE OF ALTERNATIVES

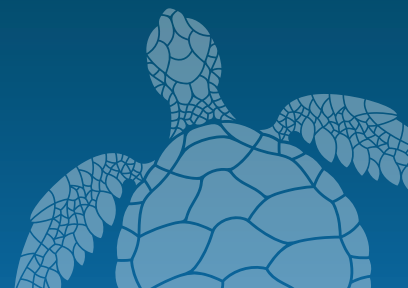
Incorporating feedback from the community, and considering known constraints and challenges, the engineering team developed seventeen (17) alternatives called the "Preliminary Range of Alternatives" shown in Figure 3.



FIGURE 3. RANGE OF ALTERNATIVES



Title VI compliance: SCDOT complies with all requirements set forth by Federal regulations issued by the U.S. Department of Transportation under the Title VI of the Civil Rights Act of 1964, as amended. Any persons who believe that he or she has been discriminated against because of race, color, religion, sex, age, handicap or disability, or nation origin under a program receiving federal aid has the right to file a complaint with SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at the Office of Business Development & Special programs, 955 Park Street, Suite 117, Columbia, SC 29202 or at 803.737.5095. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident and should be signed by the person making the complaint.



ALTERNATIVES DEVELOPMENT EVALUATION CRITERIA

The preliminary range of alternatives has been systematically evaluated using the criteria shown in Figures 4 and 5 below. These criteria were used to filter seventeen (17) alternatives, the preliminary range of alternatives, down to the reasonable alternatives. These criteria include the projected number of properties that may be impacted, as well as potential impacts to neighborhoods, protected lands, and wetlands. Potential impacts were quantified using Geographical Information Systems (GIS) and the best available data from federal, state, and local government sources.

ALTERNATIVES DEVELOPMENT FLOWCHART



REASONABLE ALTERNATIVES

Below are the resulting six (6) reasonable alternatives. These are the alternatives remaining after applying the initial criteria to the preliminary range of alternatives.

Reasonable Alternative 1 (RA 1)

- Build new eastbound Mackay Creek bridge south of the existing bridge
- Recondition and widen existing westbound Mackay Creek bridge
- Recondition and possibly widen Skull Creek bridges
- Use existing alignment as much as possible

Reasonable Alternative 3 (RA 3)

- Build 2 new eastbound bridges south of the existing alignments, one over Mackay Creek and one over Skull Creek
- Recondition and widen westbound Mackay Creek Bridge
- Recondition existing Skull Creek Bridges and convert to westbound traffic only

Reasonable Alternative 2 (RA 2)

- Build a new bridge to the north of existing westbound Mackay Creek bridge
- Recondition existing westbound Mackay Creek bridge and convert to eastbound traffic
- Use newly constructed bridge for westbound traffic over Mackay Creek
- Recondition and possibly widen Skull Creek bridges

Reasonable Alternative 4 (RA 4)

- Replace all 4 existing bridges with one new bridge immediately south of the existing alignment
- Build a new access to the Pinckney Island Wildlife Refuge and CC Haigh Jr. Boat Ramp
- Use existing alignment east of the new bridges
- Remove existing bridges

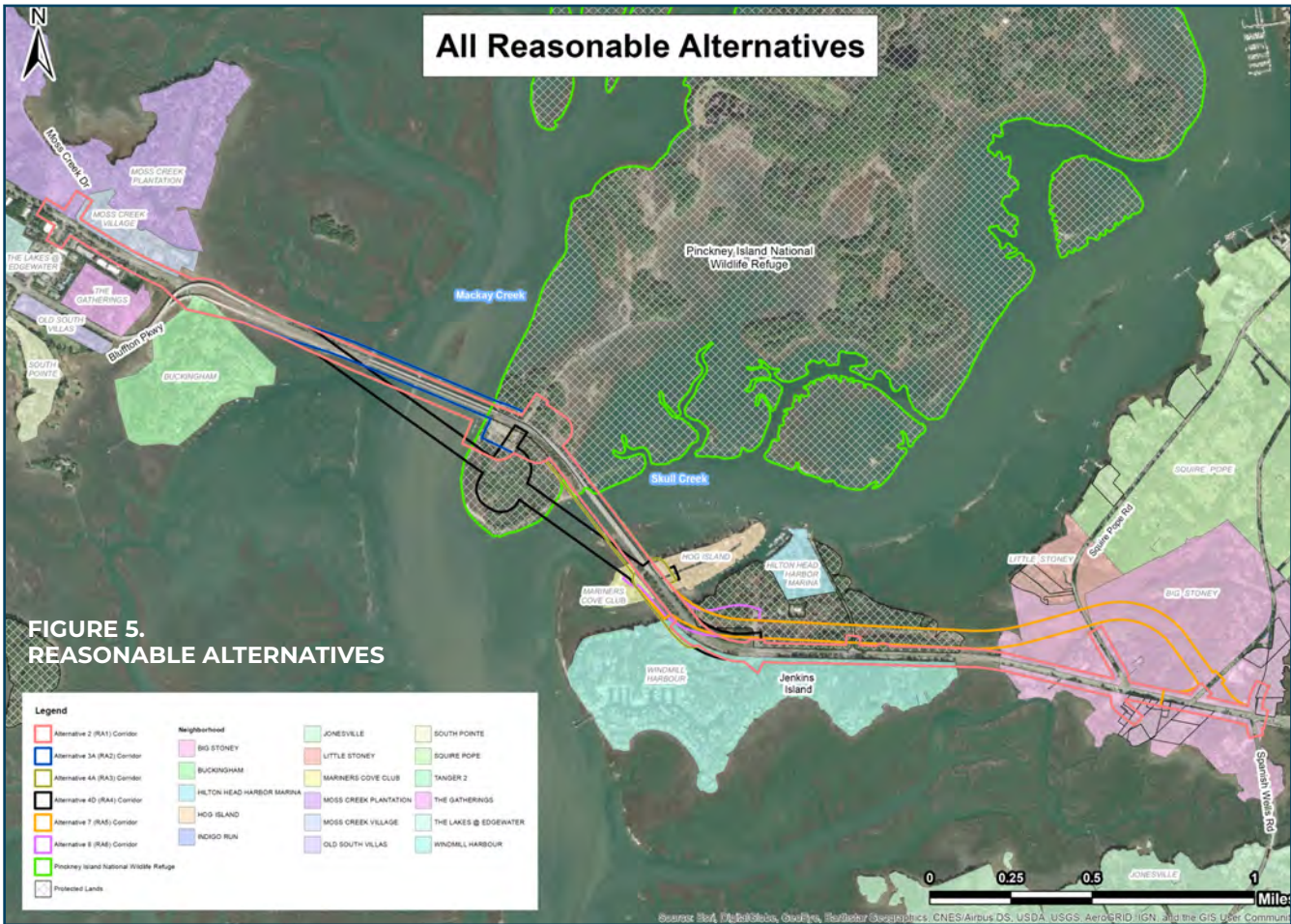
REASONABLE ALTERNATIVES (CONTINUED)

Reasonable Alternative 5 (RA 5)

- Build 2 new eastbound bridges just south of the existing
- Recondition westbound bridges and widen in place
- Improve access to the Pinckney Island Wildlife Refuge and CC Haigh Jr. Boat Ramp
- Utilize the existing transmission line easement for US 278 running from Jenkins Island through Spanish Wells Road

Reasonable Alternative 6 (RA 6)

- Replace all 4 existing bridges with one new bridge just south of the existing US 278 alignment
- Build a new access to the Pinckney Island Wildlife Refuge and CC Haigh Jr. Boat Ramp
- Utilize the existing transmission line easement running from Jenkins Island through Spanish Wells Road
- Remove existing bridges



STAY INVOLVED

Community feedback is an integral part of the alternatives analysis process. Comments can be provided at the meeting, submitted online, or mailed to SCDOT at the address below. While we welcome your input at any time, the official public comment period for this public information meeting is open until October 18th. Submitting your comments by the end of the comment period ensures they make it to the full project team before the preferred alternative is developed.

Look for the project team at community events around town. Invite us to present project information at your neighborhood or community group’s meeting as part of our speaker’s bureau. Reach out using one of the various contact methods below. We look forward to hearing from you!

PROJECT INFORMATION CAN BE FOUND ON THE WEBSITE: WWW.SCDOT278CORRIDOR.COM

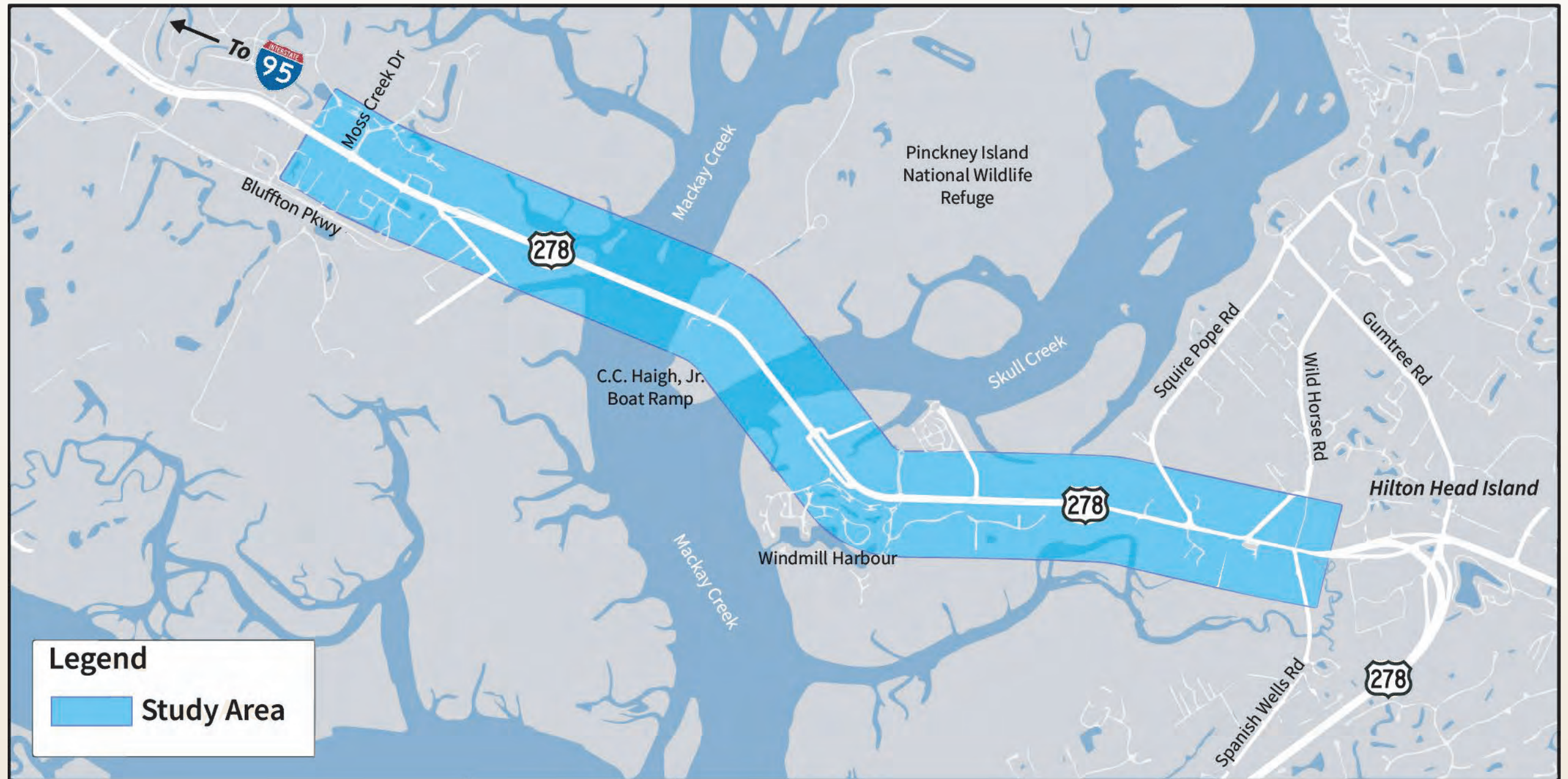
CONTACT

South Carolina Department of Transportation
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Columbia, SC 29202-0191

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[Facebook.com/SCDOT278Improvements](https://www.facebook.com/SCDOT278Improvements)
Twitter @SCDOT278



STUDY AREA



PROJECT PURPOSE

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.



THE NEPA PROCESS | US 278 CORRIDOR IMPROVEMENTS

Public Engagement

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**

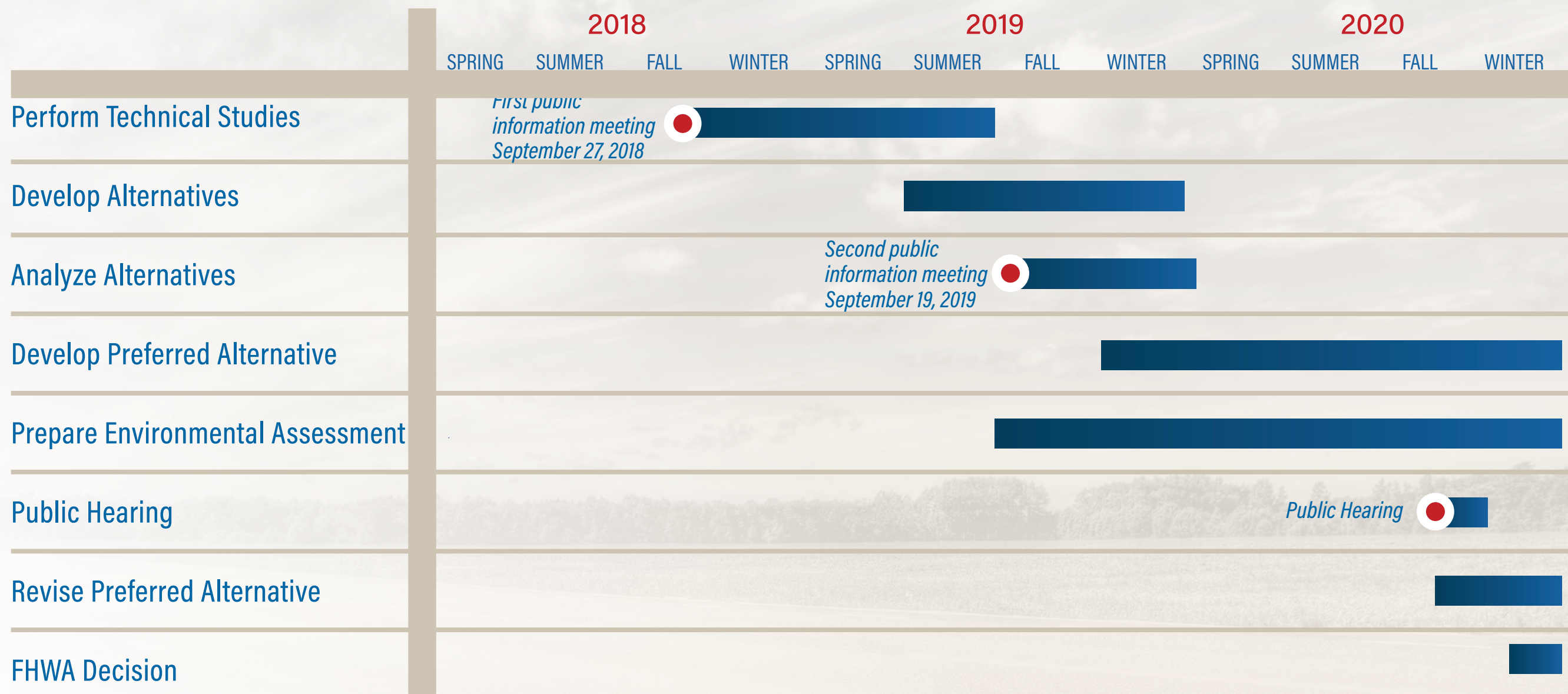
Revise Alternative **9**

FHWA Decision **10**

Ten Steps of the
NEPA Process



ANTICIPATED NEPA SCHEDULE



UNDERSTANDING TRAFFIC

How do we measure congestion today and in the future?

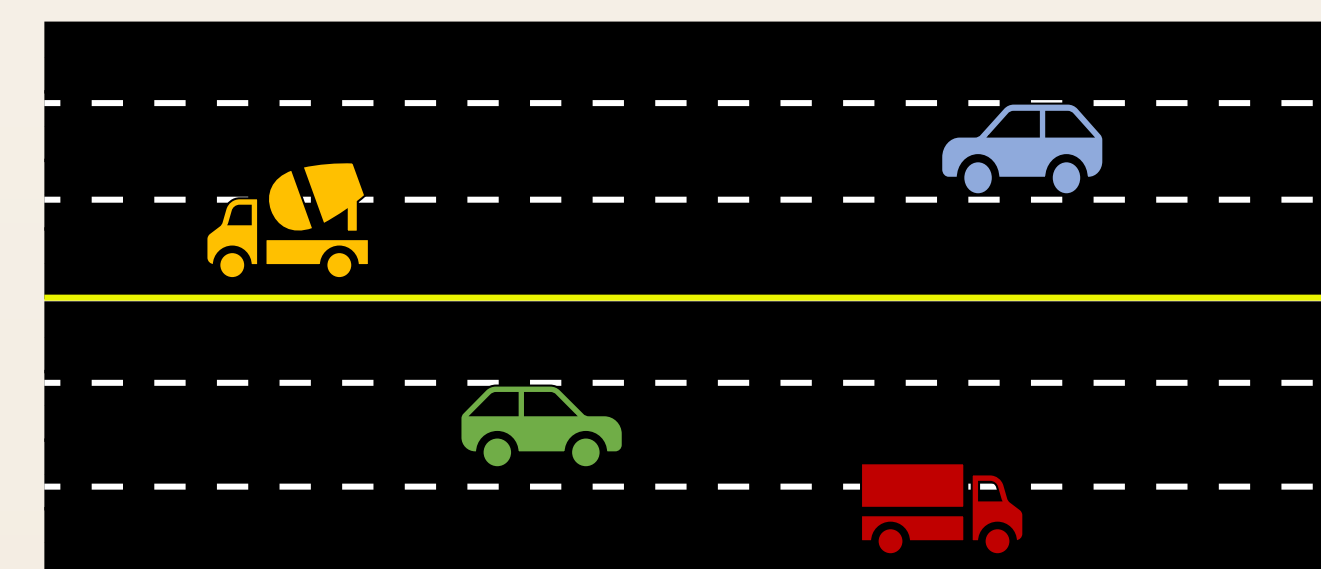
Traffic Counts ▶ Traffic counts were conducted August 8, 2018 during Peak times: 7-9 AM and 4-6 PM. During these times, counts were collected for cars, trucks, and buses.

Level of Service (LOS)

Free flow	LOS A	
Stable flow (slight delays)	LOS B	
Stable flow (acceptable delays)	LOS C	
Approaching unstable flow (tolerable delays)	LOS D	
Unstable flow (intolerable delays)	LOS E	
Forced flow (congested, queues fail to clear)	LOS F	

What does this mean? What capacity do we need?

Capacity Needs (Prior to the Environmental Assessment) ▶ 3 lanes in each direction on the mainline
Why? Having only 2 lanes in each direction on US 278 in the year 2045 when traffic counts are projected to exceed 72,600 vehicles per day would result in a LOS E.



Design Guidelines ▶ Roadway capacity design is based on a 1.19% annual growth rate

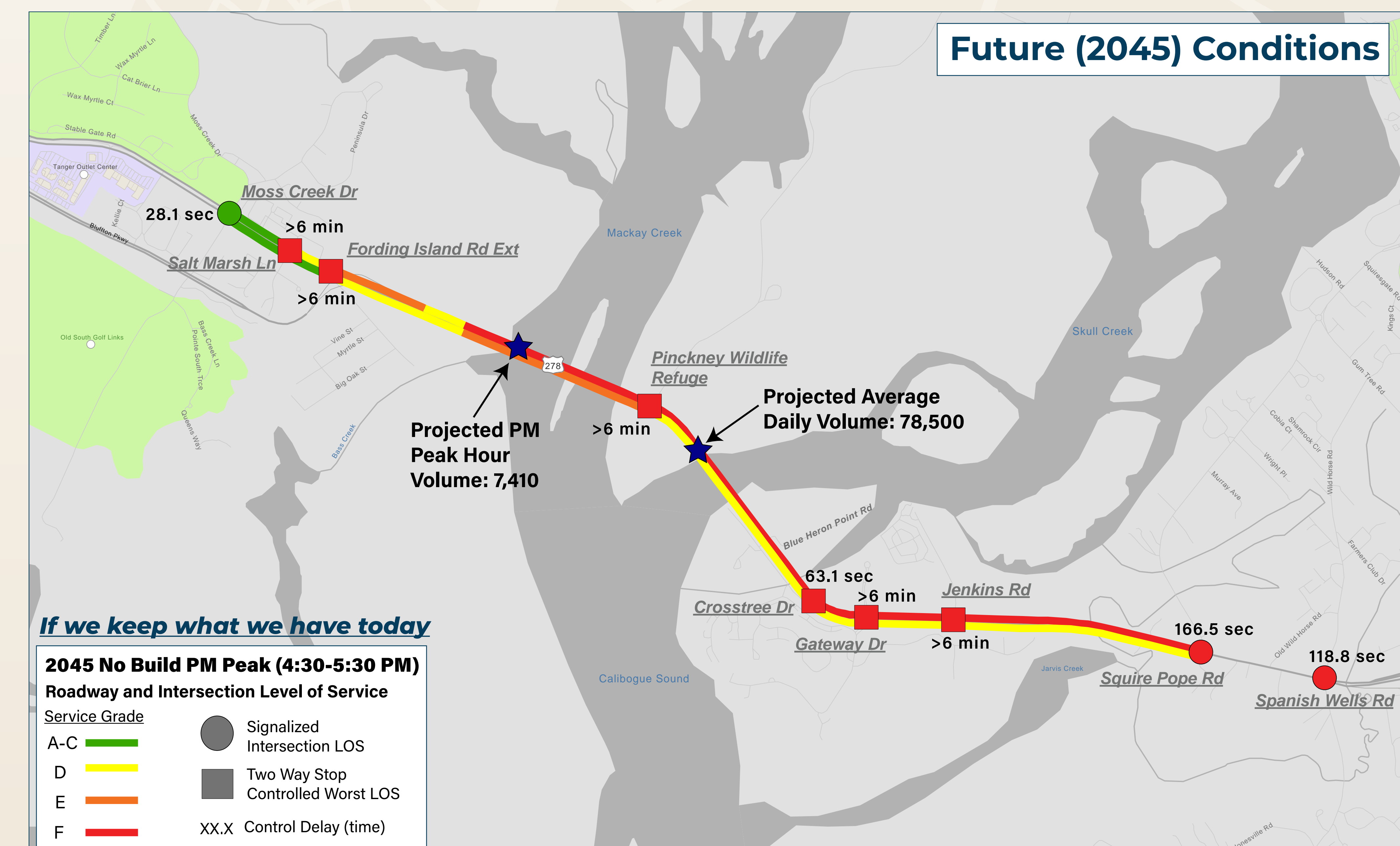
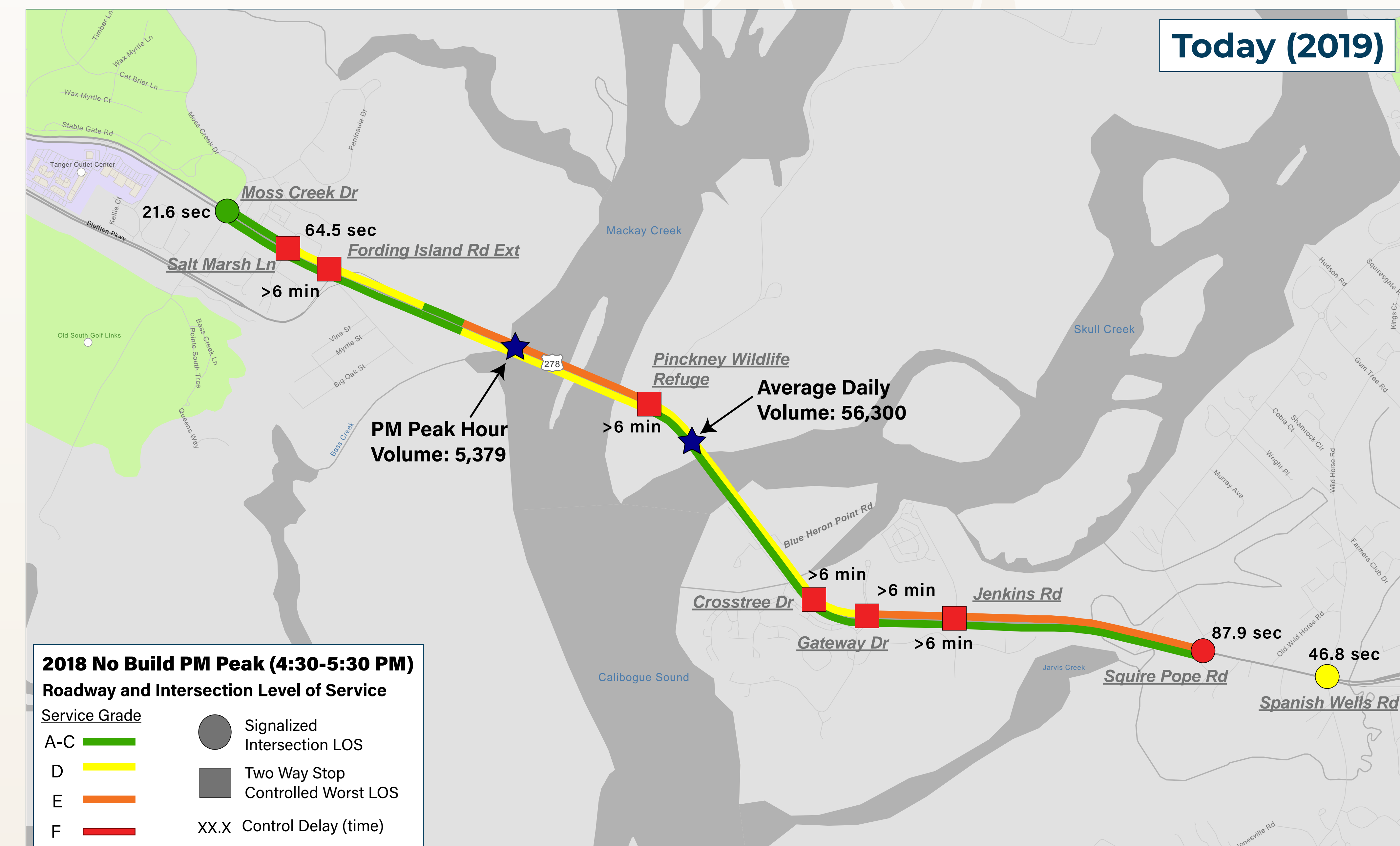
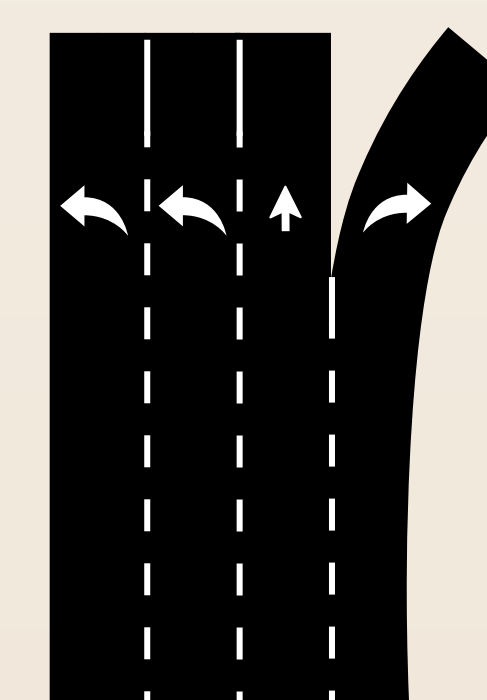


▶ Improving intersection design

Signal timing

Signage

Turn lanes



Regional Travel Demand Model used to forecast future population, household, and employment growth rates.

Preliminary Range of Alternatives



Preliminary Range of Alternatives



US 278 CORRIDOR IMPROVEMENTS

ALTERNATIVES DEVELOPMENT FLOWCHART



**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*

ALTERNATIVES MATRIX

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NOTE: Transportation System Management (TSM)/Transportation Demand Management (TDM) and Mass Transit are considered stand-alone alternatives. During further alternatives development, elements of these may be included with the Reasonable Alternatives and/or the Preferred Alternative



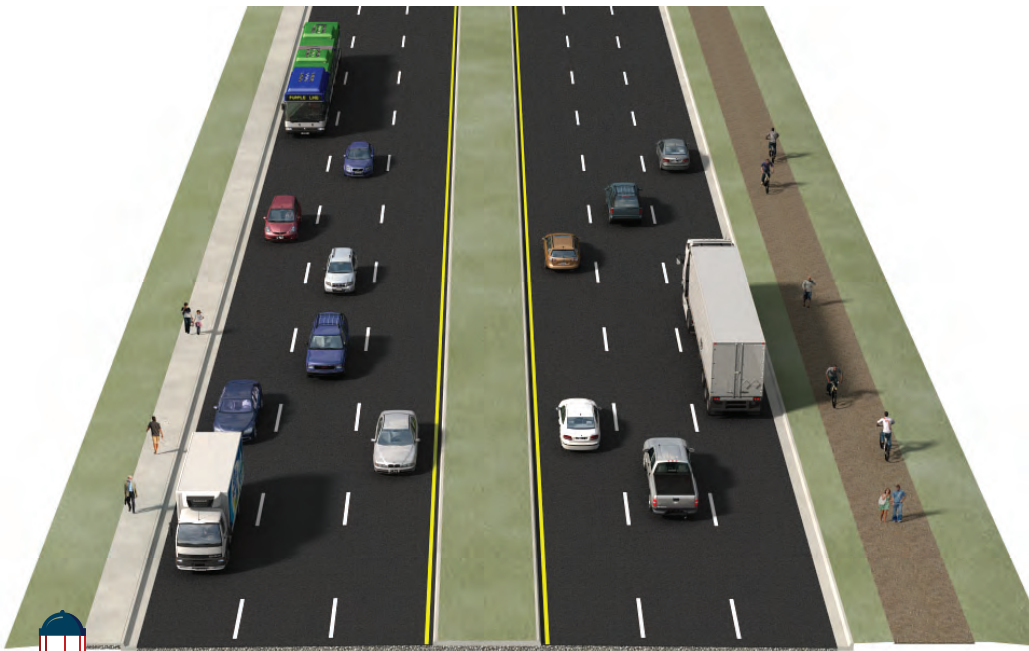
POTENTIAL LANE CONFIGURATIONS



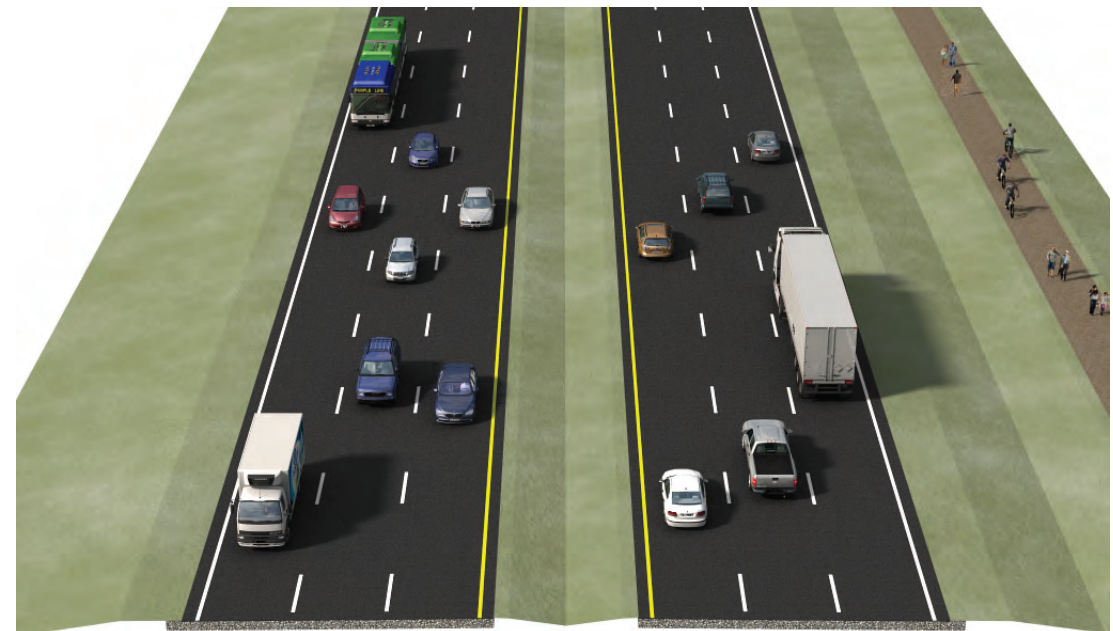
Bridge Section with Multi-use Path Option



Bridge Section without Multi-use Path Option



Curb & Gutter Section with Multi-use Path and Grass Median Option



Open Shoulder Section with Multi-use Path and Grass Median Option