



Public Information Meeting 2: Advertising Efforts

ADVERTISEMENT / PUBLIC ENGAGEMENT

NEWSPAPER ADS

- SCDOT published an advertisement 15-days prior (Sept 4) to the meeting in the *Island Packet*.
- Advertising sticky notes published in the *Island Packet* newspaper 9/16/19

PHYSICAL ROAD SIGNS

- SCDOT posted physical road signs in the project area (Sent language to SCDOT).

BUS WRAP

- King size bus wrap on 1 Palmetto Breeze Bus
- July 22nd– October 22nd
- Route 307

POSTCARDS

- CDM Smith mailed SCDOT-approved postcards (Sept 4) to approximately 4,500 residences
- Sent to six postal routes are located within two zip codes that intersect the 1,000-foot study area buffer
 - 29910-H012
 - 29926-R017
 - 29926-R009
 - 29926-R024
 - 29926-R015
 - 29926-R021

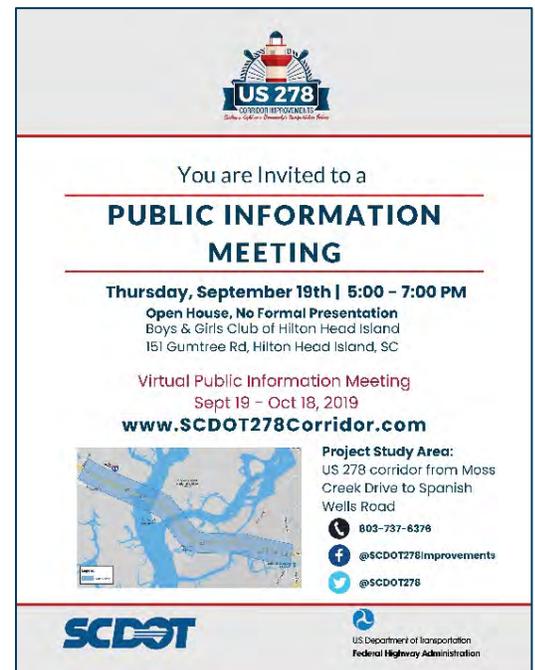


- Virtual postcard sent to all neighborhood presidents to distribute to residents by Town of Hilton Head on 9/11/19



FLYERS/POSTERS

- Flyers and newsletters were taken to 50 businesses within study area through small business outreach effort
- Spanish and English Flyers delivered to Boys and Girls Club 1 month prior to meeting
- 24x36" Spanish and English posters delivered to Boys and Girls 1 week prior to meeting and used in Media filming
- Flyers delivered to libraries within study area day of public meeting advertising the VPIM
- Flyers mailed in Public Service District (PSD) Water Bills and posted to PSD Websites/social media in Hilton Head and Beaufort County
 - Hilton Head PSD: 4595 water bill inserts
 - Broadcreek PSD: 1350 water bill inserts
 - South Island PSD: Added a blurb to their August billing statement/added flyer to their website and Facebook
 - Beaufort-Jasper PSD: Added flyer to social media/website



SOCIAL MEDIA

- Social Media (Facebook/ Twitter page)
 - Facebook event
 - Boosted posts/Ads on Facebook
 - Work with Town of Hilton Head Island to share posts

NEWSLETTER

- Project Newsletter – Advertisement in the Summer newsletter
- Newsletter advertising VPIM after meeting Fall Newsletter

EMAILS

- Email Blast:
 - Email invite/Mail Chimp invite to stakeholders
 - Email blast to “interested parties” list (who signed at previous community meetings, website, etc.)
 - Newsletter advertising PIM before meeting (Summer) and VPIM after meeting (Fall)

WEBSITE UPDATES:

- Banner notice on website
- Page for hosting the VPIM
 - Video/VPM
 - Digital Copy of the Materials
 - Link to Noise Video, Project Development video
 - Link to Comments form and instructions for mailing & timeline for comments
 - Contact information
 - Link to interactive mapped data (as presented on Smartboards)
- After Meeting:
 - Public meeting summary and stats
 - Photos
 - Update FAQs
 - Facebook feeds

MEDIA OUTREACH

- Interviews on September 11th
 - WHHI 843 TV-Lisa Richardson
 - Island Packet - Katie Kokal
 - Hilton Head Monthly - Carol Weir
 - WJCL - Riley Miller
 - WSAV - Andrew Davis
 - Hilton Head Island Bluffton Chamber of Commerce - Hallie Martin



SMALL BUSINESS OUTREACH

- Delivered newsletters, flyers, and community impact assessment surveys to approximately 50 local businesses within the study limits on 8/15/19.

CHURCH OUTREACH

- Flyers/bulletin inserts delivered to local churches in the area
 - Flyers were distributed at the Mt. Calvary event on Saturday, August 17 (50-60)
 -
 - Flyers were distributed at Mt. Calvary on Sunday, August 18 (150)
 - Event announcement was made at Mt. Calvary on Sunday, August 25 and will be made again on Sept. 18 and 15
 - Flyers given to Queen Chapel AME Church for Distribution (50)
 - Flyers distributed at Hilton Head Chamber's UNITE Summit on housing our workforce (150)

PUBLIC COMMENT PERIOD AND FORMAT:

SCDOT will receive comments for a 30-day period from the public meeting. Comments will be collected via the project website and paper comment forms available at the Open House public information meeting or downloadable from the website to be mailed to SCDOT. The public comment period will remain active through Friday, October 18, 2019.

Following the end of the public comment period, CDM Smith will provide a generic response to those comments requesting a reply.

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SCDOT PUBLIC INFORMATION MEETING SIGN-IN SHEET

Thursday, September 19, 2019



US 278 CORRIDOR IMPROVEMENTS Moss Creek Drive to Spanish Wells Road BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

JOHN WILKINS
Sheila DiBartolomeo

11 Blue Heron Pt. HAI, SC 29926
1 Moonshell Rd HAI, SC 29928

330
total

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Thursday, September 19, 2019



US 278 CORRIDOR IMPROVEMENTS Moss Creek Drive to Spanish Wells Road BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

Monica Greene

19 Indian Pipe Ln. HHI IS. SC 29925

Thomas C. Barrwell

3705 Quince Rd HHI SC 29926

MAC A. PATTERSON

4 Rebecca Circle HHI SC 29926

Lance Pyle

11 Conover Isle HHI SC 29926

x2 Paul + Elizabeth Hahn

2 William Hilton Pkwy Apt. 309

Curtis Williams II

25 Demsey Lane HHI SC 29926

x2 Cynthia Perry Mitchell

15 Alice Perry Dr HHI SC 29926

Mark Kim Nelson

52 Shamrock Cir. HHI - 29926

Er Taylor

412 Marsh Pt HHI 29926

Sam Connor

70 Calhoun Plantation Rd. 29909

Shari Green

18 Squire Pope Rd HHI SC 29926

Pat Runser

23 Tabby Rd HHI SC 29928

x2 Claire + Paul McConny

15 Blue Heron Rd. HHI SC 29926

Kim Bayless

23 Royal Crest Drive, HHI 29928

TM Rove

1150 Cornwell Ave S.W.

Marlene Yates

6 Heatherwood Ct. HHI SC 29926

CLAUDE CARSON

14 BLUE HERON

x2 Len + Todd Chest

39 River Club Dr. HHI SC 29926

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NAME (please print)

ADDRESS (please print)

ARTHUR Champagne	91 SQUIRE POPE RD HILTON HEAD
Stephen Moody	1375 Chatham County Pkwy
JOHN WITHERSPOON	41 WOODRUN APT 1520, HHI, 29926
JOE SPINGER	61 BIG WOODS DR HHI
Jonathan Jones	5 Gum Tree Rd # I-25 HHI 29926
Ed + Jason Karris	42 Harbor Pkwy WINDMILL HARBOR
Thomas & Barrow	29 Old Fort Dr HHI
Richard Obriq	1500 Box 2157 HHI SC, 29925
Ben Banks	87 PENINSULA Dr, HHI 29926
Mark Patrick	10 Kirk Bluff, Bluffton, SC 29910
LARRY LaBawc	11 Fox Den Court SC 29926
Linda & Kellom	1a S. Forest Beach Dr #120 HHI 29928
TOM MORSE	16 Royal Crest Dr HHI, 29928
Jodi Keideth	19 BLUE HERON Pt HHI 29926
Margot Gilbert	60 Battle Harbor Ln Ridgeland SC 29936
DAVID & JULIA BIZZARD	25 Oyster Reef Dr, HHI, SC 29926
JIM & JAN STROH	16 DEER RUN LN. HHI, SC 29928
CHARLIE WALCZAK	11 COUGAR RUN HHI SC 29926
	5 HOBONNY PL HHI, SC. 29926

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US 278 CORRIDOR IMPROVEMENTS Moss Creek Drive to Spanish Wells Road BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

JOE PASSIMENT

26 SCHOONER LANE, BLUFFTON

Neil Turner

43 Jenkins Island Rd

x2 Kim + Steve Likins

258 Berwick Dr. HHI

FRANK BABEL

5 OYSTER CATCHER, HHI 29928

John Stewart

51 Squire Pope Rd

DAVE LUNKA

24 TABBY SHELL RD BLUFFTON

x2 Anne & Gus Diergaard

17 Beachwood Dr, H.H. Isl.

x2 Lori + Mike YANKUS

L Johnson

M. Phillips

14 Bay Pines Drive

Cindy Spudic

71 Sparrowwheel Lane

Johnson Leroy

899 Broadriver D. Beaufort 29906

x2 JOE + CLAUDIA Buckinham

Co VENTURA LANE 29926

LT Trace Martell

47 Telfair Place Savannah

x2 Yvette & Larry Johnson

899 Broad River Dr. Beaufort SC 29906

Carol Weira

21 Park Circle Bluffton SC 29910

Susan Barnwell

Po Box 21057, HHI, SC 29925

Debra Wallace

27 Marshall Rd, HHI, SC 29928

Julie Traylor

20 Bermuda Pointe, HHI, SC 29926

Eric Somerville

76 Pallet Boat Lane, HHI

W. Stan Di

US 278 Hardwell Rd

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**SCDOT PUBLIC INFORMATION MEETING
SIGN-IN SHEET**

Thursday, September 19, 2019



**US 278 CORRIDOR IMPROVEMENTS
Moss Creek Drive to Spanish Wells Road
BEAUFORT COUNTY**



NAME (please print)

ADDRESS (please print)

CRAIG FORREST	15 WINGERS DR DORSEY DR 29909
Thomas Layer	HHI SC 29926
Ken Fischer	24 Raymond Rd 29909
Michelle Elliott	HHI SC 29926
Eleanor Lightsey	6 Egret St. HHI 29928
SUSIE BENDER	1781 TACKY POINT RD EXT 29487
+ JOAN BILL NICOL	4 Indigo Run DR #1421 29926
JERRY SURREY	11001 CANDIDIA DR 29926
JIM HACKETT	4 TATTNALL PI 29928
MAUREEN SMITH	2 William Hilton Pkwy #205, HHI SC 29926 (MORNING)
Barbara Zubaty	2 Carten Cove, HHI, SC 29926 (20)
Richard Storm	55 Headlands Dr. HHP,
Kevin Isaac	20 BERGE ST. BLUFFTON SC 29910
CLIFF LATHROP	709 Barrington Park - Palmetto
Chalmers Gorman	66 Planters Row HHI 29928
Elizabeth Davis	4 Indigo Run Dr #923 HHI 29926
Don Campbell	15 Painted Bunting Rd 29928
Maurice LaRoche	28 Rusty Paul Ln HHI SC 29926
Linda Ferguson	21 Squiresgate HHI 29926
Jennifer Resynor	133 William Hilton Pkwy HHI SC
Chris Inglese	25 Wallace Rd. 29907

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SCDOT PUBLIC INFORMATION MEETING SIGN-IN SHEET

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US 278 CORRIDOR IMPROVEMENTS Moss Creek Drive to Spanish Wells Road BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

Barbara Hamilton

48 Hammock Oaks Cir.

Bill Newby

110 Wedgfield Dr.

MARGO MERCHANT

MARINERS COVE CLUB #301 HHI

TONY DAVIETS

62 STABLE GATE RD H.H. 29926

Mumtazah AbdulMalik

131 Squire pope H.H. S.C 29926

Jungwon Storm

55 Headlands HHI

Louise Peggy

63 Ocean Ln HHI

Patty Brison

36 Deallyn Ave, HHI SC 29928

Jano

157 HANDOON PASSAGE

Dan Hunt

4 Sanderling Ln 29925

Alan Percy

31 FOSSIL LANE

GAIL DENTON

31 FLAGSHIP LANE 29926

Latesha Brinson

11 Brinson Hill Dr. 29926

Delores Brinson

" "

Angela

4 Vineyard North HHI

John Stafford

747 S. Calhoun Cay Rd HHI

Shelle L. Wilson

7 Bradley Beach Rd, HHI, 29928

JAE SCOTT

5 Candy Doll Bluff HHI SC 29928

Bob + Edna Driessen

P.O. Box 21152, HHI, SC 29925

Amley Jacobs

PO Drawer 1228 Beaufort SC

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SCDOT PUBLIC INFORMATION MEETING SIGN-IN SHEET

Thursday, September 19, 2019



US 278 CORRIDOR IMPROVEMENTS Moss Creek Drive to Spanish Wells Road BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

Anne Cyran

19 Kingbird Ln, HHI 29928

Jason Farnell

59 N. Eastwood BA. SC 29009

DAVID MURPHY
KIRSTEN LAY

6 SUGARSBEE BLUFFTON SC 29910
12 Square Pope Rd

Betty Miller

O.D. Mustang Lane H.H., S.C. 29925

Crystal Stewart

21 Pauline Manor H.H. SC 29926

STAN SMITH

26 WIDEGATE RD, HHI SC 29926

CHUCK LOBANGH

157 WILLIAM HILTON PKWY, 29926

Amanda Dupose

5 Big Oak St HHI SC 29926

Bobbin Combs

29 BARNARD PK RD 29928

Shari Williams

8 Brakuk Bluff Dr., HHI 29928

STEVE RILEY

ONE TOWN CENTER CRT., HHI 29926

Gordon Fair

2 Burns Ct. HHI 29928

DAVID WHITE

P.O. Box 22444 HHI, 29925

LARRY FLEMING

61 Painters Row HHI 29928

MIKE GARRIGAN

57 Sparrowhawk LN. - Windmill Harbour

JIM BOYWICK

92 STEVEN LN, HHI SC 29926

Linda Warnock

5 Pineland Rd HHI 29926

Jim Ironi

Fyatt Ch Dr. 29926

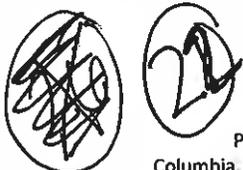
x2 Kent & Fernie Grimes

36 Barony Ln HHI 29928

Lisa Richardson

56 Watford Dr 29910

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US 278 CORRIDOR IMPROVEMENTS Moss Creek Drive to Spanish Wells Road BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

Charles Cousins

1 Town Center Court HHI 29926

Carolyn Grant

" " " "

Isabel Stewart

108 Wm Hilton Pkwy, HHI, 29926

DeJuan Holmes

108 Wm Hilton Pkwy, HHI 29926

DAVID JOHNSON

33 OCEAN POINT S. HHI 29928

Beverly Ohemeng

5 Gumtree RD HHI 29926

Larry KANDRY

123 Font Walbee Drive HHI 29928

Robert Keegan

54 " " Court HHI 29926

Tom CREWS

PO Box 7531 HHI, SC 29930

John Taylor

18 Beech Island RD SC 29926

JADE KING

93 Longwood Dr., MANDEVILLE, LA

x2 JERRY LORETTA CUTLER

89 HIGHLANDS DR HHI 29926

Pete Nardi

P.O. Box 21264, HHI, SC 29925

NEIL ANDREW

28 Barony Lane - HHI, SC 29928

JOHN LUNDIN

Box 21704, HHI, SC 29925

JOE FRAGILE

2 CROWLEY CT BLUFFTON SC 29925

Kevin Perkins

41 Harbor HHI

CAROL AKERS

80 Crosstree Dr HHI

Andrea Schmidt

25 Sullivan HHI

Diane Bartlett

26 Oyster Shell HHI

DONNA VANVER

4 Ivory Glen Pl HHI 29924

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NAME (please print)

ADDRESS (please print)

Alex Brown	10 Ferguson Ln HHC 29926
Ashley Whitsett	2831 Landsdowne Rd. Bowman SC 290.
x2 NANCY/PETE JOHNSON	16 PIPERS POND RD BLUFFTON 29910
Jim Duncan	HILTON HEAD ISLAND 29928
Dianna Bennett	18 Edgewood Dr HH, SC 29926
+2 Debbie & Jim Moore	50 Sandpiper Rd. HH SC 29928
Jonni Loran	P.O. Box 1497 BLUFFTON SC 29910
NICK AKERS	80 CROSTREE DR. HHI 29926
JEAN-M COTE	4 IVORY GULL PL. 29928
Joe Croley	2 FAIRWAY DR BLUFF. 29910
Elizabeth Whitford	77 River Club Dr HHI 29926
Russell Whitford	77 River Club Dr HHI 29926
Lisa Schwartz	54 CEDARCREST CIR BFT 29907
Mike Gatterway	35 Pasta Dr HHI 29926
Megan Cook	Pinekey Island NWR
DIANE SUMRUS CO	11 Creek Landing trace HHI SC
Jim Williams	17 WILD LAUREL LANE, HH 29926
BRIAN KIMARD	88 POINT COMFORT RD 29929
Becky Cederholm	21 Oglethorpe Ln. Hilton Hd. 29926
MARIE WILSON	32 WARDWOOD OAKS CIRCLE WHI
Dale Jackson	2 Williams Hitter pkwy #304 29926

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SCDOT PUBLIC INFORMATION MEETING SIGN-IN SHEET

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US 278 CORRIDOR IMPROVEMENTS Moss Creek Drive to Spanish Wells Road BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

Mick Jager	14 Hammock Oaks Circle HHI
x2 DON/CHRIS URTICAW	73 SKULL CRK, HHI
Quen Amber	57 Old Fort Dr. HHI
Brett Myers	6 Pledge Ct HHI
John P Cullen JR	220 Blythe Island Drive Bluff
Claire White	4 Fantail LN HHI SC 29926
Russ Webb	694 Beech Hill LN Hurdleville
Kelly Beyers	7 Bear Island Rd Hilton Head. 29926
Mary R Hofmann	8 Flagship 29926
MIM PAUL MCDERMOTT	47 OYSTER REEF 29926
Ross Gillette	26 SANDPIPER ST
Stella Anderson	217 Condello Pkwy 83 HHI
FRED WYNNE	67 CLUB COURSE DR. HHI 29928
WALT HAMILTON	48 HAMMOCK OAKS CIRCLE HHI 29926
ERIC KUTN	30 MADISON LN HHI 29926
BRIAN ZETTLEMAYER	7 EDGEWOOD DRIVE HHI SC 29926
Peter Vairo	17 Long Marsh Lane HHI
DARRIN SHOEMAKER	1 TOWN CT. CT., HHI SC 29928
Chris Hervoison	5 Royal Pointe Dr, HHI 29926
Jack Kelly	663 WHP
Yamini Afshar	9 Shelter Cove Lane

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Thursday, September 19, 2019



US 278 CORRIDOR IMPROVEMENTS Moss Creek Drive to Spanish Wells Road BEAUFORT COUNTY



NAME (please print)	ADDRESS (please print)
Bandy Chandler	17 Wisteria Lane HHI 29928
Peter Vukelic	30 Madison Lane HHI 29926
Christina Lathrop	77 Ocean Lane HH 29928
Jamie Fletcher	96 Mathews Dr Apt 177 HH 29926
John Coker	22 Millwright Dr 29926
Glenn Statton	64 Hickory Farm Dr 29926
Poger Burns	13 Parkwood Dr
Toney Mathews	7 Cyster Reef Dr. NHI 29926
J.R. Mize	2266 Boundary St 29907
George Hechtman	7 FENMCK Dr. 29909
William Walker	3 Seabrook Landing 29926
Arita II	3 Seabrook 29926
Elaine Hatala	63 Shipyard Dr #704 HHI 29928
Vicki Jackson	29928
Luvien Perry	P.O. Box 22336 HH SC 29925
Marian Sanders	222 897 Fording Is Rd Apt 1203 29926
David Brown	PO BOX 21509, HHI 29925
Ray Deal	2 Manor Court Lane HHI 29926
Dave Terry Palmer	25 ELEM TRAIL HHI 29926
Tierra Schaffer	30 Valencia Dr. #113 HHI
Al Moore	73 Skull Creek Dr.

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SCDOT PUBLIC INFORMATION MEETING SIGN-IN SHEET

Thursday, September 19, 2019



US 278 CORRIDOR IMPROVEMENTS Moss Creek Drive to Spanish Wells Road BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

- Tom Keenan	1249 Salam Rd, Beaufort, SC 29902
David Lauderdale	1564d Packet
Mary Green	16 Marshland Rd ^{Mari} 29926 PO Box 21855
Ashai Saeed	SCDOT - Beaufort Dept
Jed Voskay	13 Munch Drive - BFT. Const.
Bill Miles	587 COLONIAL
Louise M. Coker	3 Farmers Club Rd. HHI SC 29926
Shirley McCarly	34 Seawater Drive HA 29926
Mike Myers	34 Seawater Drive HA 29926
CHRIS RUSH	73 RIVER CLUB DR
BRIAN SAUL	1569 Fording Island RD H.H.I 29926
JOHNNIE WILLIAMS	3 HUMMINGBIRD CT. HHI 29926
Mika Davis	18 Knightsbridge Lane HHI 29926
CLARE CILICA	96 CLASSICAL BLDG 29926
Edward SCOTTZANO	73 Skene Creek Dr B108
x2 JOHN YAGLENSKI/STACEY	10 OAK MARSH DRIVE HHI 29926
STEVE YINGLING	27 PURPLE MARTIN LN, HHI 29926
George W. Fleckman	6 Promontory Ct. HHI SC 29926
Patrick Washington	17 Weythe HHI SC 29926
Hannah Baggett	555 Mill Street Bluffton SC 29910
Fade Knox	Marengo Cove HHI 29926

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SCDOT PUBLIC INFORMATION MEETING SIGN-IN SHEET

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US 278 CORRIDOR IMPROVEMENTS Moss Creek Drive to Spanish Wells Road BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

Elizabeth Penn-Sanders	SCDOT Beaufort Maint.
Kevin Cohen	1569 Fording Isl Rd
CARL SCHMIDT	73 WEDGEFIELD DR
Hallie Martin	Yacht Cove, HHI
x2 John & Ann Hay	2107 Post Lane HHI
Anuska Frey	22 Cedar Ln HHI (Moss Creek)
STEVEN BAER	10 HEATHER LAKE HHI 29926
Christina Yushank	1575 FORDING ISLAND RD, HHI 29926
Bruce Siebold	67 S. Port Royal Dr., HHI 29928
J. Webb	2 Wildwind Lane 29926
Diane Gellen	8 Cotsworth Pl 29926
Melinda Campbell	546 Spanishwells Rd 29926
Wanda Munks	7 Magnolia Crescent, HHI, SC 29928
Chastan Dammal	9 Balsam Canal HHI, SC 29926
Colon Chambers Jr.	3 Chinaberry Circle 29926
Ryan & Rick Clanton	18 Pineland Road HHI 29926
Ted Schroeder	8 Hidden Lakes Dr. Bluffton, SC 29910
RITA JONES	15 Ned Ct
Barbara Langston	57 Spawheel Lane, HHI 29926
Ermy J. Campbell	528 Spanish Wells Rd HHI 29926

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(2)

**SCDOT PUBLIC INFORMATION MEETING
SIGN-IN SHEET**

Thursday, September 19, 2019



**US 278 CORRIDOR IMPROVEMENTS
Moss Creek Drive to Spanish Wells Road
BEAUFORT COUNTY**



(2)

NAME (please print)

ADDRESS (please print)

+2 Sylvia Stewart

2 Betty P. Lane HHI I

PHILLIP HUTCHERSON

1122 MAIN ST. #1100 COLUMBIA, SC

J. R. NORTON

120 CROSS TREE DR. HILTON HEAD, SC

+2 BOB & CAROL HODIZ

380 MARSHLAND RD HHI

TIM GOLOE

23 CROSS TREE DR. HHI

Cheryl Ayers

524 Colonial Dr HHI

John Ayers

504 Colonial Dr. HHI

PETER MOORE

12 Princeton Circle HHI 29929

Don Baldwin

9 Sailwing, HHI 29926

Cliff

14 Sandfiddler Rd 29928

Tenesa Hensley

Santee Cooper

+2 GENE & BARBARA McHAFFEY

30 WIMBLEDON CT. 2-B

Ruth E. Manning

18 Ned. Court HHI, SC 29926

Marti Mentzer

24 Audubon Pl. 29928

Jennifer Winkler

5 Nemours Rd. 29928

+2 Ellen & Mike Scener

27 Silver Oak 29926

Ezra Callahan

5 Dunlin Pl 29926

Brandon Arent

80 Paddle Box Ln. 618 29928

Debbie Bynke

20 Ellenita Dr 29926

575 Plum Bloss

38 SPARWING LN HHI SC 22926

+2 Jutta & Ellie Schachtlin

41 Woodbine Pl. HHI 22828

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**SCDOT PUBLIC INFORMATION MEETING
SIGN-IN SHEET**

Thursday, September 19, 2019



**US 278 CORRIDOR IMPROVEMENTS
Moss Creek Drive to Spanish Wells Road
BEAUFORT COUNTY**



24

NAME (please print)	ADDRESS (please print)
+2 Amy + David Pollock	5 Kershaw Dr. Bluffton, SC 29910
Brendan Reilly	1 Spring Hill Ln HHI, SC 29928
Frank Rich Gaudin	380 Marshland Rd A-21 HHI SC 29926
Lochner	1 North Forest Road HHI SC 29928
B. Hunsberger	5 Cypress Ct HHI 29926
Greg Gillet	8 Votaw Rd HHI 29926
+2 Ellie + David Pierce	3 Summers Lane PH HHI 29926
MICHAEL F. RIVERS SR	734 SEASIDE ROAD, ST. HELENA ISLAND, SC 29926
Shawn Colin	2 OLDE STATION PLACE BLUFFTON SC 29910
Belinda Stewart Young	110 William Hilton Pkwy, HHI 29926
Margaret Stewart	
Patricia Cuffe	14 SANDA MAR RD HHI SC 29928
Rosemarie A. Perry	19 Benjamin Dr HHI 29926
+2 William + Pamela Caswood	79 Port Tack HHI 29928
Serome Jones	3 Robin St., HHI 29928
NEWTON GREENE	340 JONESVILLE ROAD 29926
Kyle Theodore	30 Crooked Pond Dr. 29926
J. L. Rush	27 Beachwood Dr. 29928
John Pettillo	99 Harbour Passage
STU RODMAN	C. COUGER
WAYNE TUOTIG	9 CALADUM 29926

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Public Information Meeting

[IN-PERSON MEETING ↓](#)

[VIRTUAL PUBLIC MEETING ↓](#)

[COMMENT ↓](#)



A public information meeting was held on **Thursday, September 19, 2019, from 5:00 pm - 7:00 pm at the Boys & Girls Club of Hilton Head Island** (151 Gumtree Road, Hilton Head Island).

This meeting was conducted in an "open house" format, and there was a video presentation starting approximately every 5 minutes. The purpose of the meeting was to:

- Share with the public the proposed roadway improvements;
- Provide an opportunity to discuss the proposed US 278 Corridor Improvements project individually with representatives of the South Carolina Department of Transportation (SCDOT);
- Provide an update to the community on the project; and
- Gather input from the public or any interested organization.

We value your input and would like to hear from you. Please use the comment form to submit your message about the project. **While the official public comment period associated with this virtual public meeting ended on October 25, 2019, we accept comments throughout the project development process.**

[SUBMIT A COMMENT](#)

[VIRTUAL MEETING ↓](#)

1

Virtual Public Information Meeting Overview

Welcome to the US 278 Corridor Improvements Virtual Public Information Meeting. Watch the video below for a project overview and experience the public meeting virtually.

For the best online experience, we recommend you use Google Chrome or Safari browsers. Some functionality may not be available using Internet Explorer.



[BACK TO TOP ↑](#)

[PROJECT BACKGROUND ↓](#)

2

Project Background

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



Watch SCDOT's NEPA and the Decision-making Process video to learn more about how projects are taken from design to construction, and also through the National Environmental Protection Act (NEPA) process.



Project Purpose
What is the goal of this project?

[VIEW](#)



Project Need/Traffic
What is the congestion like in this corridor – both now and in the future if nothing is done?

[VIEW](#)

NEPA Schedule

When will major milestones occur?

[VIEW](#)

NEPA Process

Where are we in the National Environmental Policy Act process?

[VIEW](#)

Project Study Area

Where is this project and what area is being studied for improvements?

[VIEW](#)

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[ALTERNATIVES ↓](#)

3

Alternatives Evaluation

Currently, the 17 preliminary alternatives have been reduced to 6 reasonable alternatives plus the no-build option. The following resources inform how these 17 alternatives were evaluated, the resulting reasonable alternatives, and how these alternatives will be further refined to identify the preferred alternative which will be presented at the public hearing in late 2020.

Public involvement is an integral component to this process. It helps the project team identify cultural or historical sites and environmental resources, as well as how these alternatives impact various communities. In fact, feedback received previously helped to generate the preliminary range of alternatives.

Alternatives Evaluation Process Flow Chart

How are the alternatives evaluated?

Alternatives Evaluation Criteria Matrix

How did the alternatives compare based on identified criteria?

Alternatives Evaluation Process

Flow Chart

How are the alternatives evaluated?

[VIEW](#)

The Alternative Evaluation process outlines the methodology for evaluating proposed alternatives.

Alternatives Evaluation Criteria

Matrix

How did the alternatives compare based on identified criteria?

[VIEW](#)

The Alternatives Evaluation Criteria Matrix outlines in detail the comparison of each alternative. View this PDF to see how each alternative compares.

Preliminary Range of Alternatives

Which alternatives were evaluated?

[VIEW](#)

Incorporating feedback from the community along with known constraints and challenges, the engineering team developed 17 alternatives called the "Preliminary Range of Alternatives" shown on this map. These 17 alternatives were evaluated using the criteria in the Alternatives Evaluation Criteria Matrix to determine the Reasonable Alternatives (shown below).

Reasonable Alternatives

Which alternatives remain after the first round of evaluation?

[VIEW](#)

Note: To view individual layers and zoom-in, please download files.

After evaluating the preliminary range of alternatives against the first set of criteria identified in the Alternatives Evaluation Criteria Matrix, 6 Reasonable Alternatives remain. Click "view" to see all these alternatives all together. (For a more advanced view or experience, download this file to view layers to toggle on and off each alternative). Or



Potential Lane Configurations

What might the roadway look like?

[VIEW](#)

The potential lane configurations for the improvements to US 278, or typical sections, include the options that are currently being explored. This also includes any potential multi-modal lanes such as bike or pedestrian paths.

REASONABLE ALTERNATIVE 1 (RA1)

- 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 2 (RA2)

- 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 3 (RA3)

- 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 4 (RA4)

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

REASONABLE ALTERNATIVE 5 (RA5)

4

Community Impacts

Throughout the summer and fall months of 2019, a Community Impact Assessment will be completed in the US 278 Corridor Improvements project study area. The Community Impact Assessment is a process used to analyze the impacts the project could have on nearby communities and their quality of life. The role of the Community Impact Assessment is to ensure the values of the human environment are heard and incorporated throughout the life of the project.

The assessment evaluates several issues of importance for each neighborhood, including neighborhood cohesion, safety, aesthetics, and mobility. To better understand potential impacts, information is being collected from the neighborhoods in the project study area through a variety of ways. In addition to surveys and comments, you may also see project team members locally in your neighborhoods or at stores in the area.

COMMUNITY IMPACT ASSESSMENT



We would like to learn more about you and your neighborhood. Please help us understand more about your community by completing the survey above (or print and fill out the PDF below). Your answers will help us better understand the concerns in your neighborhood and allow us to determine how the project may affect your community.

- Community Impact Survey ([Online](#); PDFs: [English](#), [Spanish](#))

HIGHWAY NOISE



Highway Traffic Noise - SCDOT

Communities are often concerned about the potential for increased noise after the completion of a road improvement project. SCDOT requires a noise analysis to be conducted as part of the standard project development process. Watch this video to better understand highway traffic noise and how it is evaluated. To read the SCDOT policy on Highway Traffic and Noise, [click here](#).

RIGHT-OF-WAY ACQUISITION



Right-of-Way Acquisition (SCDOT)

SCDOT roadway and bridge improvement projects are planned and developed through an extensive environmental review process, in accordance with the National Environmental Policy Act (NEPA). During this environmental review process, SCDOT performs environmental and community surveys and evaluates all the potential project alternatives that could be considered to meet the purpose and need of the highway improvements. SCDOT seeks to find the project alternative that strikes the best balance between meeting the needs of the highway and minimizing the impacts to the natural and human environments.

Community impacts, such as right-of-way impacts and property owner relocations, are considered as a part of the NEPA process. The public and potential impacted communities will be engaged throughout the NEPA process to gather input on the proposed project alternatives. Watch the video above to learn more about the Right-of-Way acquisition process. The SCDOT Right-of-Way portal can be [found online here](#).

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COMMENT ↓

5

Stay Involved:

Comment

The official public comment period for this Virtual Public Information Meeting was extended until October 25, 2019. While we accept comments throughout the project development process, official public comment periods are aligned with the project schedule to ensure your timely comment is received during the most critical periods where public input is needed to advance the project.

By commenting below, you will automatically be signed up for project alerts and newsletters.

Name *

First Name

Last Name

Email *

Address *

Address 1

Address 2

City

State/Province

Zip/Postal Code

Country

Message *

You can download a [comment card](#) that can be mailed to:

Craig Winn, PE, SCDOT Program Manager
c/o South Carolina Department of Transportation
Lowcountry Regional Production Group
955 Park Street, Room 401
Columbia, SC 29202-0191

Social Media

Follow along with us on social media:



Community Events & Speakers Bureau

We love to be in the community! If you would like our project team to present to your community or neighborhood organization, please send us an email at info@scdot278corridor.com.

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. Written comments will now be accepted until October 25, 2019.

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
PIM2 - 1	Prefers using tidal energy generation through turbines (as seen in the Netherland's dam), wants to discuss this as a possibility.	Website - General	9/26/2019	12/18/2019	Mail	General Response Letter
PIM2 - 2	The alternative selected should be "no action" with respect to widening 278 or any other changes other than bridge repairs and/or strengthening. Having lived on Hilton Head Island for four years, the only traffic I've seen has been roughly 1/2 hour tie-up on 278 on days when weekly visitors are entering the island. This traffic hardly necessitates any expenditure — it should be considered normal traffic. As for the bridge, a study should be undertaken to determine the most inexpensive, and least inconvenient, way in which any confirmed deficiencies can be corrected. The notion of building a new bridge is simply a plan to subsidize contractors. One question: has a study of alternatives ever concluded that no action was the right approach? Or does every study start from the unsupported conclusion that something needs to be done and then looks for solutions that define the problems?	Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 3	I would prefer not to widen (it is a small island), but if it's going to be done. ALT 1 and ALT 2 appear to address the major issues of Mackay Creek, Pinckney Island, and Jenkins Island, and be the least change of the path at the lowest cost with the fewest environmental permits required. I am very opposed to Alt 4 and Alt 6 as they will significantly increase the noise and visual impact on Jenkins Island, will take the longest to permit and build, and will be the most expensive. Are you planning to raise the "CAUSEWAY" area between Moss Creek and the Mackay Creek bridge? Before the Irma evacuation, there was concern about the surge and flooding wiping out that area and completely shutting off HHI from the mainland. The old LIVE OAKS at Moss Creek median, on the Windmill Harbour side of 278, and especially the ancient oak at Squire Pope Road next to the little cleaners should definitely be protected. Add serious SPEED LIMIT ENFORCEMENT coming off the intracoastal bridge, big flashing signs, speed indicators, and a traffic camera that records license plates of speeders and sends a ticket that is enough to get attention so behavior is corrected. Right now it has become a race to see who can go the fastest. The structurally deficient eastbound bridge over MACKAY Creek should be replaced as soon as possible. I support the better ACCESS to Pinckney Island. The drawings on line need better explanation of some details on access points on Jenkins Island. They are difficult to interpret in some places for the non traffic engineer. SAFETY should be the primary concern.	Website - General	10/23/2019	12/18/2019	Email	General Response Letter
PIM2 - 4	The Corridor should be able to safely accommodate pedestrians and bicyclists, taking into account that motorized bicycles, scooters, etc., will be part of that mix. Separating different types of users is highly desirable.	Website - General	10/24/2019	12/18/2019	Mail	General Response Letter
PIM2 - 5	Please be aware that the Beaufort County code of ordinances states that the Pinckney Island Landing and ramp is maintained by the county for the purpose of a ferry access to Daufuskie Island and public Access for fishing and boating and for loading and unloading passengers... As such, it would seem to be prudent to eliminate the two proposals that bisect Pinkney Island and concentrate on the four that parallel the existing highway.	Website - General	10/20/2019	12/18/2019	Mail	General Response Letter
PIM2 - 6	This new road going in seems its more begin done for the tourist and not the native islanders. It also seems like there is no consideration for the natives that have build there homes and have lived there for years, all their hard work will be going to waste. There needs to be another way. The people will have to be relocated and thats easier said than done.They will also struggle in finding a new place to call home.	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 7	Reduce asphalt coming out of Jenkins Island. Existing 278 should be 3 lanes and new 278 off the island should be 3 lands under powerlines and land owned by HHI.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 8	A bike lane to the bridges would be nice.	Website - General	10/18/2019	12/18/2019	Mail	General Response Letter
PIM2 - 9	Compliments our efforts with NEPA, Prefers enhanced lane config w/o curb & gutter, concerned for property owner protection(recommends eminent domain), recommends SCDOT in depth analysis for choice of alternative	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
PIM2 - 10	Commends efforts to date for community involvement opportunities. "Big Brother" feeling still remains. Public Information needs to clearly specify that the planning horizon for this project is 2045. Mass transit is ignored. "Increased capacity" is the main goal of the project. You are commended for expanding the project from only the eastbound Mackey Creek bridge to all bridges and from Moss Creek to Spanish Wells. However, the entire 278 portion of Beaufort County needs to be analyzed. Need to consider mass transit and neighborhood impacts when looking at Alternatives. What are the exact and definitive reasons why alternatives 6A, B, and C were eliminated? What was the exact impact from noise? What about project costs? Need to have insight into planning and creative problem solving. Need to consider the neighborhood, social, and environmental aspects of the project plan.	Mailed to Craig	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 11	I for one do not see the need to expand to three lanes of bridge of 278. In doing so, you will end up destroying more trees and moving the Gullah people out of their homes just to have more cars come onto Hilton Head Island. Please stop the increase in growth and building of more homes. This island will be forever changed for no valid reason except to crowd more people until this island which only has so much land will begin to look like Myrtle Beach; not like Charles Frazier wanted it to be. Stop issuing building permits; leave the bridge crowded in the morning rush, and maybe the tourists will stop coming here. Tell Chamber of Commerce to cease advertising at once. This island is all built out to capacity now. Think, Think, Think!	Website - General	10/15/2019	12/18/2019	Mail	General Response Letter
PIM2 - 12	Likes Alternative 4 most because we might as well do all bridges at one time.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 13	There are some good ideas here, but I don't think the final proposal can be determined from these early sketches. As a local resident who does and would travel this bridge frequently, I think there are some considerations that need to be solidified: 1. The bridge must be more than a cement slab. There needs to be greenery, and beauty that welcomes every driver and every passenger to the beauty of the island. We are not a major metro area and don't want a bridge that looks like one. 2. A bike or pedestrian lane would be important. Many people bike all over the island and would use this bridge for this purpose. 3. I don't fully understand the impact to any / each community within the RA's as noted. I understand that this is hard to fully detail but I think that there must be clear information that says XX houses will need to be relocated....or traffic patterns for XX neighborhood will increase 2X. It is very hard to support any proposal without full clarity on what this means for my neighborhood or my neighbor's back yard.	Website - PIM 2	10/23/2019	12/18/2019	Mail	General Response Letter
PIM2 - 14	Could you please consider putting bike lanes on BOTH SIDES AND BOTH BRIDGES? Thank you for your consideration. We have a lot of cars carrying bikes over to HHI because we cannot ride our bikes over the bridge. Thank you.	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
	<p>The bridge:</p> <p>I am in favor of building a new bridge, alternative #4, through essentially the same HH island corridor. Here's why:</p> <p>1.This bridge is going to stand for a long, long time, upwards of 50+ years. It should stand on solid rock to resist earthquakes and be HHI's gateway to a #1 in the USA island destination. It needs to be a first class, state of the art, simple facility helping assure steady tax revenue to the town, county and state from the millions of visitors that travel to Hilton Head Island annually and the workforce necessary to service the island's needs. It should be the best we collectively can do and not be a compromise. It should be an expression of who we are – understated, clean, providing great views. First class.</p> <p>2.The traffic congestion associated with expanding an existing bridge, Alternatives 1-3, will have unintended and significant negative consequences to the current and anticipated steady flow of traffic over the bridge during construction. Tourists have choices, where people work involves choices, many visitors and workers will not subject themselves to significant construction traffic congestion for a prolonged period. They will find alternatives and stay away from HHI significantly impacting our island lives and economy.</p> <p>3.Alternatives 5 and 6 are non-starters. The route will cross over precious wetlands, eliminate great views and establish an even greater concrete our paradise presence. It will negatively affect many more native islanders than a widening of the current corridor route through the Stoney area. It will involve considerable expense to reroute major utility lines with another new utility corridor. The resident native islanders who currently live on US 278 and who will be affected have a bad situation now; excess noise, poor access and safety. Serious consideration will be needed for a respectful "deal" for several Stoney area families near the Crazy Crab to relocate them to a new location and the land repurposed to create more public spaces that celebrates the history of the people and settlements in this area, and for a necessary US 278 corridor expansion.</p> <p>4.I believe this is a constraint, not solely a width of pipe problem because of several intersections: those up to Walmart on the island, and Moss Creek on the mainland. Given the seasonal and predictable nature of HHI inbound and outbound peak traffic, every consideration should be given to solving the intersections dilemma. Simply widening the bridge and corridor will be necessary but not sufficient. The solution might include dynamic smart signal controls, above grade intersections, redesigned at grade intersections, apps or web portals to communicate rush hour traffic times to help adjust user departure times at peak periods, lane reversals, traffic calming and speed control measures (I believe 45 mph is the optimal speed for maximum throughput and safety considerations), or a combination of all of the above.</p> <p>5.The passage of the US 278 bridge over Hog Island should be an above grade bridge allowing a new approach route to the Windmill Harbour traffic flow situation by routing local Jenkins and Hog island traffic around and under that bridge extension facilitating right only departures off IIS</p>					

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
PIM2 - 15	<p>Hog Island traffic around and under that bridge extension facilitating right only departures on US 278 on Jenkins and Hog Island exits, and no median crossovers in that area. I believe the County would be very amenable to that approach and SCDOT should collaborate with the county and HHI engineers on a mutually agreeable solution.</p> <p>6.The west side “old” bridge should be repurposed, not demolished, and made into a linear park between the mainland and HHI. It would become Beaufort counties’ responsibility for maintenance and serve as a robust bike/ped and park facility for non- motorized users greatly expanding access to Pinckney Island from HHI and the mainland. An example of this is at Amelia Island in Florida.</p> <p>7.There are some incremental access road matters that can be implemented in the Stoney area for residents to access Squire Pope Road vs. US 278 thusly reducing the number of US 278 curb cuts and left hands turns by creating new service access roads. This can be addressed upstream.</p> <p>8.It also appears that there are US 278 causeway flooding issues that need to be addressed especially to prevent road blockage during hurricane emergencies.</p> <p>9.Presumably, the actually construction project will take place in two phases, first the corridor from the bridge to the Cross Island Parkway, and later, the actual bridge construction. This two phase approach makes sense.</p> <p>Bike/Ped matters. Recommendations:</p> <p>1.Bicycle and pedestrian facilities will serve users of all ages and abilities with a separated facility for recreational and commuting bicyclists and pedestrians for greater operational efficiency and safety. Shoulders in the corridor must accommodate active cyclists and fast riding e-bikes where possible.</p> <p>2.Facilities will provide safe, attractive, connected, and convenient bicycle and pedestrian access for all people, places and communities along and through the US 278 corridor.</p> <p>3.The project should include comfortable, accessible public transportation stops where the future need is identified, planning ahead for mass transit expansion in the region.</p> <p>4.Narrower travel lanes, street trees, lowered speed limits, and other traffic calming measures will be considered to decrease speeds in appropriate parts of the corridor, creating a safer and more pleasant experience for all modes of transportation while mitigating noise, safety and access issues for neighborhoods directly impacted. This will include median islands of sufficient width throughout the corridor.</p> <p>5.Will address the special access and safety needs of cyclists and pedestrians coming from and going to Buckingham Landing, Pinckney Island, Jenkins Island (including Windmill Harbour), The Resort, the Stoney areas, and the Spanish Wells, Wild Horse Road, Squire Pope Road and Gumtree Road intersections.</p> <p>6.Pathways connectivity will be accomplished from the Bluffton Parkway pathways at Buckingham Plantation Drive to and from Hilton Head Island pathways at Gumtree Road and the Wm. Hilton Pkwy, and by connected paved shoulders and/or bicycle lanes from Buckingham Plantation Drive to Gumtree where possible.</p> <p>7.Separated bike and pedestrian facilities will be illuminated for nighttime use with the lighting designs appropriate to International Dark-Sky Association (IDA) standards.</p> <p>8.Will provide a car parking facility for walkers and bikers to stage their vehicles at Jenkins Island for easy access to the bridge pathway facility and Pinkney Island.</p> <p>9.Will be an attractive facility in keeping with the overall bridge structure and design and will be consistent with Town of Hilton Head Island design standards for access, safety and aesthetics.</p> <p>10.Any Wm. Hilton Pkwy. Corridor crosswalks will be marked in accordance with Town of Hilton Head Island design requirements and be signalized intersections or bicycle/pedestrian underpasses.</p> <p>11.Wherever possible, the roadway will establish connections to existing neighborhood streets, providing users with opportunities to enter and leave US 278.</p> <p>12.The project should serve as an exemplar for future road projects on the island – whether led by SCDOT, the Town of Hilton Head Island, or Beaufort County – for creating a safe, walkable, bikeable roadway that accommodates mass transit. The project has potential to set the tone regionally for a more accessible system of roadways.</p> <p>13.The project will be sensitive to existing communities and cultural resources.</p>	In-person - Hilton Head Island Open House		12/18/2019	Email	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
						<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians. Mainline traffic analysis and modeling, and intersection analysis were completed for each of the reasonable alternatives. The draft Phase I Traffic Report is currently being reviewed by the SCDOT and will be placed on the project website in January. Each reasonable alternative presented at the Public Information Meeting included a standard intersection layout based on the traffic analysis, the intersection operations and layouts will be refined for final analysis for the preferred alternative.</p> <p>The other alternatives were eliminated from future consideration due to not addressing the structural deficiencies at the eastbound Mackay Creek bridge or the impacts to the human and natural environment were excessive to include right-of-way and wetland impacts. The impacts of each eliminated alternative is shown on Alternatives Evaluations Criteria Matrix.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of</p>

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
PIM2 - 16	<p>Thank you very much to you and your staff for the very informative meeting on Hilton Head Island on September 19, 2019. I attended the meeting, asked many questions, downloaded all your online documents and spent many hours studying magnified high resolution color versions of the maps, as well as other documents. I have also spoken with and received inputs and ideas from many residents. The results are contained in the attachment.</p>	Email to info@	10/7/2019	12/18/2019	Mail	<p>alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
						<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose</p>

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
PIM2 - 17	<p>Dear Mr. Winn and SCDOT:</p> <p>I am attaching a better map to supplement Figures 4 and 5 of my October 7, 2019 comments to SCDOT. I deliberately chose the new numbers for bypass options in Plans 9, 10, and 11 in order not to conflict with your SCDOT plan numbers RA1 - RA6.</p> <p>All my previous comments still stand, including the need to evaluate the bypass options (Plans 9 - 11) and the need for transparency in the provision of data.</p> <p>It is especially important that SCDOT provide cost, capacity - throughput and pro/con and issue estimates for all plans, and that the numbers reported are for a complete path. By that I mean that major factors such as intersections, traffic lights and their capacity and cost impacts, and connections to existing roadways must be included in the data provided.</p> <p>For example, it will do us no good (and add to the distrust) if we get data only up to a major intersection (such as Spanish Wells Road) only to have the costs and capacity reduction of that intersection or a connection to the Cross Island Parkway relegated to some later phase to be divulged at some later point in time.</p> <p>I also cannot overemphasize the importance of the word Transparency. There are a large contingent of very knowledgeable people here who want to understand the exact details (down to being able to verify your calculations) of why you selected a particular plan and why others were rejected. They are hopeful that your efforts at the SCDOT will provide honest, quantitative data and evaluations to enhance what we have seen as a non-quantitative and flawed local political process thus far.</p>	Email to info@	10/20/2019	12/18/2019	Mail	<p>preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians. Mainline traffic analysis and modeling, and intersection analysis were completed for each of the reasonable alternatives. The draft Phase I Traffic Report is currently being reviewed by the SCDOT and will be placed on the project website in January. Each reasonable alternative presented at the Public Information Meeting included a standard intersection layout based on the traffic analysis, the intersection operations and layouts will be refined for final analysis for the preferred alternative.</p> <p>The other alternatives were eliminated from future consideration due to not addressing the structural deficiencies at the eastbound Mackay Creek bridge or the impacts to the human and natural environment were excessive to include right-of-way and wetland impacts. The impacts of each eliminated alternative is shown on Alternatives Evaluations Criteria Matrix.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
PIM2 - 18	Option 4 is preferred choice, Option 2 is second choice.			12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
PIM2 - 19	Recommends decreasing toll on Cross Island to appeal to low wage earners.	Website - General	9/15/2019	12/18/2019	Mail	General Response Letter
	I was disappointed at the recent meeting to find the only ideas being discuss where ones that involved laying more concrete on a tiny 12 mile island. We will have more lanes of traffic on our little island than SC has on I95! Where are the other ideas that we see in other coastal areas of the US: ferry systems, staggering start times, more affordable housing. I travel 278 several mornings a week and I would rather sit in traffic than have our island destroyed and our history destroyed by more concrete lanes of traffic just so people can get here faster. What happens then? There is only so much capacity on the island. Not alternatives were presented at the meeting and the people showing the boards could not articulate any other solutions.					
PIM2 - 20	Disappointing.	Website - General	10/19/2019	12/18/2019	Mail	General Response Letter
	Time to start thinking about the other side of the Bridge .-- Hilton Head is not the only place in South Carolina. if you allow more people on the island than the infra structure can support building more roads and bridges will not solve the problem.Repair what we have and do not destroy native property.					
PIM2 - 21		Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 22	Disliked presentation of alternatives, concerned with project taking too long.	Website - General	9/27/2019	12/18/2019	Mail	General Response Letter
PIM2 - 23	There should be Bike cycle lane included in the planning and construction of the project	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
	No issues with the need to make the Rte 278 HWY over the Intracoastal safe nor the Windmill Harbor interchange equipped with traffic light. There is a direct correlation however between the increased traffic and the town's unwillingness to provide for affordable housing for employees commuting to the Island. The town needs to get a grip and begin to secure cooperation between developers and major employers on the island to develop areas (i.e the old WalMart and commercial bldg. site) for low income planned housing. Consider a guest tax for hotels and larger employers. This will have an effect on reducing congestion during the work week					
PIM2 - 24		Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
	"Hello, Two Questions: When will we be supplied with the drawings and elevations of the Six proposals, rather than just the ""noodle"" models? And , why were the Boys and Girls Club and now the Hilton Head Island Library chosen as venues for the presentations? Both have very limited parking. Why not time the next presentation when we could use the Hilton Head High School ?"					
PIM2 - 25		Website - Contact Us	10/15/2019	12/18/2019	Email	General Response Letter
PIM2 - 26	Prefers Spanish Wells, dislike alt. 5 and 6 because of proximity to school, post office, rec center, etc.	Website - General	9/20/2019	12/18/2019	Mail	General Response Letter
PIM2 - 27	Prefers alt. 4 or 6, recommends to completely replace bridges.	Website - PIM 2		12/18/2019	Mail	General Response Letter
PIM2 - 28	Please consider adding bike lanes	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
						<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians. Mainline traffic analysis and modeling, and intersection analysis were completed for each of the reasonable alternatives. The draft Phase I Traffic Report is currently being reviewed by the SCDOT and will be placed on the project website in January. Each reasonable alternative presented at the Public Information Meeting included a standard intersection layout based on the traffic analysis, the intersection operations and layouts will be refined for final analysis for the preferred alternative.</p> <p>The other alternatives were eliminated from future consideration due to not addressing the structural deficiencies at the eastbound Mackay Creek bridge or the impacts to the human and natural environment were excessive to include right-of-way and wetland impacts. The impacts of each eliminated alternative is shown on Alternatives Evaluations Criteria Matrix.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of</p>

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PIM2 - 29	<p>None of the 6 ideas presented address the problem of rush hour traffic congestion in the area of Squire Pope and Spanish Wells intersections. It is the traffic lights that stop free flowing traffic that then backs up cars all the way to the and over the bridge. A new bridge, a wider bridge, or any of the bridge ideas all stop before vehicles reach Spanish Wells. The best of the six is using the power line easement idea, but it also stops prior to the problem area at Spanish Wells Road. If this were extended with a "no-stop" route directly onto and off the Cross Island, it would remove about half of the congestion by splitting traffic into two routes. Regular 278 business traffic could continue as it does now, but all those who need to travel south via the Cross Island would not have to stop, wait, and backup traffic for themselves and others. Please consider this as an idea that would significantly improve traffic flow onto and off the Island. It would be only a "short" extension of the ramps that already exist.</p>	Website - General	10/15/2019	12/18/2019	Mail	<p>alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.facebook.com/SCDOT278Improvements, or follow us at www.twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
PIM2 - 30	<p>Good morning. After taking some time to understand the project and review the reasonable alternatives, I have the following comments:</p> <ol style="list-style-type: none"> 1) It seems to me Reasonable Alternative 4 makes the most sense, just from a structural standpoint. 2) The Purpose and Need Statement should be broader, to include safety improvements for all travelers (cars, bikes, pedestrians). 3) A major factor drawing residents and visitors to the area is its' natural beauty. Consequently, any new structures should be designed to complement or showcase that beauty, and allow for travelers to experience that beauty - whether consciously or subconsciously. 4) I favor a roadway design that includes multi-use lanes, grass medians, and plantings (trees, shrubs) that foster appropriate rates of travel. Any new road should minimize the opportunity for excessive speeding. 5) As much as possible, this new construction should have minimal impact on the surrounding wetlands and natural areas, to point 2 above. <p>I hope you will consider my suggestions, and I look forward to watching this project as it progresses through the NEPA process.</p> <p>Thank you, Mike Bogle</p>	Website - PIM 2	10/24/2019	12/18/2019	Mail	General Response Letter
PIM2 - 31	<p>Fix the bridges leave everything else alone. The flyover was a disaster and expansion will be too with a bottle neck when you go back to four lanes. Meanwhile you'll displace families that have been here a long time. Watch what will happen with the lovely light at lagoon next summer and tell us this was for better traffic flow.</p>	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 32	<p>No matter what option(s) is chosen, please keep the Karl S. Bowers name on the bridge. I realize the second bridge is named for Wilton Graves, and ideally that name would be kept too, but if you research the significance of why these names were added in the first place I would hope you'd see my reasoning.</p> <p>Thank you, NB</p>	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 33	<p>Has anyone ever suggested doing the required bridge/road repairs; but also directing some funds to invest-in (partner) a 'FERRY SERVICE' to/from Beaufort and Savannah.</p> <p>High speed hover-style ferry service could boost tourism by making it easy to get to and from HHI and Beaufort/Savannah quickly. If commuters used this service it could significantly reduce congestion.</p> <p>At some point we will be forced to consider providing alternate forms of transportation. To ONLY open the flow of traffic to increasing numbers of cars, will eventually saturate our increasingly over-burdened ecosystem/transportation system - and we risk becoming like the cities most of us left to be here.</p>	Website - General	10/17/2019	12/18/2019	Mail	General Response Letter
PIM2 - 34	<p>Please prioritize a smaller lane for biking/mopeds/slower motorcycles - to be included in any planned road/bridge improvements.</p> <p>We should be encouraging alternate forms of transportation (such as electronic scooters) which will be increasing in numbers into the future.</p>	Website - General	10/17/2019	12/18/2019	Mail	General Response Letter
PIM2 - 35	<p>Please consider improvements to the ferry parking situation. As a Daufuskie resident who relies on the ferry for doctor appointments, groceries, etc the parking situation has been very challenging. Daufuskie contributes to the accommodations taxes as well as our shopping dollars and support of Bluffton and HH businesses and our needs are often forgotten. Thank you.</p>	Website - General	10/20/2019	12/18/2019	Mail	General Response Letter
PIM2 - 36	<p>I favor option #4. It is a concern that we'd be renovating old bridges in options #1/2/3/5. Wouldn't they just need to be replaced at some point? With option #4, the old bridges are all replaced with one new bridge, maximizing the life of the structure. Also, this new bridge can be built without disrupting the flow of traffic over existing 278, with minimal disruption until the new bridge connects to the existing roadway upon completion. The options #5 and #6 look interesting but I can't imagine but they will be more expensive and more controversial than the other options. Environmental issues, societal issues seem obvious -- all will lead to longer construction times and longer disruption. Alternative #4 seems to achieve the goal of brand new long lasting wider bridges with minimal disruption.</p>	Website - PIM 2	10/11/2019	12/18/2019	Mail	General Response Letter
PIM2 - 37	<p>I believe no matter how you handle the corridor it will be a mess! Has anyone considered a bridge to Beaufort? So much of the auto traffic could be eliminated . Just a thought</p>	Website - General	10/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 38	<p>To many it is very important to add off road bike lanes to the improvements so those of us living in Bluffton can access the island by bicycle.</p>	Website - General	10/15/2019	12/18/2019	Mail	General Response Letter
PIM2 - 39	<p>Prefers alt. 5 & 6, concerned with environmental and other impacts</p>	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter

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	<p>None of the 6 "Reasonable Alternatives" are reasonable and I reject each and all of them. In response to elements in each alternative, I comment as follows:</p> <ol style="list-style-type: none"> 1. No and absolutely no to 6 lanes on the bridges and within the 278 Corridor Project. 2. No and absolutely no to any impacts on the Stoney community. 3. Yes to addressing the current left turn safety issues on Pinckney Island. 4. Yes to adding a dedicated pedestrian/bicyclist facility on the bridges. 5. Yes to adding landscaped medians and limiting and/or eliminating paved or concrete left turn areas and yes to other aesthetic improvements within the 278 Corridor Project. 6. Yes to a full and in no way limited environmental impact assessment/statement for the 278 Corridor Project. <p>Please select locations with plenty of parking and seating for all public meetings and public hearings on the 278 Corridor Project.</p> <p>Please remove increased capacity in the 278 Corridor Project from the goals of SCDOT. Instead, manage traffic flow with means other than additional lanes, such as coordinating traffic signals to traffic flow time periods and working with timeshares, large employers and resorts to use different times and days for travel to and from the Island.</p>					
PIM2 - 40	Please consider future multi-modal transportation in all plans.	Website - General	10/24/2019	12/18/2019	Mail	General Response Letter
	<p>It seems to me that a much more holistic approach to the problem of traffic congestion coming onto/going off HHI needs to be taken. Removing one bottleneck invariably (plus the likely increase in vehicle traffic) just leads to a bottleneck further down the line. Certainly the road needs to be made safe but alternative transportation needs to be considered a lot more thoroughly. The only option in this area at this point is Palmetto Breeze buses, but this clearly is woefully inadequate.</p>					
PIM2 - 41		Website - General	10/11/2019	12/18/2019	Mail	General Response Letter
	<p>I thought the objectives of the bridge project were to fix existing bridges that are in danger of collapse and relieve traffic through the two traffic lights. Current plan anticipates a significant increase in traffic over the bridge. Wait a minute - where will the big increase in cars go? Can the existing roads on HHI even handle more cars? 278 and the tollway are very full during tourist season. What is the capacity utilization of existing hotels, condos, time shares? I suspect pretty full especially in tourist season. How much undeveloped land suitable for housing - either upscale or affordable - really remains on HHI. Is not the island approaching build out status? Don't some of the plans anticipate still being used in many of the plan versions? I thought they were worn out. I need answers to these questions before i can support moving ahead on bridge replacement project.</p>					
PIM2 - 42		Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 43	Will any of these proposed alternatives affect the Mariners Cove Club? and our access to 278?	Website - PIM 2	10/9/2019	12/18/2019	Mail	General Response Letter
	<p>Highway noise is a major concern, sound barriers need to be considered for the entire length of Windmill Harbor, particularly as vehicles enter and exit the bridges Please contact me for additional comments</p>					
PIM2 - 44		Website - PIM 2	10/17/2019	12/18/2019	Mail	General Response Letter
PIM2 - 45	Option 5 is the only option that provides a real solution to the problem. You do a disservice to all of our residents if you implement any other alternative.	Website - General	10/2/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 46	I encourage you to approve Alternative # 5 as it seems to remove at least one stoplight having been approved for the dangerous entrance to highway 278 from Windmill Harbour, and will move traffic noise away from the front of Windmill Harbour. If also environmentally friendly offering the chance to uncover the drain pipe that is currently with man-made plug going underneath the bridge and preventing that natural flow of water.	Website - General	10/11/2019	12/18/2019	Mail	General Response Letter
PIM2 - 47	While I do believe that entrances to Pinckney Island, the boat ramp area, and Windmill Harbor need to be improved for safety, I do not believe that an expansion of the existing four lane roadway to six lanes has been investigated sufficiently at this point. One of the primary objectives as stated is to "increase capacity". However, the study area currently extends only to Squire Pope road. Clearly, the increased capacity will impact traffic patterns beyond this point, moving the congestion further onto the island. Traffic along William Hilton Parkway is currently heavy and will likely become "intolerable" with increased capacity. Is the existing four lane configuration not self-limiting to lighten congestion along Hilton Parkway?	Website - PIM 2	10/24/2019	12/18/2019	Mail	General Response Letter
PIM2 - 48	Repair the Mackay Creek Bridge, add bike, pedestrian, and emergency lanes, modify and improve the entrance to Pinckney Island and CC Haigh Jr. boat landing, and add native vegetation. However, I am concerned that the 6 alternatives have little regard for our native islanders whose communities will negatively be impacted by this monstrous road widening. The environmental impacts will be irreparable. Also concerning is the goal to increase capacity. We do not need more traffic on the island. Where will the widening stop? Next thing we know we will have 6 lanes of traffic all over the island.	Website - PIM 2	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 49	Supports new traffic control plan.	Website - General	9/23/2019	12/18/2019	Mail	General Response Letter
PIM2 - 50	I vote no to dramatically increasing the traffic volume on/off the island. Specifically, I vote NOT to expand to 3 lanes in each direction. In any case, my hunch is that creating an aesthetically appealing experience for bridge travelers (i.e., an elegant, "cool" design with regard to the views both of and from it) would go a long way to pre-empting negative reactions.	Website - General	10/24/2019	12/18/2019	Mail	General Response Letter
PIM2 - 51	The alternatives do not address the problem of moving people. Instead they focus on moving cars. The proliferation of cars will continue as long as they are affordable. Therefore, attempt to accommodate the number increased cars will be continually futile. That being said believe that alternative 5 will have the best impact on the Island's cherished Gullah cultural and environmental heritage. This alternative will coincide with an essential utility service with and adequate right of way for essential public service. Essentially, highways for transporting people in an efficient manner. Considered necessary for maintaining a lovely quality of life. But to destroy cultural heritage without considering a balancing alternative would be disastrous to the furthering of humanity.	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter

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PIM2 - 52	<p>Increasing the capacity to get vehicles on and off Hilton Head Island since the start of its development has been an on going challenge. Addressing the challenges has often resulted in the disruption and/or displacement of significant portions of the historic Gullah neighborhoods. The proposals being considered offer for the Stoney neighborhood will completely destroy what was the "gateway" neighborhood to the island. People in this neighborhood has done nothing to earn or deserve the plan of displacement. The removal of the neighborhood of Stoney for a road is no more than the "gentrification" of Gullah families and their culture primarily for the benefit of others. If the majority them really knew how this project was going to adversely impact these families and their culture, they would also ask that countless alternatives be considered. My suggestion is that this project be located where its impact will least affect what remains of these historic neighborhoods. Use the power line easement from the bridge all the way to the cross island expressway as the primary path for the road or the alternate route. PLEASE DON'T DESTROY WHAT IS LEFT OF STONEY!</p>	Website - General	10/29/2019	12/18/2019	Mail	General Response Letter
PIM2 - 53	<p>"Hello -</p> <p>I believe that the best approach would be to build a new six lane bridge that would tie into the Cross Island Parkway directly. Traffic would then be able to use the Cross Island Parkway to travel directly to the South end of the Island, or to the North End, completely avoiding the current 278 surface highway between the current bridge and the Cross Island Parkway entrance. This approach would also allow traffic to travel all the way from the mainland to he Cross Island Parkway without being delayed by any traffic signals, and it would also have far less impact on native lands.</p> <p>I don't believe that this approach was considered as one of the six that have been presented so far.</p> <p>Thank you,</p> <p>Andy Case 978-793-9173"</p>	Website - Contact Us	10/9/2019	12/18/2019	Email	General Response Letter
PIM2 - 54	<p>Bike path, bike path, bike path. (With the safety barriers of course, too.)</p>	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter
PIM2 - 55	<p>Need to build new bridges for safety, public hearing should be at a place that could hold 1000 people with good speakers and more parking.</p>	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 56	<p>Prefers road expansion and cleaning up the corridor.</p>	Website - General	9/23/2019	12/18/2019	Mail	General Response Letter
PIM2 - 57	<p>Wants to know how new design will alleviate the local traffic congestion.</p>	Website - General	9/20/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 58	<p>According to your traffic flow data analysis pinch points on the corridor to Hilton Head Island are the traffic lights at Squire Pope Road and Spanish Wells; also SCDOT data does not support the notion that there is an accident hotspot nor traffic pinch point at the entrance to Jenkins Island (ie Windmill Harbour). After the Cross Island Parkway is no longer toll it may be that improved intersections at Squire Pope and Spanish Wells together with more traffic using the former toll road has a materially beneficial impact on traffic flow. Access to the Island is primarily for residents not tourists and obscene amounts of money should not be expended merely to improve traffic flow for the vacation season when congestion is for a limited time on some days only. The business justification for a six lane bridge/highway to the Island is not robust especially when the cost tag and time factors are considered. To force a six lane highway possibly with elevated sections through some part of the Stoney community is to desecrate further valuable USA history. To propose a bridge with extravagant add-ons such as a walkway/cycle trail to nowhere with the width and cost entailed is to suggest the deterioration in the quality of life and disturbance caused to a community is a price worth paying for amenities for a privileged few. Worldwide traffic studies time and time again demonstrate that traffic improvements tend to generate volume growth well ahead of the most generous estimates. The Island for certain periods of the year struggles with the increase in 'residences' and the possible alternatives all result in pushing the perceived congestion problems of the corridor traffic onto the Island. The traffic circle has been condemned as unfit for purpose for several years and the elimination of the tolls will only exacerbate the problem. There is ample time to replace the Mackay span and to study the consequences of lifting the toll and design improved intersections. A six lane bridge following the existing route or deviating to follow the power line easements is unnecessary and disrespectful to the Stoney community. Any preferred solution that requires further intrusion into the waterways/wetlands or Pinckney Island is unacceptable and an Environmental Impact Study should be completed.</p>	Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 59	<p>There is no question that structural deficiencies relating to MacKay Creek bridge should be addressed. However, the other aims of this Bridge project "to increase capacity" and "to reduce congestion along the 278 from Moss Creek to Spanish Wells Road" need careful consideration of their impact on local communities along the proposed route, local businesses along this route also and the impact of a 6 lane bridge on the people who reside on this island and have made it their home. The island economy is dependent on tourism, but at what cost? Do we really need to increase capacity to a 6 lane highway and change irrevocably the approach onto the island and the ambiance of the island or do we need to look for solutions that ease traffic flow, and possibly provide mass transit alternatives to accessing the island. Six possible solutions of varying routing, design and capacity (ie including a bike and pedestrian path also), are on the table, but all come with enormous environmental impacts on both a human, marine, coastal and wildlife level. None of these possible scenarios has yet been costed. The logistics of creating a six lane bridge, the construction time scale, the need for evacuation planning during the build defy contemplation. The traffic delays during extended construction could actually solve the perceived "capacity" issue because tourists will seek alternative vacation destinations. Beware of what you wish for....instead consider the inevitable displacement of the Gullah-Geechee community, the enormous environmental and financial costs involved and do what is only necessary, address the Mackay Creek bridge. .</p>	Website - General	10/23/2019	12/18/2019	Mail	General Response Letter
PIM2 - 60	<p>We prefer opt 5 or 6,</p>	Website - General	10/15/2019	12/18/2019	Mail	General Response Letter
PIM2 - 61	<p>Please make an extended merge lane coming out of Squire Pope Rd heading west. There is plenty of room before the memory matters plaza.</p>	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter
PIM2 - 62	<p>I oppose All Six Alternatives pertaining to this project!1!!</p>	Website - General	10/26/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 63	We have suggested many times that an alternate route be established to prevent our Gullah Geechee Historic Community from being destroyed. Are there plans already in place to sacrifice the Stoney Community, which are home to the Gullah Geechee People to provide the gateway to Paradise??? If the answer is yes, then why are people wasting our time, attending meetings, writing comments and giving inputs, when it may have already been determined what the final out come will be!!!	Website - General	10/21/2019	12/18/2019	Mail	General Response Letter
PIM2 - 64	Supports Option 6, concerened about the damage that would be done to HHI commerce and desireability if traffic is further impinged during construction. Think s a new routing would minimized disruption. Full time resident in Sea Pines.			12/18/2019	Mail	General Response Letter
PIM2 - 65	<p>As I sense the situation, a primary cause of delays on 278 is stop lights. My conclusion is that unless a concerted effort is made to reduce the stop light count, especially for east-bound traffic, then little will be accomplished. This suggests that the power line alignments are the superior models: they allow all current 278 "frontage" traffic to be converged to a new location where the current and new alignments converge. To avoid a light there, plans should include fly-overs or tunnels-under. If not done then the backups will continue for miles to the west. Adding lights for Windmill Harbor et al will have a terrible impact on flow. Likewise, the eastern end of the project in the vicinity of Squire Pope, and Wild Horse/Spanish Wells should end with direct connections to both the Cross Island Expressway and 278-Business route and should include removal of the Squire Pope Road light and the Wild Horse light, again with bridges/tunnels to deal with cross traffic and merges at both intersections.</p> <p>Finally HHI should be challenged to provide on-island land as compensation for displaced Gullah peoples whose property are impacted by the project. With luck this mandate could be structured to compensate actual residents and not distant relatives with little connection to the island.</p>	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 66	<p>One of the biggest problems we have in SC with traffic is drivers not obeying driving rules. No matter where I go there is always slower traffic in the far left lane. Its suppose to be the other way around!</p> <p>The fast lane has become the right lane but not for long because some do obey the rules .If drivers would just move over to the right lane and not hold up traffic behind them it would make a big difference .I think their should be marketing on this issue and that drivers will be pulled over by police if they don't move over to the right lane when they are moving slower than the ongoing traffic. thank you for letting me comment.</p>	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 67	Against widening, Beaufort local for 37 years, Wants to know if we can use car ferries or have another bridge built?	Website - General	9/24/2019	12/18/2019	Mail	General Response Letter
PIM2 - 68	Please include bike and pedestrian pathways on the widened bridge and linkage from the bridge to Hilton Head Island bike and pedestrian paths. Similarly please create a bike and pedestrian path on the Bluffton flyway to link to the bike and pedestrian path on Bluffton Parkway.	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
	<p>Referring to Alternative #5, my comments are as follows: 1. I suggest that the new 6 lane section be placed in the easement area between existing 278 and on the south edge of the powerline easement to avoid conflict with the powerline structures. 2. Provide a grade separated intersection on the new 278 approximately opposite the entrance to Windmill Harbour with ramp on/off access and a parallel road connector on the north side (of new 278) to join Jenkins Road. The proposed new bridge (#6 alternative) over Jenkins Road could be eliminated and all access for Jenkins Island and Hog Island could handled with the grade separated intersection eliminating all at grade crossings and any need for traffic signals on 278 on Jenkins Island. 3. Provide a connector between the Jenkins Island segment and Hilton Head Island existing 278 alignment over a new piling supported 6 lane section that stays parallel and close to the existing causeway connection. The new 6 lane Jenkins Island corridor should then angle back to the existing alignment through the Stoney neighborhood. 4. The Town of Hilton Head Island should undertake a companion planning project for the Stoney neighborhood to offer replacement residential locations on Town properties and a general master plan for the Stoney neighborhood.</p>					
PIM2 - 69		Email to info@	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 70	<p>Jenkins Island Segment, consider alternative 5 or 6. North of 278 consider a grade separated intersection opposite of Windmill Harbor to serve Jenkins Island and Hog Island. If grade separated intersection is included on Pinckney Island there would be no signals or at grade crossing between Moss Creek an Squire Pope.</p>	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 71	Prefers alt. 6	Website - General	9/20/2019	12/18/2019	Mail	General Response Letter
PIM2 - 72	<p>Please include bike access in your final selection. Bicycle access will bring in more tourism especially if it is part of the East coast greenway</p>	Website - General	10/18/2019	12/18/2019	Mail	General Response Letter
PIM2 - 73	<p>Attached is a .pdf file containing my comments on SCDOT's US 278 Gateway Corridor Project. The letter has also been mailed to Project Manager Craig Winn.</p>	Email to info@	10/22/2019	12/18/2019	Mail	General Response Letter
	<p>Dear Mr. Winn: I am writing to provide my input as a member of the general public on the proposed US 278 Gateway Corridor Project. Rather than comment on the six "Reasonable Alternatives" released by SCDOT at its September 19, 2019 Public Information Meeting, I will instead. break the Project down into five separate components and offer comments on what I believe should be important elements of each component:</p> <ul style="list-style-type: none"> •Bridges •Causeways and stormwater management •Pinckney Island •Jenkins Island 					

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PIM2 - 74	<p>Jenkins Island</p> <ul style="list-style-type: none"> •Hilton Head Island <p>oFrom entry onto Island to Squire Pope Road</p> <p>oStoney business and residences located adjacent to highway</p> <p>oSound buffering. I believe it is critical that all four bridges are rebuilt or reconditioned at the same time so that post-project all bridges have the same remaining useful life. The bridges should contain six lanes plus separate bicycle and pedestrian lanes and be engineered to survive a strike from a water-borne vessel. The bridges are unlikely to be affected by severe weather events but could be vulnerable to boat traffic below .</p> <p>The bridges should make a statement that vehicles are transitioning from the mainland to a unique island environment. From an aesthetic point of view , the bridge design should be for understated structures that provide vista views of the . low<.ountry to .vehicle pass. engers and should avoid suspension structures /ikt- the Talmadge apd Rayenel ,bridges that become the main focus of the over-water travel. Causeways. The three causeways (Mainland to Pinckney Island, Pinckney Island to Jenkins Island, and Jenkins Island to Hilton Head Ishmd) are the weak links in the Mainland-to-Hilton Head Island chain. While the bridges should be able to withstand severe weather events, a breach in any of the low lying causeways would be catastrophic for Hilton Head Island. The causeways should be engineered to address hurricane -related stormwater events with increased height and armoring of their banks and each causeway should contain six lanes.</p> <p>Pinckney Island</p> <p>US 278 should contain six lanes as it crosses over Pinckney Island with the highway elevated so ingress and egress to Pinckney Island National Wildlife Refuge and the C . C. Haigh, Jr. boat ramp is by grade-separated intersection with entry and exit ramps avoiding left turns across trnffi , Jenkins Island</p> <p>SCDOT plruming should disregard Beaufmt County's proposed interim solution for Jenkins Island as it is unlikely to be constructed. US 278 on Jenkins Island should contain six lanes with some portion of the roadway devated to allow for a grade -separated intersection with entry and exit ramps avoiding left tums across traffic. If the intersection were located at the current Windmill Harbor entrance, the roadway would need to be shifted further north as the Windmill Harbor enrnnce building is too close to the current roadway to allow for the necessary intersection and the entrance building cannot be moved further south . The intersection could perhaps be located further east where there is a large landscape buffer on the south side of the road and Town of Hilton Head-owned land on the north.</p> <p>Access to the Hog Islru1d residential areas and Hilton Head Harbor RV Resort should be by access roads paralleling US 278 which lead to the underpass and entrance /exit ramps serving Windmill Harbor. The Jenkins Island improvements should be the first phase of the Project undertaken as it has presented the most critical safety issues for the longest period ohime and could be completed while the bridges are being rebuilt or reconfigured .</p> <p>Hilton Head Island</p> <p>SCDOT Reasonable Alternatives 5 and 6 seem,nn desirable as they would disrupt whole new sections of the Stoney community . US 278 should remain in the current location and be six lanes from its entry onto Hilton Head Island to Squire Pope Road , tying into the existing six lanes at Squire Pope with no curb cuts on this section of highway . SCDOT should acquire all residences and businesses fronting US 278 for highway right-of-way. The Crazy Crab Restaurant should remain in its current location with a portion of its driveway part of the right -of-way acquisition. SCDOT should partner with the Town of Hilton Head Island to provide a new driveway to the crazy crab. access road. Residents in the area almttiag the north side of US 278 should have their homes purchased or p,:rhaps he offered a S'N,, 'J for Tow,1-owried land near the Chamberlain Road/Squire Pope Road interstction .</p> <p>The land along US 2.78 to Squire Pope Road not needed for the expanded highway should be converted to grcenspace with an appropriate sound barrier on the nmth .side of the road to isolate "second row" properties from highway noise.</p> <p>Thank you for the opportunity to submit these comments on the US 278 Gateway Corridor Project.</p>	Mailed to Craig	10/23/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 75	The SCDOT better rethink the use of "Blinking Yellow Turn Signals" on 278 before more people get killed. There have already been deaths due to this folly to keep traffic moving as rapidly as possible to and from the island. This is being done with total disregard to the fact the people moving into this area are elderly and these lights are an opportunity to get themselves killed, as has happened. I live in Sun City and it is the largest population in the area of elderly people and they are being endangered by these lights, whose sole purpose is to keep the traffic moving onto the island. If it's my spouse there will be a lawsuit, because it disregards "Who" will be using them and the lack of concern on the part of the DOT.	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 76	Have a breakdown lane in either direction, and choice should have lane reversals.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 77	Prefers alternative with Jenkins, wants to replace all bridges, prefers Pickney Is. and Jenkins Is. ramps go over/under and not cross over.	Website - General	9/20/2019	12/18/2019	Mail	General Response Letter
PIM2 - 78	<p>We have vacationed on Hilton Head Island since the mid-70s and owned property here since the mid-80s. Hilton Head Island was always number one, that's why we and so many others moved here. That is about to change. I am opposed to any of the corridor widening projects other than repairs and/or replacing the Mackay Bridge. It was my understanding that the additional sales tax would be used to repair and repave the existing roads that are in ill-repair from neglect.</p> <p>Hilton Head is a small barrier island and cannot support these outlandish proposals. Wetlands and native island residents are being disregarded for the sake of greed driven by developers often from other states. When is enough, enough? There is no need for more restaurants 250 and counting. Do we need more time shares? More high-rise, high-density apartments, more cars. Hilton Head Island does not need to become the cash cow for tourist dollars for the state of South Carolina. Many of the people at the last presentation were not even from Hilton Head. They were from Charleston.</p> <p>These ideas are always presented as safety issues just like the Hilton Head airport runway extension. In actuality, it was to increase the availability for loud polluting jets carrying upwards of 100 passengers and crew. Now we need a new airport terminal and people's land is being taken away. Why can't we be forward thinking and have clean fuel and use mass transit for the workers instead of turning our island into an asphalt/concrete jungle prone to increased flooding from water runoff from hard surfaces? The workers I have spoken with welcome the idea of reasonably priced mass transit as a means to get to work.</p> <p>Once this decision is made by government employees there is no going back. It will be changed forever in a very negative way and the tourists will go elsewhere. It will no longer be number one!</p> <p>In the name of preservation lets protect what is here. Clean water, wildlife, beautiful trees, native island residents, and their homes. All tourist destinations have increased traffic during their peak season. Both Interstate 95 and 26 are four lane roads. Does Wild Horse Rd, a small country road through Native Islander land really need to be six lanes? What a misuse of our taxpayer dollars!</p>	Website - General	10/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 79	I am concerned about the proposed expansion of the Mackay Creek bridge and portions of 278. I see no reason to expand the bridge and widen 278. One of the reasons Hilton Head Island has been voted "best" Island in the US by Condé Nast and Travel and Leisure is because of the peace and serenity the island provides to visitors. Inbound traffic in the morning hours, during rush hour and on weekends can be accommodated by Contraflow lanes without disturbing the existing beauty of the current area. If we continue to expand, remove trees and build, Hilton Head will become just like any place else and not what Charles Fraser envisioned when he began developing Hilton Head. The absence of these things is the reason so many have moved to this beautiful island and so many vacation here. We don't need widened roads and bridges to accommodate as many cars as possible entering the island. We should work as stewards to preserve Hilton Head for all future generations.	Website - General	10/20/2019	12/18/2019	Mail	General Response Letter

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	<p>Hello - I am the VP of the Democratic Club (South of the Broad) and we hold monthly luncheon meetings on local issues. I understand that you can provide speakers for community groups interested in learning more about the 278 corridor proposals. Since most of us live on Hilton Head or in Bluffton, this issue is one of great importance to us - but frankly not one we know a lot about (and we should).</p> <p>Our luncheon meeting is scheduled for November 12th from Noon - 1:30 on Hilton Head. The presentation, however, should be about 15-20 minutes with time for questions.</p> <p>Please advise me if it is feasible for someone from the SCDOT278 Corridor project to discuss the issue with our members. We anticipate about 70-80 attendees.</p> <p>Thank you so much for your time.</p> <p>Chris deVries Vice President</p>					
PIM2 - 80	Democratic Club - South of the Broad	Email to info@	10/18/2019	10/19/2019	Email	General Response Letter
PIM2 - 81	What is the basis for the decision to prepare an environmental assessment on the proposed project rather than an environmental impact statement?	Website - General	10/5/2019	12/18/2019	Mail	General Response Letter
PIM2 - 82	Recommends no bottleneck on eastbound 278 approaching bridge, recommends to redo prior work	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 83	I recently attended the public meeting. In reviewing the documents online, I noticed that the preliminary range of alternatives image online does not number the routes as they correspond to the evaluation criteria matrix. Will you be updating this online? It seems odd that you are soliciting comment, but it is challenging to comment when insufficient information is provided.	Email to info@	10/4/2019	12/18/2019	Mail	General Response Letter
PIM2 - 84	Other than fixing the bridge and windmill harbor entrance, why do we need the road? Why not spend the money on low cost housing for workers or public transport. The island has enough tourists we dont need more until we fix our other problems.	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter
	I am totally opposed to any widening or improvement to the access to this island that will increase the traffic. Large structural defects in the bridge should be fixed and the					

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	<p>increase the traffic. I agree any structural defects in the bridge should be fixed and the entrance/egress to Windmill Harbour improved, but I do not see the need to spend huge sums of money increasing our traffic. This is an island, it is not Myrtle Beach on the mainland, and it is of a finite size. Do we really want to turn it into a high rise community like Miami? The money would be far better spent building low cost housing for people that work on the island, thereby negating the need to commute. The island has no car dealers or useful shops because they have all moved to Bluffton. That means residents of the island have to commute to have their cars serviced or to a shop that sells goods other than groceries. We have far too many grocery stores already and the town should be converting unused space into useful retail space and encourage new tenants by giving huge tax benefits. We should encourage some of the car dealers situated at Hardeeville to return and discourage anymore huge developments like the one at Kroger. I have heard the line that "tourists are the lifeblood of the island" too many times. It's absolute rubbish. The residents are the lifeblood of this island who pay the property taxes: not the tourists who arrive in trucks with their own bicycles, rent huge houses for two families, spend no money in the restaurants or bars, ride their bikes on hundreds of miles of bicycle paths paid for by us and create more traffic running back and forth to Bluffton Outlets. Now that we have an airport, we should be encouraging those tourists who play golf and tennis or who are fishermen, who hire taxis, stay in hotels, eat in restaurants and drink in the bars and keep this island like Mr Fraser envisioned it. Someone said it very well when they said "This is not a tourist destination, it is a residential community that welcomes tourists." We have reached capacity and now is the time for the people who live here and pay the taxes, to decide if they want to live in Myrtle Beach or Hilton Head Island. In the winter it is the residents who keep the restaurants alive. In the winter, it is the residents who use the healthcare services, the library, the golf courses, the tennis courts and the marinas. Our island is now full. We don't want more traffic we want better tourists and a town that is not run by property developers.</p>					
PIM2 - 85		Website - PIM 2	10/2/2019	10/10/2019	Email	General Response Letter
	<p>Please can you tell me where I can find information on upcoming committee meetings on the proposed 278 Corridor project that may be attended by the public? I have looked everywhere on the website but could not find for example the meeting that took place yesterday the 9th October or the upcoming meeting apparently taking place today 10th October at Port Royal. Is there a link to a website where these are published or does one have to subscribe?</p>					
PIM2 - 86	Your assistance would be appreciated.	Email to info@	10/10/2019	10/10/2019	Email	General Response Letter
	<p>You paved Paradise and put up a parking lot! As Jodi Mitchell sang to us... Let's keep Hilton Head Island Green!!!! No more lanes!!</p>					
PIM2 - 87		Website - General	10/15/2019	12/18/2019	Mail	General Response Letter
	<p>We do not agree that there should be a bridge expansion or a major renovation to 278. We need enough to handle the dangerous situation at Windmill Harbour, but other than making the bridge safe, enough is enough. Our island is desirable because of its natural beauty, and we should stop mucking it up.</p>					
PIM2 - 88		Email to info@	10/19/2019	12/18/2019	Email	General Response Letter
	<p>Most options do not seem likely to solve the traffic issues and perhaps unnecessarily complicate them, especially during construction. Suggest an additional causeway/bridge that starts from the Bluffton Parkway flyover eastbound entry area and travels across the sound south of the existing bridge and eventually reconnecting AT the entry area to the existing toll booths for the Cross Island bridge. This would provide direct access for many to Hilton Head's south end without further complicating traffic on the existing 278 bridge to the Spanish Wells intersection (avoid creating traffic congestion at Spanish Wells). Construction is also much less likely to affect existing traffic. This also provides an alternate access to the island in the event of a future failure (storm or accident) of the existing bridge. Not sure why this is not one of the most promising options. Hope this helps. Thanks</p>					
PIM2 - 89		Website - General	10/15/2019	12/18/2019	Mail	General Response Letter
PIM2 - 90	Recommends 3 lane bridge from Bluffton Pkwy. to Blue Heron that extends over Pinckney.	Website - General	9/14/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 91	I find it unconscionable that the proposed changes will cavalierly strip away homes and properties that have belonged to native islanders for generations. What do they get in return: more traffic and loss of homes and family history. When does the three-lane system end? Does it not eventually have to merge into two lanes at some point? Whatever that point is, the proposal is simply moving the gridlock down the road. Please don't do this. Thank you.	Website - Contact Us	10/21/2019	12/18/2019	Email	General Response Letter
PIM2 - 92	Likes Alternative 4 for structural soundness, does not feel pedestrian lanes are necessary. Likes 6 lane bridge. Likes new bridge.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.</p> <p>The project team has been in coordination with our federal and state partners as part of the NEPA process. The team has presented quarterly and prior to any public outreach efforts at the Agency Coordination Effort meeting that involves all relevant Federal and State agencies to get concurrence on the path forward and that the team is consistent with the requirements of the NEPA Process. All of the information presented at the public information meeting is consistent with Federal Guidelines. Additional evaluation criteria will be used in the evaluation of the</p>						

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PIM2 - 93	<p>Good afternoon,</p> <p>Please see attached comments from Windmill Harbour Association regarding the US278 Corridor Improvements Project. These comments were also submitted online at https://www.scdot278corridor.com/comment.</p> <p>Please direct all communications for Windmill Harbour Association to wha@windmillharbour.org.</p> <p>Thank you.</p> <p>Sincerely,</p> <p>Jaime</p>	Email to info@	10/24/2019	12/15/2019	Mail	<p>with Federal Guidelines. Additional evaluation criteria will be used in the evaluation of the reasonable alternatives to ultimately select the preferred alternative based on more detailed information on the impacts to the human and natural impacts. The additional criteria will be presented in the draft Environmental Assessment and at the Public Hearing in the Fall 2020 to include secondary impacts, noise, environmental justice, etc.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
PIM2 - 94	Where on the website can I find the details of the proposed 6 alternatives?	Email to info@	10/11/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 95	<p>Do you have the below newsletter in PDF format so that I can easily eblast it to the Windmill Harbour property owners? I've tried copying and pasting it into our eblast software, but the formatting gets messed up.</p>	Email to info@	10/17/2019	10/18/2019	Email	General Response Letter
PIM2 - 96	<p>Almost every day I drive to and from Bluffton for work and I have been doing this for 2 years now. I find the traffic congestion during business hours to be typical of the work-day traffic everywhere I have lived or visited.</p> <p>The major problem I see with traffic are the drivers who speed and intimidate other drivers by riding their bumpers. Having a traffic cop or two along the way would be very helpful.</p> <p>Therefore, I do not understand the urgency of constructing MORE bridges to accommodate a statistical imagining of tens of thousands more residents populating this island. People and businesses are moving to Bluffton, not to Hilton Head. This will not change because of any bridge decision.</p> <p>So.....The only "reasonable" options, as far as I can see, is RA1 and RA2. USE EXISTING ALIGNMENT AS MUCH AS POSSIBLE as stated (RA1) is my first choice.</p> <p>WARNING: You who make this decision, if not well thought out, will forever be responsible for compromising the health of our wetlands, the natural beauty as it currently is, and the seven communities that will be forever damaged.</p> <p>Finally, let's spend our money on acquiring more open space. Use the comments from the future planning work we citizens participated in to see what it is the community wants instead of what the developers want.</p>	Website - PIM 2	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 97	<p>I submitted this message (or one like it) earlier this am, but did not get confirmation, so here I go again.</p> <p>It seems clear to me that Alternate RA 1 and RA 2 are the responsible and reasonable choices. This is why:</p> <p>First, every vibrant community that I have ever lived in has commuter issues during work hours. I find my almost daily commute between Bluffton and Hilton Head to be very typical to what I am used to wherever I've lived.</p> <p>The only recommendation I have beyond the reality that the bridge is old and something needs to be done, is that we have a couple traffic cops in the median. This would help with the bits of road rage that I've seen (most of it manufactured by the flawed idea that this traffic situation is unusual).</p> <p>Second, the statistical numbers presented on the future growth of Hilton Head indicated that 40,000 some people would be moving there. How absurd! Bluffton and Jasper County are where people are going to be moving.</p> <p>Finally, let's take a deep breath and do the right thing which is choosing option 1 or 2, and along with that, also ensure that we protect our wetlands and the seven communities which will be affected.</p>	Website - PIM 2	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 98	<p>You hold the fate of this Island, so please put community ahead of developers.</p> <p>As a resident in Sun City Hilton Head and a cyclist, I would like to see bike lanes or any other safe way to ride from the mainland on to Hilton Head Island.</p>	Website - General	10/17/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 99	I am a resident of Windmill Harbour. Many, many of us are not in favor of the Jenkins Island short term u-turn plan and are not in favor of building a 6 lane highway in front of our community without a stop light dedicated to us. I am very supportive of alternatives 5 and 6 published in the Island Packet. Both of these options are a win-win solution for not only the Jenkins Island residents but also for all of Hilton Head. Let's not waste money doing something that makes no sense for the long term. Please give these alternatives your serious consideration. Thank you.	Website - General	10/7/2019	12/18/2019	Mail	General Response Letter
PIM2 - 100	After attending the meeting at the Port Royal Beach House, it was clear to me that the project is getting lost in the analysis of 6 alternatives and forgetting the basic objective of solving the congestion of the the flow of traffic to and from the island, for residents, our work force, and our tourists. I strongly recommend the project include a COMPLETE SOLUTION that provides road improvements ALL THE WAY TO THE CROSS ISLAND EXPRESSWAY. This is essential or the project will just move the bottleneck down to the STOP LIGHTS at Spanish Wells Road and we will end up with the same congestion that we have now, and after spending over \$250 million of tax dollars.	Website - General	10/14/2019	12/18/2019	Mail	General Response Letter
PIM2 - 101	Recommends using projectors for next public meeting, prefers alt. 4, wants to know project costs and completion timelines for selected alternative.	Website - General	9/20/2019	12/18/2019	Mail	General Response Letter

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As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.

At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose

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PIM2 - 102	<p>Replace Mackay bridge only! Save money for project to build elevated road that splits north/south traffic on Bluffton side (one of the options discarded) and ties into toll booth at cross island. Decision process flawed none of 6 RA address traffic congestion or capacity, stated purposes in project "... to increase capacity and reduce congestion") These purposes are not even listed as an evaluation criteria. Flawed process, replace Mackay, reintroduce options.</p>	<p>In-person - Hilton Head Island Open House</p>		<p>12/18/2019</p>	<p>Mail</p>	<p>preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians. Mainline traffic analysis and modeling, and intersection analysis were completed for each of the reasonable alternatives. The draft Phase I Traffic Report is currently being reviewed by the SCDOT and will be placed on the project website in January. Each reasonable alternative presented at the Public Information Meeting included a standard intersection layout based on the traffic analysis, the intersection operations and layouts will be refined for final analysis for the preferred alternative.</p> <p>The other alternatives were eliminated from future consideration due to not addressing the structural deficiencies at the eastbound Mackay Creek bridge or the impacts to the human and natural environment were excessive to include right-of-way and wetland impacts. The impacts of each eliminated alternative is shown on Alternatives Evaluations Criteria Matrix.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>

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						<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians. Mainline traffic analysis and modeling, and intersection analysis were completed for each of the reasonable alternatives. The draft Phase I Traffic Report is currently being reviewed by the SCDOT and will be placed on the project website in January. Each reasonable alternative presented at the Public Information Meeting included a standard intersection layout based on the traffic analysis, the intersection operations and layouts will be refined for final analysis for the preferred alternative.</p> <p>The other alternatives were eliminated from future consideration due to not addressing the structural deficiencies at the eastbound Mackay Creek bridge or the impacts to the human and natural environment were excessive to include right-of-way and wetland impacts. The impacts of each eliminated alternative is shown on Alternatives Evaluations Criteria Matrix.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of</p>

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PIM2 - 103	<p>I reject all 6 plans as a waste of money that will do little to relieve traffic times or improve emergency evacuations. Instead I support an entirely new toll bridge from the Bluffton parkway/flyover across Mackey creek, south of windmill harbor to connect with the cross island parkway west of the toll plaza. This would split north/south traffic BEFORE it gets on the island. It would also provide the much needed second evacuation route from the island, with a minimum impact on native islanders and homeowners. Build us real solutions, not Band-aids</p>	Website - General	10/14/2019	12/18/2019	Mail	<p>alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
	<p>Demand option 6B or 6C Alternatives be reconsidered, and 6B or 6C chosen</p>					<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose</p>

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PIM2 - 104	<p>Demand option 6B, or 6C Alternatives be reconsidered, and 6B or 6C chosen.</p> <p>Both 6B and 6C call for a second bridge from Bluffton Parkway to the toll plaza on the Cross Island.</p> <p>This would split north/south traffic BEFORE it reaches the island, reducing traffic crossing Squire Pope/Spanish wells. Traffic counters already show that half the traffic that crosses Squire Pope also crosses the Cross Island. It would also provide the second evacuation route off island to the Bluffton Parkway.</p> <p>In short, I learned by attending the meeting on 10/17 that there were 17 alternatives that were pared down to the worst 6, by faulty evaluation criteria, as depicted in the newsletter on hand, Issue 3, Fall 2019.</p> <p>The overview of project states 3 purposes, 1. Replace Mackay Creek Bridge, 2. Increase capacity and 3. Reduce congestion.</p> <p>Yet the flow chart on page 3, Evaluation Criteria only lists Structural Deficiency and ADDS Wetlands, Protected acres, right of ways, Pickney Island/Nat Wildlife purposes and neighborhood impacts.</p> <p>Capacity and Congestion are not even mentioned nor considered in the first evaluation process. So the best options (6B and 6C) are filtered out because they are not being considered in the first set of evaluation criteria. When I inquired to the head of project management that evening, he claimed that capacity and congestion would be considered during the second evaluation criteria. Unfortunately, by that step, the best options, (6B, 6C) have already been discarded.</p> <p>Furthermore, the head of project management admitted that while all plans keep lights in place at Squire pope, Spanish wells, and gumtree, NO current design plan has been produced to show what/how the lights/lanes/signage will look. I asked whether overpasses could be used and he admitted that was a good idea, but reiterated that actual intersection plans had not yet been planned. He claimed signage and properly timed lights would be able to handle the traffic.</p> <p>In addition, SCDOT has only \$43 million for the project, approximately the cost of replacing MacKay Creek Bridge which funds the only SCDOT part of the project. The balance (\$80 million from 4 year sales tax increase, already in place , and \$125 million GRANT) is to fund the rest of the project requested by BEAUFORT COUNTY, the same agency that sponsored the Bluffton Flyover.</p> <p>Stop the travesty before it's too late. My suggestions:</p> <ol style="list-style-type: none"> 1. Appeal to add option 6B and 6C into the pool of Reasonable Alternatives 2. Appeal to have evaluation criteria plus metrics and weighting made available to public (ie, what is the factor of each piling, each acre of protected land/tree, air pollution from vehicle traffic etc.) 3. Mount all conceivable pressure to demand 6B or 6C be accepted and built. <p>Otherwise, we will spend \$250 Million, endure 2 years of construction delays and get 12 lanes of traffic at Spanish Wells, increased volume and wait times at each intersection and quite possibly an elevated roadway above the marshes, over Squire Pope and through the Native Island communities.</p>	Website - General	10/19/2019	12/18/2019	Mail	<p>preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians. Mainline traffic analysis and modeling, and intersection analysis were completed for each of the reasonable alternatives. The draft Phase I Traffic Report is currently being reviewed by the SCDOT and will be placed on the project website in January. Each reasonable alternative presented at the Public Information Meeting included a standard intersection layout based on the traffic analysis, the intersection operations and layouts will be refined for final analysis for the preferred alternative.</p> <p>The other alternatives were eliminated from future consideration due to not addressing the structural deficiencies at the eastbound Mackay Creek bridge or the impacts to the human and natural environment were excessive to include right-of-way and wetland impacts. 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Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>

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PIM2 - 105	All options 1-6 do not solve our traffic or evacuation issues. Please do not waste our dollars. Save them for a better plan. I think we need a second set of bridges , one that connects the mainland with the cross island near the toll booth. This gives us a second evacuation route and divides north/south traffic before it reaches the island, with a minimum of impact on islanders.	Website - General	10/14/2019	12/18/2019	Mail	General Response Letter
PIM2 - 106	Please except this email as my lack of support of any of the current options one through six on the South Carolina 278 Corredor, bridge correction/renovation. While the bridges may need to be replaced the current proposals for the traffic to go through the current stoplight series will doVery little to speed any traffic considering the bottleneck created with three lanes are reduced to two. A better solution would be to renovate the bridges as they are, and then build a new series of bridges from the mainland south of Jenkins Island and windmill harbor over Spanish Wells to connect with the Cross Island just before the tollbooth. This would create the second set of bridges desired For emergency/hurricane evacuation and split north south island traffic before it gets on the island, with no impact On native islanders property. Thank you John Floyd Hilton Head Island	Email to info@	10/9/2019	12/18/2019	Email	General Response Letter
PIM2 - 107	The expansion of HWY 278 from Jenkins island to Spanish Wells Rd. should remain as it is. The impact to the historical Gullah community will be far reaching. The existing traffic is bad enough getting access to residence and commercial establishments in the area will be severely impacted. None of the 6 option include moving infrastruaction from Jenkinsisland to Spanish Wells rd as viable. I think that is tremendous mistake. It would be far less expenive and impactful to residents, commercial establishments in the stoney community in the if the no build is implemented	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter
PIM2 - 108	Wants to know if he can dial in or get ahold of public meeting since he couldn't attend.	Website - General	9/13/2019	12/18/2019	Mail	General Response Letter
PIM2 - 109	Commutes to and from Bluffton on Bike, Concerned for safety if bridge is built w/o bike lanes going both ways.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 110	Have Access to Pinckney Island Removed or make it only to west bound traffic. Have boat ramp available to only east bound traffi.	Mailed to Craig		12/18/2019	Mail	General Response Letter
PIM2 - 111	- Repair vs replace vs 2 level; State reasons for proposals, - Extend service area to Cross Island Pkwy. Toll removal 7/21 will increase traffic volumes. - Include description and resolution of Windmill Harbor serious problems. - Do survey of traffic at commuter hours. Driver only cars are 60%!!! - 18% of the week!! Create ride sharing. Build commuter parking lot at Graves property. Other side of 278 is for sale...	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 112	Hopes project goes well.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 113	After reading all of the information I would like to know why options 6B and 6C are not being considered? They do no effect any tracts or wetlands? What criteria was used in the evaluation process? Can you please forward that information?					
PIM2 - 113	Options 6B & 6C need to be added to the discussion now! Thank you.	Website - General	10/21/2019	12/13/2019	Mail	General Response Letter
PIM2 - 114	I see no reason to spend any money on money for road improvements. I will be telling all my neighbors and friends as well. This is ridiculous for Hilton Head.	Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 115	Adding a bike path to the project would enhance quality of life by adding non auto access to HHI. A great example is the "RT. 52 Bridge Bike Trail from Sumers Pt. To Ocean City NJ."341	Website - General	10/17/2019	12/18/2019	Mail	General Response Letter
PIM2 - 116	Prefers alt. 5 and 6, wants to eliminate intersection for Windmill Harbor.	Website - PIM 2		12/18/2019	Mail	General Response Letter
PIM2 - 117	There are numerous Gullah/Geechee families along Highway 278 that will be negatively impacted by further widening of this highway. There needs to be specific designs that do not cut into the property that they own. These families cannot afford to continue to be moved and displaced so that Hilton Head can provide for more tourists. There needs to be a cultural heritage impact study conducted that clearly outlines a plan to exclude the Gullah/Geechee properties from being altered by this new project.	Website - PIM 2	10/25/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 118	<p>I believe you are missing a very big concern. In a time when the weather is changing and will continue to change, merely replacing the bridge is not feasible. The approach should be two fold, first, construct a new bridge, not to US 278, but to Beaufort. It will allow egress from the island to points further north and will simultaneously stimulate businesses across the Lowcountry. Phase two would be to repair the existing Rt. 278 bridge to allow for continued traffic between Bluffton and points west and south.</p> <p>Will it cost more? Absolutely, but, the new proposals that have been submitted will not allow residents of Hilton Head Island to evacuate safely, as there is only so much traffic that can be handled by a 4 lane highway. Bluffton and Hardeeville are growing at exponential rates and will clog the highways before anyone from Hilton Head can even get off the island. Move them north to Beaufort and out to I-95 or west on US 21 or SC63. It will provide 2 means of exit in the case of hurricanes and will stimulate both Hilton Head and Beaufort businesses.</p> <p>Think of the future, not just the present. Plan for the worst case and build accordingly.</p>	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter
PIM2 - 119	<p>I moved here in 1974 as a child. Grew up here and moved back shortly after college to raise my children here. The plan options for the new entry to Hilton Head are a complete overkill. I live in Moss Creek and am in the worst of the traffic every morning taking kids to school and most afternoons getting them back home from after school activities. Sure there is traffic and I have to plan for that, but it does not warrant wrecking marshlands and native communities to save me 10 minutes. When we moved here, we used to have to wait what seemed like forever for the bridge to turn when a boat needed to get thru. In reality, it probably wasn't that long and it was the price you paid to live on our beautiful island. I hope we can come up with a better plan that updates our bridges as needed without going overboard and trying to remedy traffic that friends in Atlanta would laugh at. It's just not that bad. Maybe the tourist complain on Saturday, but again, it's just a few hours of busy time and then things get back to normal. We should be good stewards of the beautiful place we live. I don't think the options provided meet that standard.</p>	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter

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	<p>After reviewing the six Reasonable Alternatives I believe Alternatives 4 and 6, including a new bridge to replace the existing bridges are the best alternatives for the following reasons: - The current bridges were built in 1982 and an expected life of 50 years would reach end of life around 2032. The alternatives for the corridor are based on traffic and environmental conditions projected for 2045, 13 years after the expected end of life of the current bridges. That would mean the bridges with Alternatives 1, 2, 3 and 5 would reach end of life well before the target design year. - With alternatives 1, 2, 3 and 5 even though the designers, planners and contractors might plan for all four lanes of the bridges to be open at all times there will surely be times when unexpected lane closures will happen. Also even with all four lanes open traffic will be traveling much slower through the construction zone making travel time much longer. The extended time could easily cause visitors to Hilton Head Island to seek other vacations spots causing serious impact to the economy of the Island and County for the duration of the construction and potentially beyond. It would be best to choose an alternative that minimizes this impact. There was discussion about the potential of lane reversal on the bridge. This wouldn't seem to help with still having three lanes on both sides of the bridge. Four lanes would need to merge to three...therefore, having four lanes in the direction of heavy traffic wouldn't seem to resolve anything.</p> <p>Regardless of the alternative finally selected, detailed studies regarding optimum use of traffic signals need to be performed through the study area and for miles on each side of the study area. In addition to studies of traffic flow the use of real time traffic signal computerized technology should be deployed to maximize the flow of traffic through the heavily traffic areas. Traffic conditions and volume can change in a moment and the traffic signals need to be prepared to respond in real time.</p>					
PIM2 - 120		Email to info@	9/21/2019	12/18/2019	Mail	General Response Letter
PIM2 - 121	Improve access to Pinckney island. Improve access to windmill harbor. Improve access to crazy crab. Work with county to see these left turns are not allowed.	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter
PIM2 - 122	To the individual(s) charged with making the decision(s) regarding a new bridge to Hilton Head Island - "Get It Done", I applaud your efforts to obtain input from individuals; however, the ultimate decision(s) is yours. It dose not take a genius to figure out the current bridge(s) are insufficient, outdated, and need of replacement. Stop wasting time and get the project moving.	Website - General	10/11/2019	12/18/2019	Mail	General Response Letter
PIM2 - 123	Since both Bluffton and Hilton Head both have extensive safe protected bike lanes, it would be great if the new bridge provided a safe bike/pedestrian lane to connect the two areas (HHI & Bluffton). Thanks	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 124	Need a bike lane included to get from Hilton Head Island to the mainland.	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 125	Please use one of the four routes parallel to the existing highway and not one of the two that run through the middle of Pinckney Island. According to the Beaufort county code of ordanences, Pinckney Island should be used as ferry access to Daufuskie .	Website - General	10/20/2019	12/18/2019	Mail	General Response Letter
PIM2 - 126	Recommends jug handle for Squire Pope Rd.	Website - General	9/14/2019	12/18/2019	Mail	General Response Letter

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	<p>October 24, 2019</p> <p>On behalf of Windmill Harbour Association, the Board of Directors and the Traffic Committee are submitting the following comments to the SCDOT regarding the US278 Corridor Improvements Project:</p> <ol style="list-style-type: none"> 1. Generally, we consider the information provided insufficient to allow for useful public comment, and inadequate to support the thorough analysis necessary to determine the selected alternative. Thus, we believe that the alternatives development process to date is not in compliance with the requirements of 23 CFR 771.111(h). 2. More specifically, the information provided did not contain any description of the primary environmental impacts of any of the Reasonable Alternatives (RAs) or of the alternatives that were rejected. 3. The information provided did not contain a comparative analysis of the primary environmental impacts to identify which alternatives would have greater and lesser impacts. The only attempt at such an analysis is found in the Alternative Matrix, which is so lacking in detail as to be useless. 4. The information provided did not contain any description of the secondary impacts of the RAs. For example, two of the RAs contemplated use of the power transmission line corridor to the 		October 24, 2019			<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.</p> <p>The project team has been in coordination with our federal and state partners as part of the NEPA process. The team has presented quarterly and prior to any public outreach efforts at the Agency Coordination Effort meeting that involves all relevant Federal and State agencies to get concurrence on the path forward and that the team is consistent with the requirements of the NEPA Process. All of the information presented at the public information meeting is consistent with Federal Guidelines. Additional evaluation criteria will be used in the evaluation of the reasonable alternatives to ultimately select the preferred alternative based on more detailed information on the impacts to the human and natural impacts. The additional criteria will be presented in the draft Environmental Assessment and at the Public Hearing in the Fall 2020 to include secondary impacts, noise, environmental justice, etc.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of</p>

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	<p>north of Hwy 278. There was no information on the environmental impact of relocation of those power lines.</p> <p>5. There was no information on tertiary or indirect environmental impacts. Presumably, the enhancement of the Hwy 278 Corridor will increase the number of visitors to Hilton Head Island. There was no information on these impacts, for example, increases in wastewater, solid wastes, etc.</p> <p>6. There was no cost information provided, so the public is deprived of the opportunity to comment on the cost vs benefit vs impacts of the RAs.</p> <p>7. There is no information on the comparative noise impacts of the RAs, so the public was deprived of the opportunity to comment on this aspect.</p> <p>8. There is no mention of the provision of safe access to the Corridor to and from the communities located on the Corridor, e.g. Windmill Harbour. Likewise, there is no information on the environment impacts that would occur by construction of such safety features.</p> <p>9. In addition to the foregoing, there is no information on Environmental Justice impacts or the Historical and Cultural Resource impacts of any of the proposed RAs.</p> <p>We urge SCDOT to reopen the comment period after supplying the public with adequate information to provide useful input to the Alternatives selection process.</p> <p>Donald Baldwin, Board President Michael Garrigan, Traffic Committee Chairman Contact: whaboard@windmillharbour.org</p>					<p>alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
PIM2 - 127		Website - General	10/24/2019	11/15/2019		
PIM2 - 128	Prefers alt. 5, dislike alt. 6 and recommends opening culvert silted in behind Mariners Cove club and back of Blue Heron.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 129	I was just wondering if you can tell me which of the 6 alternatives are preferred or recommended for the US 278 Corridor Improvements project?	Email to info@	9/23/2019	12/18/2019	Email	General Response Letter
PIM2 - 130	Concerned island is at maximum population, recommends repairing and minimizing environmental impacts	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 131	I think it is a tragedy cutting into Stormy Gullah community just to add more concrete decimating their community. My hope is that cooler minds prevail and the bridge that needs to be replaced will be the only disruption.	Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 132	After giving a lot of thought to this issue, I think #5 would be ideal. It would meet all criteria including easing the noise and entry into Jenkins Island communities	Website - PIM 2	10/14/2019	12/18/2019	Mail	General Response Letter
PIM2 - 133	Founder of greater Bluffton pathways, in favor of multi-use path, dislikes grass on bridges and use of curbs, wants to keep existing bridge and use as pedestrian/fishing bridge.	Website - PIM 2		12/18/2019	Mail	General Response Letter
PIM2 - 134	It will benefit bicyclists both on and off to have a safe passage by either keeping the old bridge to use, or with new construction to have a barrier to separate autos/bicycles. Do not consider having a grass medium or edge along the path as it will increase maintenance and most likely wither thru neglect.	Website - General	10/15/2019	12/18/2019	Mail	General Response Letter
PIM2 - 135	I am not satisfied with the addition of an more lanes to the island. It seems as though we are making it more convenient for visitors to enter the island..	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 136	We would like a representative to come and speak to the Indigo Run Community regarding the 278 corridor project. Please advise if this would be possible. If I need to contact someone else please advise.	Email to info@	9/23/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 137	<p>My name is Steve Hill and I'm a member of the Daufuskie Island Council. Being an island without a bridge, area transportation is of keen interest to the Daufuskie community, particularly regarding improvements in and around Pinckney island. Happy to see all the alternatives seem to improve entry/exit off of 278 onto Pinckney Island.</p> <p>I'm interested in arranging for your team to attend one of our monthly community meetings and provide information on the Hwy 278 corridor project. Please give me a call to arrange.</p> <p>Steve Hill 843 505-1093</p>	Website - PIM 2	10/1/2019	12/18/2019	Mail	General Response Letter
PIM2 - 138	<p>I live in Mariner's Cove Club. It has become increasingly difficult to exit onto 278 going either way, but especially to go west to Bluffton. It's very hard to get your timing right to cross the median and clear traffic going both ways. A special problem is the curve in the road coming off the island. Many times cars come around the curve and you are stuck in the median...which is dangerous. I mostly drive up to the RV resort turn up the road then do a U-turn, also dangerous. Also returning home making that left into Mariner's Cove Club. If it's during rush hour you have to wait until there is a break in the traffic from the Moss Creek light over the bridges. In the summer I almost never go out on Saturday. I simply can't get back into Mariner's Cove safely. If I have to be out I drive to Bluffton and do a U turn at the Moss Creek light and come back to the Island. I am 77 now and can see a time where I wouldn't be confident to enter/exiit MC if something isn't changed. I've also heard real estate agents say people don't want to look at Windmill Harbour because of the traffic situation.</p>	Website - General	10/5/2019	12/18/2019	Mail	General Response Letter
PIM2 - 139	<p>FYI this was all caused by Town Manager Steve Riley who failed to draft a land plan over 35 yrs ago when Hilton Head had 2lbs in a 5 lb bag. What has happened is run away developments, time shares, and kick the can down the road elected officials have put all this stress and pressure on SCDOT to fix this mess. The problem is there is not fix. We have 7 lbs in a 5 lb bag heading for 10 lbs in a 5 lb bag and no other bags to put the excess in Only 1 rd and 1 bridge and no way to build 2 Damn shame and crooked corrupt Steve Riley and Josh Gruber should be booted for this and all the theft they have caused to our tax money my cell is 843-384-7260</p>	Website - General	10/9/2019	12/18/2019	Mail	General Response Letter

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						<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed</p>

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PIM2 - 140	<p>Thank you for affording me the opportunity to voice my opinion about this project. This project is indeed close to me. This community isn't just home, it's where I grew up, where my mother grew up but it's where my grandparents have work so hard to call home. It's also where my great grandparents shared many value stories of how life was and it how they were able to raise there kids. I also remembered my great grandmother telling me about how she and my great grandfather worked so hard to keep such a memorable part of Hilton Head apart of our family. Hilton head Island, SC is a beautiful place. It has so much beauty. A part of this beauty would be lost if another lane of traffic is allowed on to the island. A great part the Gullah Community would be lost to a highway that would only bring more folks and business to Hilton Head. The 278 Corridor project would also force my 80 year grandmother to relocate due to the roadway being brought closer to her front door. This would make her life so much more stressful. It would make it harder for her to enter and exit her property. It would also make it more difficult to receive visitors. I believe that no person should feel like a prisoner or handicapped in their own home. I strongly feel that there is other avenues the State can visit to help the flow of traffic on to Hilton Head rather forcing an 80 year old woman to move from the property that has been a part of the Gullah community for more than 4 generations. On the behalf of my family (the Stewart's) we stand firmly against another lane of traffic onto Hilton Head.</p>	Website - PIM 2	10/25/2019	11/15/2019	Mail	<p>alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project. In January we plan to start having small community meetings with the families potentially affected by the project to have open dialogue on improvements that can be made within the Stoney Community and ways to reduce the impacts and improve quality of life. The team would like to have discussions on the roadway alignments, property access, and potential community impact mitigation. The team is actively working on ways to reduce impacts on each reasonable alternative.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
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PIM2 - 142	<p>"Hello,</p> <p>Thank you for affording me the opportunity to voice my opinion about this project. This project is indeed close to me. This community isn't just home, it's where I grew up, where my mother grew up and also where my grandparents have work so hard to call home. It's also where my great grandparents shared many value stories of how life was and it how where able to raise there kids. I also remembered my great grandmother telling me about how she and my great grandfather worked so hard to keep such a memorable part of Hilton Head apart of our family. Hilton Head Isl, SC is a beautiful place. It has so much beauty. A great part of this beauty would be lost if another lane of traffic is allowed on to the island. In important part the Gullah Community would be lost to a highway that would only bring more folks and business to Hilton Head. The 278 Corridor project would also force my 80 year grandmother to relocate due to the roadway being brought closer to the front door of her home. This would make her life so much more stressful. It would make it harder for her to enter and exit her property. It would also make it more difficult to receive visitors. I believe that no person should feel like a prisoner or handicapped in their own home. I strongly feel that there is other avenues the State can visit to help the flow of traffic on to Hilton Head rather than forcing an 80 year old woman to move from the property that has been a part of the Gullah community for more than 4 generations.</p> <p>On the behalf of my family (the Stewart's) we stand firmly against another lane of traffic onto Hilton Head."</p>	Website - Contact Us	10/25/2019	11/15/2019	Mail	<p>alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project. In January we plan to start having small community meetings with the families potentially affected by the project to have open dialogue on improvements that can be made within the Stoney Community and ways to reduce the impacts and improve quality of life. The team would like to have discussions on the roadway alignments, property access, and potential community impact mitigation. The team is actively working on ways to reduce impacts on each reasonable alternative.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
PIM2 - 143	<p>So we widen the corridor or make an alternate entrance and then what!? What will this solve? If someone really cared about the natives, then why not put more focus on an alternate way on and off the island? We are one of the top islands to visit and yet you want to make the natives uncomfortable. In case you didn't know, it's the natives that help to make this a great place. What is an island with no natives? I'll tell you, just some land. There are people who visit here and have no idea that natives still life here. I'm an employee of Hilton Head Hospital and just a couple weeks ago myself along with another another native who happens to be a descendant of the Hudson family over heard two ladies having a conversation and because they have been here 20 they felt like they were natives! We could not believe it! I was born and raise here. I know life is about change but I feel like someone is trying to make the natives that live on the main corridor disappear! My grandmother live in a home on the main corridor. A home that my grandfather built with his own two hands. Does the mean nothing to anyone? Hilton Head Island....an island that cares more about the visitors than the natives!</p>	Website - General	10/24/2019	12/18/2019	Mail	General Response Letter
PIM2 - 144	<p>I don't agree with the widening of highway 278. I am a native of Hilton Head Island and the grand-daughter of Isabel Stewart and the late Arthur Stewart. My grandparents have lived at the home for almost 60 years. That land where my grandmother currently still lives carries much history.</p>	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 145	<p>Recommends using road underneath last bridge to connect Windmill Harbor.</p>	Website - General	9/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 146	<p>I prefer Reasonable Alternative 6.</p>	Website - PIM 2	10/17/2019	12/18/2019	Mail	General Response Letter
PIM2 - 147	<p>Recommends route 4 for better access to Pinckney Is, thinks route 5 & 6 unacceptable and prefers bridge with bike path and divider</p>	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 148	<p>CONCURRENT WITH DOT ROUTING & STRUCTURAL ISSUES, CONSIDERATIONS SHOULD BE IMBEDDED TO BRING NATURAL GAS AVAILABILITY TO HHI RESIDENTS. ONCE-IN-A-LIFETIME OPPORTUNITY MUST BE PART OF THE PROCESS/PLANNING OR WILL NEVER RESULT "IPSO FACTO".</p>	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter
PIM2 - 149	<p>Recommends building bridge North of current location, concerned for property owner's assets and increased noise.</p>	Website - General	9/25/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 150	I would like to see alternate route #5 for the noise and traffic reduction to Windmill Harbour. That way there should be plenty of room for our community to access the road safely. There seem to be a lot of available space there and would be a nice transition to the Spanish Wells intersection.	Website - PIM 2	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 151	Overall design looks good, but what happens down the road with additional traffic?	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 152	Try not to create something just to speed up traffic but also making it possible for bike traffic to co-exist getting to and from Hilton Head Island.	Website - General	10/14/2019	12/18/2019	Mail	General Response Letter
PIM2 - 153	#5 or #6 Move the highway away from Windmill Harbour, etc, and convert old 278 to country road with walking/bike paths.	Website - General	10/11/2019	12/18/2019	Mail	General Response Letter
PIM2 - 154	<p>Dear Mr. Winn,</p> <p>I'm making the following comments on the US 278 Corridor Improvements website but also want to share them directly with you and others involved in this project.</p> <p>As a Hilton Head Island resident, I support repair and improvements of US 278. However, I strongly oppose any lane increases on US 278--on or off the bridges. I'll vote against any funding that includes lane increases. Also, I'll do my best to let other residents know that supposed "improvements" include increasing the number of lanes, not simply repair and reinforcement of the bridges and road. I have no doubt that many fellow-residents will also oppose adding lanes. Repairing is one thing. Widening/increasing the number of lanes is another matter entirely. Expecting us residents to fund it is adding insult to injury. Lane increases don't help residents. They help tourists and tourism. I don't oppose tourism but we're already making a more than adequate contribution to that industry.</p> <p>Sincerely, Janine Jason</p>	Email to info@	10/18/2019	12/18/2019	Email	General Response Letter
PIM2 - 155	As a Hilton Head Island resident, I support repair and improvements of US 278. However, I strongly oppose any lane increases on US 278--on or off the bridges. I'll vote against any funding that includes lane increases. Also, I'll do my best to let other residents know that supposed "improvements" include increasing the number of lanes, not simply repair and reinforcement of the bridges and road. I have no doubt that many fellow-residents will also oppose adding lanes. Repairing is one thing. Widening/increasing the number of lanes is another matter entirely. Expecting us residents to fund it is adding insult to injury. Lane increases don't help residents. They help tourists and tourism. I don't oppose tourism but we're already making a more than adequate contribution to that industry.	Website - General	10/18/2019	12/18/2019	Mail	General Response Letter
	The 6 proposals (presented as take it or leave it) share the same problem, being that the traffic coming off the bridge is dumped back down to 2 lanes somewhere around Gum Tree Rd. This only shifts the trouble spot. Traffic heading to the west end of the island (Sea Pines, etc.) would still have to traverse the full length of 278 once on the island. There are two options that would address this issue by routing traffic heading to Sea Pines without using 278, thereby capitalizing on the expansion of the bridges to 3 lanes.					

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
	<p>First, create a route from some section of Bluffton Parkway heading SE and, with the construction of a new bridge as is already being considered for Fording Island Rd., cross Calibogue Sound to the island and intersect with Palmetto Bay Rd. at the end of Cross Island Parkway. I have heard the concern about this is the cost of remediating wetlands that would be required for any new road. While I support the wetlands remediation, the budget for the overall project is significant in the hundreds of millions of dollars.</p> <p>Second, make the right-hand lane on the bridge dedicated (or a flyover at the west end of the bridge) for traffic heading to the west end of the island, and having it travel to the beginning of the Cross Island Parkway. This utilizes the existing road (Cross Island Parkway), and to be honest the traffic it carries currently is never crowded, and so it can handle the west bound traffic. If the remaining balance of the bonds for the Cross Island Parkway are a concern, they're supposed to be paid off very soon anyway and the construction budget for the new project may even be able to pay off the remainder.</p> <p>My concern is that the 6 proposals as presented will not be a long term, or even a short term, solution to the traffic issue and that despite a significant sum of money, we would be missing a huge opportunity to make a difference to both the residents and visitors to Hilton Head Island.</p>					
PIM2 - 156	Thank you.	Website - General	10/14/2019	12/18/2019	Mail	General Response Letter
	<p>Dear Craig,</p> <p>I am writing to you as a private citizen of Hilton Head and Beaufort County to give my thoughts on the 278 corridor project within the official comment period.</p> <p>First of all, I again take my hat off to you and the entire team on the great effort and time you have put in down here to not only make the public aware of the EA process but to understand the people and issues.</p> <p>Thank you.</p> <p>I would like to address four things.</p> <p>First, I think it is very important to put the question of why this project is being done, if not to rest (there will always be people who will not be satisfied with any answers) then at least addressed to most people's satisfaction. I am talking about a clear and concise answer to why the traffic is expected to increase (an understandable and easily understood rendition of the traffic model and its output) and why you have concluded that just tweaking traffic lights and intersections is not the answer. I would think someone could come up with a one page explanation.</p>					

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	<p>Second, in terms of the alternatives I believe that the alternatives that take a new path (power line), 5, 6 or the hybrid (east bound on current 278 and west bound on powerline route) are ones that will give some redundancy to the road system (in the case of natural disasters or major accidents), will help solve the Windmill Harbor issue, will deal with the extremely low causeway from Jenkins to HHI and importantly some real hope to revitalizing not only the Stoney community but HH Island as a whole.</p> <p>Third, I think it is important that the gateway to HHI, US278, is aesthetically beautiful. I know that the SCDOT "does not pay for aesthetics" but this is a signature project for South Carolina because it is one of South Carolina's "postcards" to the rest of the world. This project should be every bit as impressive as what was done in Charleston on the Ravenel Bridge. Not the same kind of span mind you but a corridor that is understated but still breath taking in its own way.</p> <p>Lastly, no matter what route is finally decided on, the most important issue is coming up with a comprehensive mitigation solution for the impacted neighborhoods. I realize that a comprehensive solution is not the SCDOT's problem but you (and this project) can be the catalyst for this comprehensive solution. I think there is a real opportunity to work with the Town of Hilton Head with all the land they own in the area and the already impacted Stoney residents to solve an issue that has been around for decades. Every now and then we have a chance in life when the stars align to at least address and solve a longstanding issue. I think the US278 Corridor project is causing a lot of people on HHI, those who live in the impacted area and those who don't to really think about what is workable and important. I think the mayor, Town Council and staff and community is aligned to work with you to do this.</p> <p>Thank you and have a great weekend. Best wishes, David Johnson</p>					
PIM2 - 157		Email to Criag Winn	10/25/2019	12/18/2019	Email	General Response Letter
PIM2 - 158	Great meeting format, considering the massive amount of information.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 159	Lives in Rose Hill in Bluffton and is interested in treatment of Pinckney Wildlife Preserve. Agrees with CCL.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 160	How about inforcing the speed limit,no exceptions, while crowded it will at least be safe. Most issues are from speeders, red light runners and drivers on cell phones. That will not change with millions more spent on roads.	Website - General	10/16/2019	12/18/2019	Email	General Response Letter
PIM2 - 161	Dislikes double decker bridge, concerning with low lying areas flooding, concerned with protecting the wetlands.	Website - PIM 2		12/18/2019	Mail	General Response Letter
PIM2 - 162	Please add a bike lane to all road improvements, especially over the bridges. Thank you!!	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
	<p>Please consider adding bike lanes to this project. Hilton Head Island is very bike friendly and those of us who are bicycle enthusiasts would appreciate a bike friendly way to access all HHI has to offer.</p> <p>Bicycling is gaining national attention. The population on the "mainland" is growing. For these reasons the number of people using bicycles for transportation as well as health and recreation wii be increasing. This is a great opportunity plan for the future of HHI and Bluffton.</p> <p>Please seriously consider adding a safe way to access HHI by adding bike lanes.</p> <p>Respectfully submitted, Christine Keil</p>					
PIM2 - 163		Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 164	Hopes 5 and 6 are eliminated	In-Person - PIM2	9/19/2019	12/18/2019	Email	General Response Letter
PIM2 - 165	Prefers alt. 1, against widening bridges, concerned with historical and environmental impacts, concerned with noise, concerned with access.	Website - PIM 2		12/18/2019	Mail	General Response Letter
PIM2 - 166	Please make sure a bike lane is available on all bridges. Parking is so difficult on the island that if we could park off island and bike over the bridge it would be awesome.	Website - General	10/16/2019	12/18/2019	Email	General Response Letter

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PIM2 - 167	<p>I am writing on behalf of The Crazy Crab restaurant located at 104 William Hilton Parkway. We would prefer options 5 or 6 for the 278 corridor project. This plan would cause the least amount of disruption to the current businesses and residents living in the impacted area.</p> <p>During the peak season we have over 2,000 people visiting the restaurant every day. It is imperative that we have a turning lane into the restaurant from both directions on HWY 278. If not this will cause traffic issues as a majority of these customers are trying to turn into the restaurant during the peak time of traffic exiting the island every evening.</p> <p>During the construction phase we will also need to have unblocked access to the restaurant for vehicles traveling in either direction. We also have large food delivery trucks that will need to have enough room to turn in and out of the restaurant.</p>	Website - General	10/24/2019	12/18/2019	Mail	General Response Letter
PIM2 - 168	<p>Our chamber board of directors is scheduled to meet at 8:30 a.m. on Tuesday, October 29th. Bill Miles, our President & CEO would like to invite you to attend the meeting to present information pertaining to the 278 improvement project to our directors. We have approximately 20 – 25 minutes dedicated to this portion of the meeting. I would be happy to answer any questions you might have or provide further information. Thank you in advance.</p>	Email to info@	9/24/2019	9/26/2019	Email	General Response Letter
PIM2 - 169	<p>The new bridges need a separated bike path just like the one on the new bridge in Charleston. The bike path along Bluffton Parkway needs to continue over the new HHI bridge(s) and tie into the HHI pathway system.</p>	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 170	<p>I'd like to see SR278 moved as far north as possible. This will provide both safety for North Islanders and less noise pollution. The bridge should connect to the Central part of th island. Thus half the cars exiting the bridge would head north and half south. Today, because 100% of the traffic passes Windmill Harbour our neighborhood is a death trap.</p>	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 171	<p>Concerned with increased traffic on Spanish Wells. A 3 lane needs to be added so turn into business areas are more safe!</p>	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter
	<p>Dear SCDOT, Town representatives and US 278 Gateway Corridor Committee:</p> <p>Please consider other alternatives to a six lane highway coming on and off Hilton Head Island from Bluffton.</p> <p>The entrance to Hilton Head is beautiful, peaceful and welcoming. A major change like the ones being proposed will destroy all that and is not necessary when there are other options.</p> <p>We know the bridges are old and will need replacing. Why can't they be rebuilt wider and with</p>					

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PIM2 - 172	<p>reversible lanes, as well as with a pedestrian/bike path lane? Traffic could have three lanes going on the island in the morning with one lane off, and the opposite at rush hour in the afternoon. The rest of the day traffic moves steadily. If there was an accident, it could be moved off the road onto the wider shoulder and traffic could continue past it. Pedestrian and bike paths would allow for recreation and transportation.</p> <p>Three lanes onto the island does not help alleviate congestion if those lanes will be funneled down to four anyway. You are just moving the bottleneck, not to mention the huge environmental impact on the marsh and wetlands as the building and highway expands over the causeway or through uninhabited areas.</p> <p>And, if you do choose an option that expands the highway as it currently sits, you will be displacing native islanders or giving them a highway in their front yard which is unacceptable.</p> <p>Your choices will create a massive road project that will inconvenience everyone for years. What will happen if there is a hurricane and people need to evacuate? If you only worked on one bridge at a time, there would be three others to reverse traffic on and let people leave.</p> <p>And, stating the obvious, a smaller project would cost less.</p> <p>As an island resident for 48 years, I know tourists and residents alike look forward to coming over the bridges and seeing the island views in front of them. Huge highway overpasses will change that and everything we hold dear about our special and unique place.</p> <p>I can't beg you enough to please scale down the scope of this project, keep the island natural and welcoming and true to its heritage.</p>	Email to info@	10/24/2019	12/18/2019	Mail	General Response Letter
PIM2 - 173	<p>Upset that chart which showed all alternatives was poorly demonstrated, Recommends including specific permitted demonstration and recommends different color schemes.</p>	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 174	<p>Understood is the need for improved & enlarged & safe access/egress for Island commuters via automobile; No questions with that pursuit. However, now must be the time to address the need for Island (& nearby attraction areas, e.g. Pinckney Island...etc...) access/egress by pedestrians and bicycles thru the installation of latest design concepts in bike/ped paths to alongside the automobile traffic being accommodated. I am a member of the Sun City Bike Club, and associated with other such clubs (who feel much the same) that now is the opportune time to provide this type of access, for ourselves and the future generations to benefit. The paybacks for incorporating bike/ped paths, adequately designed, alongside traffic ways, is well documented and overwhelmingly supported. Please, make this happen, with the US 278 Corridor improvement planning.</p>	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 175	<p>Please consider using a set of switchable lanes to be directed on-island for the AM rush and off-island for the PM rush. Systems like this are used around the country (for example the Edens Expressway in Chicago and several in NJ & Washington DC). They can hold the cost of the 278 corridor within reason.</p> <p>There should only be one bike path along this road. The cost of one in each direction would be prohibitively expensive.</p>	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 176	<p>I commute to a 9-5 job on HHI 3 days a week (previously 5 days). I don't have a particular RA in mind (leaning towards 5 or 6). There are a few areas I would like to offer my opinion:</p> <ul style="list-style-type: none"> - I would probably prefer the "open shoulder section" option, which may reduce 'ponding' on the roadway edges when it rains - crown the pavement to encourage runoff, but allow room for the water to flow off of the roadway. -I prefer the "Multi Use Path" option for the bridges - it would be nice to allow cyclists and pedestrians to use the bridge at a safe distance from vehicles. -Related to the above, if choosing a RA that constructs new bridges, perhaps keep the old bridges, or some portion, for non-vehicle use, instead of removing them (as long as structural safety is considered). They kept a portion of the old Rte 170 bridge over the Broad River several years ago, used for fishing. -Use reflective raised lane markers on all roadways. -Minimize impact to native islanders in the Stoney area. -Make it fairly easy for Windmill Harbor/Mariners Cove residents to enter and exit their communities. <p>Thanks for considering my comments.</p> <p>John K.</p>	Website - PIM 2	10/24/2019	12/18/2019	Mail	General Response Letter

Please consider the compilation of thoughts and facts that Fellow residents and stakeholders have presented as reasons to vote nay on increasing lanes on 278 in anticipation of future tourist growth as well as easing the traffic congestion of those traveling at prime time " rush hours."

The beauty and elegance of this finite piece of land, a FRAGILE barrier island, on which we have enjoyed the hidden commercialism aspect, the wildlife, the quality of the beach experience as well as the views of water now available to those who live here or for the millions of those who Recreate here year after year, will be seriously impacted if lanes are increased, the island is finite. Its wetlands finite. Once that barrier island's natural space is reduced, one can't get it

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	<p>back. Also, many are not in favor of land being "taken" to create space to expand traffic lanes. These properties range from families that have lived here for generations to other stakeholders, etc. It creates a cement/tar environment which is the very antithesis of an island approach.</p> <p>If a bridge needs repair, fix it. Please do not make access or exit roadways any more expansive. Many HHI Residents want to retain the high value of current life on the island. Many taxpayers are coalescing around the fact that this expansion to "allow more tourists and ease travel time length for those coming and going" is not a trend many want nor feel necessary. As we ask ourselves frequently these days: "When is enough, enough?" - we ask this committee: is bigger and larger always the best course?</p> <p>Quality of life is an intangible. Hilton Head Is. deserves to be Protected not exploited. We won't lose tourists because we retain the character of this barrier island. Tourists will appreciate the fact that HHI is a desirable destination because its citizenry protects its character.</p> <p>These road expansion proposals and more bridge, flyways, etc., is creating a lot of Disturbance among those who choose to live here. It is my understanding that the Membership of the Chamber of Commerce are principal drivers of this lane expansion impetus. We are not against Commercial development per se. But, as Charles Frazier Thoughtfully developed HHI, he insisted on retaining the beauty of the Island; it was also of paramount importance. Currently, many HHI citizens are not happy with how their taxes are being used. In fact, the more I delve into this project, I would say Not happy is a vast understatement.</p> <p>We are stewards of this island. It needs to be protected from This proposal for multiple reasons as enumerated by other residents of HHI. I am choosing to say</p> <ol style="list-style-type: none"> 1. No lane expansions 2. No taking of land from people whose generations have had homes here for years 3. Traffic lights- perhaps traffic flow can be improved in that department to ease peak travel times 4. Focus on retaining island look and quality of life by lessening not expanding construction, road development, <p>And please come up with real world cost estimates of what this will mean to its residents.</p> <p>Please listen to those who object to expansion of the proposed lanes of traffic. Please listen to many residents who do not want this proposed multi-year road expansion. This is not being built for the residents' benefit. This is just A plan to increase tourism \$\$\$. Let everyone enjoy their island experience by Keeping it an island! Not a very commercial Myrtle Beach or a Virginia Beach, for example, where you cannot even see the ocean ! All I recall is scores of shopping and tourist traps.</p> <p>Let's not make HHI another commercial, overbuilt vacation destination.</p> <p>I will look forward to following all commentary on this proposed project and the facts as they are made known.</p> <p>Thank you for this opportunity to express our and many residents' opinions on the present state of affairs pertaining to Hilton Head Island.</p> <p>Most sincerely, Jacqueline L Boyer</p>					
PIM2 - 177	Dr. Roger V. Ostrander	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 178	This is the Gateway to Hilton Head Island. Please consider enhancements such as, decorative lighting and flower boxes or tree boxes.	Website - Contact Us	10/24/2019	12/18/2019	Email	General Response Letter

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PIM2 - 179	Family has lived there for 20 years. Alternatives 5 or 6 will be best for the homes near them.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 180	I am not in favor of any plan to widen the bridges to Hilton Head. I moved from Atlanta where it proved true, that if you build it, they will come. That means the additional Lanes will fill up and then after all the cost to taxpayers, and uprooting of family and their properties, we are still in the same place. you should find a better plan than building more roads.	Website - General	10/27/2019	12/18/2019	Mail	General Response Letter
PIM2 - 181	Drainage and Noise analysis have not been done, so difficult to comment. Likes alternatives 5 and 6 the most.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 182	I definitely support the move to increase the number of bridge lanes connecting to Hilton Head Island. I also believe it is very important to add a safe, separated bike path on the bridges so people in both areas can have full access to the island and mainland. This would also help reduce auto traffic and increase commerce for the area.	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 183	Recommends focusing on traffic lights for sustainability of Island.	Website - PIM 2	10/1/2019	12/18/2019	Mail	General Response Letter
PIM2 - 184	It is understood that the bridge need repaired and be replaced. The need to widen them is unnecessary. All this will accomplish is to put more traffic into the same limited space on the island. The island is already the point of over congestion. The residents didnt move to Myrtle Beach or the outer banks because of the congestion. First stop developing the island. It fits mostly the developers, estate brokers and builders. Making improvements at the bridge sites by Pinckey and the best ... and windmill ...is necessary. May spend the money on developing new ...preps over on the the mainland side to ease the amount of people coming on to the island.	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter
PIM2 - 185	Prefers alt. 5 & 6 since it wouldn't displace residents.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 186	Prefers pedestrian and bicycle access, concerned with noise abatement.	Website - General	9/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 187	The number of lanes coming onto the Island should remain the same as now. Traffic in future years will be controlled by autonomous features on vehicles, such as distance between cars, warnings when changing lanes improperly, and driverless cars. This will allow less distance between vehicles, uniform speeds, and fewer accidents. The result will be that a greater number of cars will be able to cross the bridges in the future, without the need for increasing lanes. Allowing reversal of one lane in the morning and evening rush hours will also accomplish the objectives, without destroying further the lifestyle of residents in the affected area. Please take these thoughts and ideas into consideration and DO NOT increase the number of lanes in the corridor. Thank you.	Website - General	10/11/2019	12/18/2019	Mail	General Response Letter
PIM2 - 188	Recommends lowering speed limits and using cameras.	Website - General	9/12/2019	12/18/2019	Mail	General Response Letter
PIM2 - 189	Owens business/building there, please do not block or impede business, improve turn lane to Spanish Wells, make eastbound turn lane from 278 to Spanish Wells Road have yellow turn arrow, do something about people using the right lane that goes to	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 190	Does not like 5 and 6 because they go right through his business and building	In-Person - PIM2		12/18/2019	Mail	General Response Letter
	Options 5 and 6 appear to go straight through my newly acquired building that I moved to after being thrown out of the Triangle Square center due to changes at the Airport. My recommendation is one new bridge in which the direction of the lanes is controlled by time of day with Green arrows and Red X's like in large cities. I the morning they would be inbound lanes and in the evening they would be outbound lanes. Saturday would be scheduled with the change over schedule for the tourist arrivals and departures. The east bound super short turn lane from 278 to spanish wells road needs to be a turn only lane with a pedestrian island					

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	<p>The east bound turn lane that goes under the cross island and makes a right turn to Honey Horn needs a barrier to stop people from zooming up every single morning and then cutting over the the left to go straight on 278. I see horrific situations every single morning.</p> <p>The westbound turn lane on 278 to spanish wells road should have a flashing yellow arrow to allow people to turn if there is not traffic.</p> <p>I know this is too expensive, but the westbound lane that eventually becomes the left turn lane onto spanish wells road really should have gone under the exit lane from the cross island. Every day you have traffic trying to get over the the turn lane to the left and people from the cross island zooming down at high speed and many wishing to get right. Had a westbound lane been built for traffic to go under the cross island exit, this would have all been avoided.</p> <p>Last on on the westbound direction light at the 278 and spanish wells/wild horse intersection, there should be a large lighted flashing sight that says do not block the intersection. It should be timed to the crosswalk count downs. People run these lights every single day and people block the intersections every single day. I will say it did improve the last time the timing of the lights and the order was changed, thank you for that.</p> <p>Sorry one more thing, traffic on spanish wells has increased significantly. It would be very helpful to have an additional lane from the new bridge on spanish wells to the stop light that would be mostly a right turn only lane. This would be a huge improvement to the traffic backups on spanish wells.</p>					
PIM2 - 191		Website - PIM 2	10/17/2019	12/18/2019	Mail	General Response Letter
	<p>"Why not add another bridge that the direction of traffic is scheduled by time of day with overhead green arrows and red X's like I have seen in large cities?</p> <p>What I would really rather see is a transit train that goes from i-95 to all around the island, but I am sure that would cost to much. It would however be a solution to very many problems for a very long time."</p>					
PIM2 - 192		Website - Contact Us	10/14/2019	12/18/2019	Email	General Response Letter
	<p>I am not in favor of any of these options as they all create too large of an impact on the environment. A better option would be to only repair/replace the existing bridge that is at the end of its useful live and not widen any of the traffic lanes. In order to relieve congestion, which is very predictable based on time of day, have lanes that can altered to allow three lanes of traffic on the island and one off and then reverse when needed.</p>					
PIM2 - 193		Website - General	10/10/2019	12/18/2019	Mail	General Response Letter
PIM2 - 194	Prefers repairing existing bridges and intersections.	Website - General	9/25/2019	12/18/2019	Mail	General Response Letter
	<p>Have you thought of adding one 2 lane bridge (maybe under the current bridges) and changing the lane directions depending on traffic? Do you know that when the current bridges were built that the creek to the May River silted in and the sand beaches along Buckingham Landing washed away? Less is more....and cheaper. There are ALWAYS environmental concerns that cannot be corrected.</p>					
PIM2 - 195		Website - General	10/12/2019	12/18/2019	Mail	General Response Letter
PIM2 - 196	Recommends bike lanes on both sides of new bridge.	Website - General	9/15/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 197	<p>Please consider the future ADT in year 2045 and the level of service grade based on the notion that transportation choices/options are changing (autonomous vehicles, better transit (bus) system, cycling, scooters, etc.) Please consider planning for the possible placement of light rail on the bridge or a HOV lane (bus/carpool dedicated lane). Thank you for showing a bike path in all alternatives. Please also consider SMART signals system for the entire 278 corridor from 95 to Hilton Head (including the 278 business loop). What is the planned lane width? Please consider 10-foot or 11-foot lanes instead of 12-foot lanes. Please do not use a design speed of 70 in your plans. Please design the facility for the posted speed. Slower speeds carry more capacity. Lastly, please do not place the sidewalk facility directly adjacent to the road (as shown on the section past the causeway in the Big Stoney neighborhood). Even with a curbed road, the number of lanes and speed would make it an unwelcoming pedestrian facility. Please separate the pedestrian space with a tree lawn. Thank you.</p>	Website - General	10/14/2019	12/18/2019	Mail	General Response Letter
PIM2 - 198	<p>Consider using the bridge superstructure as a utility corridor. Build in the capacity in the bridge superstructure to host bridge-attached conduit for the relocation of the utility wires. Even if it takes longer for the power and wire companies to remove all pole supported wires across the waterways, the bridge could be built with the capacity to host the wires. This is especially important if the life span of the bridges is another 50 years. I would hate to see the unsightly wires span across the water in 2070 because planners and engineers didn't consider it with the bridge design.</p> <p>Also, I do not think the alternatives that traverse through the Big Stoney neighborhood should be pursued. Too much displacement of people. It should be dropped.</p>	Website - General	10/14/2019	12/18/2019	Mail	General Response Letter
PIM2 - 199	<p>We are Hilton Head residents and have been coming to the Island since 1990 and now own two homes here. My husband and myself DO NOT approve of adding extra lanes to Hwy 278. Especially if it ends up as badly constructed and Pope Avenue's road.</p> <p>I'm sure you realize that Hilton Head is an ISLAND, by adding extra lanes you add more traffic faster and still there is no where to go, 3 lanes onto the ISLAND down to 2 lanes still leaves no where to go and will still cause congestion.</p> <p>Tourist still come to the Island because it is a great place to visit with great beaches and restaurants, they don't come for the easy on traffic to the island and they won't be the ones paying for something that really won't fix a something that is not broken. We the taxpayers will have to foot the exorbitant bill.</p> <p>We support repairs and improvements of Hwy 278, but oppose and any all lane additions. We vote against any funding that includes land increases.</p> <p>Greg & Diane Lukas Long Cove Club, Hilton Head Island</p>	Email to info@	10/19/2019	12/18/2019	Email	General Response Letter
PIM2 - 200	<p>As the population of Bluffton and southern Jasper County continue to grow, many additional bicyclists will be taking advantage of the wonderful environment in the low country. Please be sure to include a safe route for bicyclists on the new corridor.</p> <p>Thanks.</p>	Website - General	10/22/2019	12/18/2019	Mail	General Response Letter
PIM2 - 201	<p>Prefers alt. 4 replacing all 4 bridges at the same time, in favor of bike lanes, concerned with possible impacts to a historic community.</p>	Website - General	9/18/2019	12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
PIM2 - 202	<p>I live in Windmill Harbour. I strongly favor Alternative #5 that would move the road to the North of the present road. This would greatly reduce the noise levels inside our community. I don't live anywhere near the road, but my wife and I walk Millwright that abuts the road. Property values are falling for what was meant to be a quiet area with single family homes. One woman was only able to sell after 2 years and by dropping the price 200K.</p> <p>I understand people are concerned about "safety" entering and exiting, but frankly, if you wait for a break, there isn't a problem.</p> <p>Windmill Harbour, perched next to the 4 lane highway already lacks "curb appeal." This will be worse if there are six lanes -- more cement, less of a median, bump-outs for turns.</p> <p>Our Traffic Committee supports the six lane road with two goofy traffic lights where you drive to opposite ends of Jenkins Is. to make a U-turn, and they are trying to shove that option down our throats without any sort of a meaningful open discussion or a vote.</p>	Website - General	10/7/2019	12/18/2019	Mail	General Response Letter
PIM2 - 203	<p>Dear Mr. Wynn,</p> <p>I have attended both Public Information meetings regarding the 278 corridor project. Both meetings were informative and very professionally done. The alternatives being considered leading to a preferred alternative all have benefits and challenges. I ask that careful consideration be given to three important issues: 1) impact on the native islander community and natural habitats; 2) pedestrian/bicycle as well as vehicle friendly (Cooper River Bridge in Charleston is a good example); and 3) opportunity for innovative methods of construction and traffic control to lessen the impact on keeping access open during construction. The third item should be a consideration in construction contractor selection along with technical qualifications and cost. Don't just go with low bid as the sole criteria.</p> <p>Thank you for your time.</p>	Website - General	10/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 204	Prefers alt. 4, recommends HOV and different alternative idea	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 205	<p>Without "elevation visuals" its impossible to have a TRUE preference as the balance of Low Country Nature and traffic efficiency is a delicate tradeoff. While options 4 & 6 "appear" to be the most elegant options with the least impact on ongoing traffic; the serious impediments are traffic lights which freeze traffic into 3 mile backups in each direction during peak hours. The addition of another traffic light at Windmill Harbor will only further frustrate traffic flow... now SIX LANES FULL !</p>	Website - General	10/18/2019	12/18/2019	Mail	General Response Letter
PIM2 - 206	Prefers alt. 4	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 207	Prefers alt. 4 and multiuse lane	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 208	Please add a bike lane to the bridge and the approach roadways. Thank you.	Website - General	10/17/2019	12/18/2019	Mail	General Response Letter
PIM2 - 209	<p>What are you really trying to solve? Rush hour traffic and Saturday afternoons? What ever you do you can't solve the fact that at peak times traffic is driving either into sunrise or sunset which results in a slowdown at a couple of points. I work on island and experience the traffic - moving to 3 lanes with no signals to slow down will result in accidents that are far more likely to be worse that todays fender benders. Replace the single old bridge and develop a reversible lane where practical. Dont need new access on Pinckney either.</p>	Website - General	10/21/2019	12/18/2019	Mail	General Response Letter
PIM2 - 210	<p>Please just repair the bridges to Hilton Head. Money needs to be spent building another way on to Hilton Head. Maybe from Lemon island. It would cost a lot of money but it would help with 278 traffic as well as 170. This would make the 170 corridor through Okatie less and much safer. And help with hurricane evacuations.</p>	Website - General	10/21/2019	12/18/2019	Mail	General Response Letter
PIM2 - 211	Reasonable Alternative #5 appears to be the best option. Let's get this going!	Website - General	10/12/2019	12/18/2019	Mail	General Response Letter
PIM2 - 212	I'd like to see off road pathways allowing bicycle access to the island from Bluffton.	Website - General	10/15/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 213	Bridges must be replaced, Five lanes funneling into two would not be adequate. Peicemeal construction is costly and does not accomplish enough. Please anticipate futre needs for the next 5, 10, 20, 30 years. Consider economic development.	Mailed to Craig - letter	9/26/2019	12/18/2019	Mail	General Response Letter
PIM2 - 214	Recommends implementing warning signals for when a stop light is going to turn red.	Website - General	9/13/2019	12/18/2019	Mail	General Response Letter
PIM2 - 215	Repair existing bridges. No additional bridges. No additional lanes. Remember what HHI is. While it has become a resort with hotels, rentals with visitors, it is more importantly a place where people live and work. That includes many native families - a vital heritage. This is an island with limited space and is largely made up of people who chose to make their home here. They pay taxes , support businesses , support charities , etc. This is a residential town.This place , that emphasizes protection of the environment and natural beauty, cannot become primarily a resort that brings more traffic.	Website - General	10/12/2019	12/18/2019	Mail	General Response Letter
PIM2 - 216	When is enough, enough! But for Pete's sake can you at lest design in bike friendly drains and sides and join the rest of the country!	Website - General	10/11/2019	12/18/2019	Mail	General Response Letter
PIM2 - 217	Is there any way as a cyclist to become more involved in design of SC roadway?	Website - General	10/13/2019	12/18/2019	Mail	General Response Letter
PIM2 - 218	Add a bike lane to the bridges.	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 219	There needs to be safety improvements for cars, bikes, and pedestrians. All of the routes come with significant impacts to wetlands, the SCDOT needs to protect our wetlands as much as possible. The roads need to be constructed in such a way that somehow manages and encourages slower driving.	Website - PIM 2	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 220	Need to fix or replace Mac Kay creek bridge, and expand 278 to 6 lanes once on island, doing the least invasive plan. Just keep it as simple as possible	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 221	Hi Chris, thank you for the opportunity to share my thoughts on the corridor project. I moved here in january of 1978 and lived on North Forest Beach until almost a year and a half ago. We relocated to the small community of Mariners Cove just off Blue Heron Pt Rd. We love it! What I have experienced coming on to 278 from Blue Heron Pt Rd on my way to work in the afternoon is that I am keeping up with traffic easily at 60miles an hour all the way to the Crazy Crab restaurant and the light at Squire Pope. If I have to leave in the morning and traffic is slow moving or at a stand still I am easily able to merge. I am concerned that replacement of bridges and increased lanes will invite more traffic. Kinda like .."if you build, they will come" .. more lanes,more traffic, more congestion, more accidents. The comment of "when will we reach infinity" has stuck with me. Let's work with what we have, and keep our island beautiful. It is an Island after all. Folks are lost, please keep things simple and to a minimum. Less lanes, less confusion. Here's my wishes :) Please just repair the bridges. Extend the island bike paths to Pinkney heading west and to Spanish Wells heading east. Lower the speed limit coming on to the Island!! For some reason the speed limit is 45 to Moss Creek, then it increases to 50/55 coming over bridge and on to HH, which is why traffic is so fast as it hits Blue Heron and Windmill Harbor (easily 60mph or faster) Put the traffic light at Jenkins Rd as planned. Leave our Blue Heron Pt Rd as is, pretty please. We can always take a right and a u-turn if we have issues getting across to go to Bluffton. I don't understand why Windmill Harbor has such issues!! Thank you for reading, I look forward to meeting you Oct 29th. Kim Mix pass...my other suggestion for Bluffton is 278 bike lanes, I bet people would ride bikes to work if they could :)	Website - General	10/21/2019	12/18/2019	Mail	General Response Letter

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	I personally think that the 6 reasonable alternatives do little to change the dynamics of one way on and one way off that we have now. So if keeping the location basically the same then fix what currently causes backs ups now. HH school complex backs traffic up to Bluffton as the left turn/stacking lane backs up onto 278 and that backs traffic up over the bridge. This causes 278 to become a one lane road in the morning rush hour. This is a no brainer but for years nothing has been done. Note this doesn't occur all summer when maximum visitors and workers are on the road, only when school is in. Synchronize all signals along 278 from Sea Pines to Sun City. Be prepared to manually override when an issue occurs to free to clog out and get traffic moving again. Direct /order police and ems to clear accidents immediately from the area when no injuries. Sitting on 278 writing out paperwork while everyone looks as they drive past is no help. Lane reversals on Saturday afternoon incoming. 3 lanes on and 1 off would move it along at PEAK/PEAK times. **Finally invest in a solution that creates a separate means to access the cross island to bluffton parkway without coming onto 278 as it currently is. A separate way onto and off of cross island is what is needed to bluffton parkway. Make that new section a toll as well with license plate readers like they use in Miami for tolls. If they can capture the revenue in a city like Miami with visitors from around the country and keep the lanes moving we can do it here as well and people will use it and pay to do so. Thanks.					
PIM2 - 222	Rob Moore #10 Blue Heron pt HHI SC 29926	Website - General	10/4/2019	12/18/2019	Mail	General Response Letter
PIM2 - 223	Prefers Option 6.			12/18/2019	Mail	General Response Letter
PIM2 - 224	Recommendations: 1. Replace Mackay Creek Bridge "do nothing else" until another bridge can be build from Bluffton Parkway to Cross island toll plaza. 2. Replace Mackay Creek Bridge - Alternative 4 put in overpass over Squire pope interchange and directly connecting to ramp to for Cross island. "no lights" continuous traffic flow local traffic would use roadway underneath with lights.	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter
PIM2 - 225	Concerned with environmental Impacts, suffering of native island residents, believes traffic issue is overstated. Tax payers will have to pay for this enormous project. Just make the necessary repairs to the bridge.	Mailed to Craig		12/18/2019	Mail	General Response Letter
PIM2 - 226	Dislikes adding traffic signals, Recommends eastbound traffic be given two methods of egress to local roads through exit ramps.	Website - General	9/23/2019	12/18/2019	Mail	General Response Letter
PIM2 - 227	Very well done!	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 228	I do not want 6 lanes of traffic on and off the island. I realize that we need a newer bridge but I hope we will continue to preserve the beauty of our little island	Website - General	10/13/2019	12/18/2019	Mail	General Response Letter
PIM2 - 229	I hope bicycle friendly options are included in the construction. Not only for we residents but for the many vacationers. Personally I am 81 and ride 3 to 4 days a week. If it was not for the pathways in Bluffton I would dead.	Website - General	10/17/2019	12/18/2019	Mail	General Response Letter
PIM2 - 230	Says on the resources page for US 278 the tab called "Nearby Projects" for Jenkins Island Access Management Study doesn't work.	Website - General	9/24/2019	9/26/2019	Email	General Response Letter

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	<p>Proposal 5 is the only one that might alleviate our safety problem, which is entering and exiting our community on Jenkins Island.</p> <p>We have been working with Beaufort County/SCDOT for many years to find some relief from the extraordinary risk we must take each time we access 278. The flyover has exacerbated this risk as, now, there is no break in traffic in the eastbound direction. Making a left turn onto our property is hazardous at best. Attempting to head in an westbound direction presents the same hazard. There is no safe way to crossover 278 from a stop, in front of vehicles moving 55-60 mph.</p> <p>Alternative 5 may also alleviate the daily morning (7:30) unsafe traffic condition which exists eastbound from Spanish Wells Road to Sol Blatt highway. 30-40 cars daily, routinely speed down the right hand turning lane and then cut in front of the eastbound traffic at the traffic light. An immediate solution would be: place a barrier between the turning lane and eastbound lane so that cars could not cut in or police that area and ticket reckless drivers for a few days.</p> <p>Placing any bridge structure further south will create more environmental noise from traffic, for those living in communities communities to 278. The bridge traffic is already heard from properties one mile away from it presently. It will become louder.</p>					
PIM2 - 231		Website - PIM 2	10/20/2019	12/18/2019	Mail	General Response Letter
PIM2 - 232	Instead of making a six lane super highway to a small island, what about just a center lane that in the morning allows east bound traffic and the opposite direction for evening traffic. Minimal widening and encroachment on property owners.	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter
PIM2 - 233	Please add my contact information to your interested party list to receive newsletter and project updates. Thank you.	Email to info@	10/17/2019	12/18/2019	Mail	General Response Letter
	<p>"Attn: Mr. Craig Winn Program Manager</p> <p>I recently found an article on the internet that brings to attention of good land use for transportation. I sent this article to a friend of mine Steve Baer who has corresponded with you about the 278 corridor improvements, he suggested that I send you the same article: " A Swiss Lesson in Enlightened Street Design – City Lab " ,use this title to search the internet, you will find it useful in planning for our future transportation systems. I have seen this system work in many places around the world, and it does work. The way I found this article was a recent clip in the Packet news paper about the German Rail road use of a "Fuel Cell "powered locomotive that will be used for transporting people. This technology has great potential for moving people in areas such as our local transportation needs, and could solve many of our problems. I have not seen any mention about rail transportation systems as a solution to our problems. Building more roads is not the solution, mass transportation is a solution to our work force problems and the rapid population growth in Beaufort County and adjacent County's. Any good transportation plan for our area must look at integrating mass transportation systems with the automobile and future energy resources and population growth.</p> <p>I'm a retired Architect, my expertise was airport planning and rail transportation systems. I also travel to many places throughout the world and observe their systems. We are far behind the rest of the world; this area could become a model how to move people and save our land from being paved over.</p> <p>Bob Ovelman 843 681 2111"</p>					
PIM2 - 234		Website - Contact Us	10/17/2019	12/18/2019	Email	General Response Letter
PIM2 - 235	Recommends using funds for other projects in area.	Website - General	9/12/2019	12/18/2019	Mail	General Response Letter

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	<p>Craig,</p> <p>Thank you again for a very productive meeting yesterday. I appreciate your team taking the time to meet with Juliana and me to discuss the project and its path forward.</p> <p>I've attached our comments on the reasonable alternatives. Please let me know how I can help as you start to communicate with Stoney and other communities about what each alternative might mean for them.</p>					
PIM2 - 236		Email to info@	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 237	Recommends using jug handle or overpass with slip stream exit located at Squire Pope intersection	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 238	Recommends using a jug at intersection of 278 and Squire Pope Road.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 239	I'm all for lessening traffic, but displacing the local Gullah residents is an absolute crime. The lack of respect for them in the community is extremely disheartening, which is saying a lot as a former resident of Cumming, Georgia. We need to stand up for those who don't have the ability to do so.	Website - General	10/21/2019	12/18/2019	Email	General Response Letter
PIM2 - 240	Concerned about Wild Horse Intersection traffic. Likes proposal for new bridge.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 241	We really need a separate bridge for when a barge destroys some or all of the only road off the island. A bridge or tunnel from the Bluffton expressway turn to Spanish Wells would give a good route to all the traffic for the south end. At least support each bridge lane separately so damage would be localized.	Website - General	10/14/2019	12/18/2019	Mail	General Response Letter
PIM2 - 242	Wants to not use QE, dislikes prior work done by QE on Pope Ave.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 243	<p>While widening the bridge is wonderful what happens to the roads on either side of the bridge? Will they be widened also and will property be bought or taken by eminent domain to accommodate more vehicles. How many vehicles will be stuck on the bridge when traffic backs up on roadways leading to the bridge? Pollution from exhausts more vehicle noise wear and tear of roadways. Be careful what you wish for bigger is not always better. Look at the new Gov Cuomo bridge, traffic is worse than before. Thanka.</p>	Website - General	10/29/2019	12/18/2019	Mail	General Response Letter
	<p>Personally, I would love to see 5 or 6, but we all know these are cost prohibited, and the environments impact will be considerable... Should try to build as close a possible to existing envelope of bridges and roads..</p> <p>**** Alternatives 1 - 4 show Jenkins island project completed...</p> <p>Criteria Council Should Consider and SCDT should consider or Recommend</p> <ul style="list-style-type: none"> • Cost considerations (recondition or new plus extended life). East Mackey bridge has to be new • Build as much as possible within the existing envelope • Minimal impact on environment (wetlands, etc.) • alternative must consider mitigation of legal challenges • Impact on Stoney Creek neighborhood • Access to graveyard • Noise-abatement consideration • Egress - walking/biking path added to bridge • Possible Ferry Service relocation to Pickney Island (Buckingham Residents Complaints on Capacity)... 					

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	<p>Below are my personal thoughts on how to proceed with Mackey and Skull Creek Bridges</p> <p>Mackay Creek Bridge East bound needs to be replaced. 1. First - Build new East bound three lane Mackay Creek Bridge next to existing bridge, there is room on the right side of bridge and will not interfere with existing public Marina and dock Do not forget to add pedestrian egress for bikes and walkers.... 2. Second - after new EAST bound bridge built, demolished old bridge, which will provide area for adding new lane to west bound Mackay Creek Bridge. 3. Third - Connect, Add new west bound lane to Mackey Creek Bridge and recondition existing bridge to extend useful live of bridge, or replace bridge if more cost efficient, if this is the choice my recommendation will not work. unless move new East bound bridge further over for new west bound bridge.... NOTE: There is serious parking issue at the public Ferry service at Buckingham Landing; and residents addressed concerns at Public Facilities Meeting and October 7, 2019. need to see viability to move and create new docking area and parking facility at Pinckney Island...</p> <p>Skull Creek Bridge • Add existing lanes to both East and West bound lanes and recondition bridges to extend useful live of bridges.. Do not forget to add pedestrian egress for bikes and walkers....Not sure which side of bridges to add biking and walking egress...</p> <p>NOTE: alternative 5 shows ridge going over the road to RV Park.. Design needs to be changed... Would be a great way to design a WEST bound acceleration lane off Jenkins Island once you go under bridge and EAST bound acceleration lane for vehicles making a left turn to go on Island</p>					
PIM2 - 244	from RV park...	Website - General	10/26/2019	12/18/2019	Mail	General Response Letter
PIM2 - 245	Recommends using a fly over bridge.	Website - General	9/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 246	I'm a cyclist who lives in Bluffton and would like to see a bike lane in any of the new road proposals. How nice it would be to bike from Bluffton onto Hilton Head Island. My biking is recreational, but if there were a bike lane from Bluffton to HHI many might use it for commuting rather than by car.	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 247	Recommends new bridge from Hilton Head to Bay Point.	Website - General	9/12/2019	12/18/2019	Mail	General Response Letter

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						<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians. Mainline traffic analysis and modeling, and intersection analysis were completed for each of the reasonable alternatives. The draft Phase I Traffic Report is currently being reviewed by the SCDOT and will be placed on the project website in January. Each reasonable alternative presented at the Public Information Meeting included a standard intersection layout based on the traffic analysis, the intersection operations and layouts will be refined for final analysis for the preferred alternative.</p> <p>The other alternatives were eliminated from future consideration due to not addressing the structural deficiencies at the eastbound Mackay Creek bridge or the impacts to the human and natural environment were excessive to include right-of-way and wetland impacts. The impacts of each eliminated alternative is shown on Alternatives Evaluations Criteria Matrix. Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of</p>

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PIM2 - 248	<p>I wholly reject all options as outlined by the SCDOT I reject the scope of work in which the options were based on - increasing capacity along the corridor is not a value that aligns with HHI residents. I reject any further erosion of the Gullah Communities on Hilton Head through pavement, roadways or other methods not instigated by the community. I believe we need to have a second bridge to HHI to solve workforce and housing challenges.</p>	Website - General	10/26/2019	12/18/2019	Mail	<p>alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1 SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020). As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project. Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record. To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
PIM2 - 249	<p>Hi, Where can I retrieve information on the 6 alternative options? I have reviewed the 278 corridor website and could not locate it. Thanks. Rob</p>	Website - Contact Us	9/24/2019	9/26/2019	Email	General Response Letter
PIM2 - 250	<p>The entrance to Windmill Harbor is a very dangerous intersection that will continue to worsen. The goal of spend so much money on the improvements to 278 should be safety and the ease of moving traffic to the Southern end of the Island. There is only one alternative that may accomplish this goal and that is alternative 5. This alternative does not destroy Pickney Island, does not require more stop lights to address the Windmill Harbor entrance, and moves to traffic to a decision point between business 278 and the Cross Island Parkway. Sounds like a win win.</p>	Website - General	10/23/2019	12/18/2019	Mail	General Response Letter
PIM2 - 251	<p>Prefers alt. 2 or 4, wants to know what will happen to boating/fishing at ramp for alt 4.</p>	Website - PIM 2		12/18/2019	Mail	General Response Letter
PIM2 - 252	<p>At some point, we must realize that we can't keep expanding access to a finite space — the island is not going to get any bigger and can only hold so many cars and people. In addition, it is incredibly important to preserve our Gullah neighbors' properties, maintain our beautiful views and not have an interstate as our access to paradise. Having said that, I believe a combination of approaches might work better. Build a new bridge south of the existing one (option 4); rework access to Pinckney Island and the boat landing; put underpasses for access to Windmill Harbour and Jenkins Island. The main problem would be the section from Jenkins Island to Squire Pope and Cross Island. There is a beautiful median at the beginning of the island that would probably be lost, but a large section after that is already five lanes (center turn lane). Would it not be possible to slightly widen on both sides without taking too much native islander land? I truly don't want to see overpasses or destruction of the marshes and I don't think anyone wants to see a freeway over their house.</p>	Website - PIM 2	10/12/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 253	I urge Alternate 5 because the current businesses and residences on the part of US 278 under consideration for Alternatives 1-4 are adversely impacted by widening the exiting road to 6 lanes. Additionally, in the short term, the construction of a new road would have a less adverse impact on all of Hilton Head during the construction.	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 254	A second bridge connecting the bluffton flyover to the cross Island toll way would be a much better option than just widening 278 and the current set of bridges/	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter
	<p>To Craig Winn and the 278 Corridor Committee:</p> <p>While I recognize and appreciate the effort made by the Town of Hilton Head Island's all-volunteer 278 corridor committee and SCDOT thus far, I believe that the needs of our community stakeholders, especially Hilton Head Island residents, have not been met by the six "reasonable alternatives" presented. All alternatives focus only on increasing capacity onto the Island through the Moss Creek to Spanish Wells Corridor. In my opinion, this is short-sighted.</p> <p>Island residents, workforce commuters, and visitors depend on this study to bring Hilton Head through the next fifty years. I am proud that my family was one of the founders of the modern era on Hilton Head Island, moving to the Island before the bridge. A six lane highway barreling through established neighborhoods of our community, along with serving as the entry to our Island, is not a solution I support and is not a solution for our Island's future.</p> <p>If the committee can look at the larger picture, to elevate safety, help solve workforce housing and transportation challenges, and to maintain a small town and pleasing aesthetic, they should push the alternative that builds a second bridge system and access point from Bluffton to Hilton Head. In addition, future efforts should look at a bridge system to Beaufort, mass-transit and other visionary ideals.</p> <p>Immediate solutions to solve congestion as a local level could include lane reversal, light timing, speed and driving behavior enforcement and other non-impact solutions, including having a tow truck ready for deployment.</p> <p>As a stakeholder that will experience direct impacts from whichever option is chosen, I do not feel that SCDOT has taken a comprehensive and inclusive approach to our regions unique challenges. SCDOT and the lawmakers in Columbia should recognize that building a second egress to our Island is the only long-term, smart growth option for Hilton Head Island.</p> <p>At this point, the current six options are simply kicking our problems down the road and will erode our Island aesthetics.</p> <p>Sincerely,</p> <p>JR Richardson</p>					
PIM2 - 255	The Richardson Group	Website - General	10/26/2019	12/18/2019	Mail	General Response Letter
PIM2 - 256	I am casting my vote for proposal # 6.	Website - PIM 2	10/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 257	As a resident of Windmill Harbour I prefer option 5. Thank you	Website - General	10/11/2019	12/18/2019	Mail	General Response Letter
PIM2 - 258	We support #5 & #6 one of these if build would reduce the danger that exist on Jenkins Is. due to the speeding of those cars coming off the bridge, each of the alternatives will also reduce the amount of traffic noise that will increase with the widening of 278	Website - General	10/7/2019	12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
PIM2 - 259	<p>Two things: (1) It is a shame that the Fly Over from the Hilton Head Bridges had not been built elevated enough to connect with the height of the middle of the last west bound bridge so the causeway between the last bridge & Moss Creek could have been raised to be a true causeway that would allow storm surge to flow under it instead of over it. Too late now, can't raise causeway, trucks would hit the Fly Over.</p> <p>(2) Hwy 278 from Hwy 179 to I-95, when it is widened, NEEDS TO BE EIGHT (8) LANES.</p>	Website - General	10/2/2019	12/18/2019	Mail	General Response Letter
PIM2 - 260	I support the program and project. The congestion is affecting economic growth and increasing traffic safety risk. We would ask that the construction plan take into account minimizing impacts during the replacement	Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 261	<p>Although I appreciate the DOT's efforts to improve US 278 corridor traffic flows near the Hilton Head bridges, I have serious reservations about the threatened impacts to native islanders, other property owners, and adjacent marshes and wetlands which I believe can be lessened.</p> <p>If the median was narrowed down to a simple concrete barrier, the overall footprint of the project could be reduced, with less harm to nearby property owners and wetland resources. Gullah people have suffered enough with the rampant over-development of Hilton Head and the disruption of their tight-knit communities. Simple environmental justice demands that the benefits of the project be achieved with less harm to those who were here first.</p> <p>Likewise, the animals and plant life who can't speak for themselves must be protected without undue harm; this being a longstanding tradition on Hilton Head. Please reconsider the alignment of the lanes and narrow the project's footprint accordingly.</p>	Email to info@	10/10/2019	12/18/2019	Mail	General Response Letter
PIM2 - 262	I don't see the bicycle and pedestrian facilities both across the bridges and on the approaches on both the mainland and on the island - it is mandatory that there be viable, separated, robust and useful commuter on bike (electric bike friendly) routes that enable off island commuters to get to work all over the island. This includes connectivity to Moss Creek, the Old South, Bluffton Parkway corridor along with on the island connectivity to existing and/or extended pathways.	Website - PIM 2	10/17/2019	12/18/2019	Mail	General Response Letter
PIM2 - 263	<p>I believe that RA4 or RA6 should be chosen - replace all 4 bridges and replace with new and remove the old.</p> <p>This is our opportunity to prove that we are a world-class resort destination by creating great structures that will lead to traffic improvements for decades to come. These options also seem to be the least disruptive to travel to and from the Island while the project is taking place.</p> <p>Please be bold and make the right choice to redesign and rebuild new; look to the future and make the improvements we need.</p>	Website - General	10/9/2019	12/18/2019	Email	General Response Letter
PIM2 - 264	Wants to know a way for people that didn't attend to get information about the SCDOT plan.	Website - General	9/14/2019	12/18/2019	Mail	General Response Letter
PIM2 - 265	Instead of widening the road and creating more traffic, connect the Bluffton parkway to the Cross Island Parkway directly with an additional span further South.	Website - PIM 2	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 266	I like the idea of MOVING the BRIDGE....as will open up the island to a new entrance along a new route....not just the same ole tired US 278 and HH Bridges that were expanded to 6 lanes. I know it will take longer and more expensive, but a new look to HH would be so exciting to visitors. yes, I will need to drive farther to get the bridge, but exciting for the future.	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter
PIM2 - 267	Why are we not looking at simply increasing lanes with the existing bridges and ROW's? Most of the current proposals require the use of portions of the existing bridges from Moss Creek to Pinkney Island. This means they will have to be rebuilt anyhow since they are at the end of their useful life. Rather than essentially start over, take what we have, expand it and/or repair it.	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
PIM2 - 268	Dislikes flyover, dislikes lane widening, prefers to replace one bridge. Windmill Harbour safety road construction.	Website - General	9/26/2019	12/18/2019	Mail	General Response Letter
PIM2 - 269	I vote for 5	Email to info@	10/25/2019	12/18/2019	Email	General Response Letter
PIM2 - 270	<p>I have reviewed the diagrams of the 6 options for the bridges.</p> <ul style="list-style-type: none"> - I prefer #4 as it replaces all 4 of the existing old bridges. The new route further south is a direct shot to Jenkins and will be less disruptive during construction. Using the old route beyond Jenkins will be less destructive to the historic neighborhoods than changing it further north. - I am hopefully that the congestion at the Squire Pope and Spanish Wells lights will be alleviated, as 3 lanes will be coming down to 2. I am not clear as to how that will be handled. 	Website - General	10/5/2019	12/18/2019	Mail	General Response Letter
PIM2 - 271	<p>As someone who recently moved to HHI from the Charleston/Summerville, SC area, I have only recently become aware of the details of this 278 project. I do not want to see expansion of roads as this only leads to even more of an influx of people and will forever change the dynamics of this beautiful island. Expansion of roads only gives our county and town more of an excuse to attract even more visitors which we do not need in my opinion. I have to laugh when I see the words reasonable alternatives used as all of these are far from reasonable. None from what I can see addresses the bottleneck of traffic at the first few lights as you come onto the island. If this area is not addressed as part of the scope of a 278 corridor project, then this is going to be a complete failure. You can make the opening of the funnel wider and larger but when it is all being funneled into the same sized neck you are not improving the flow at all. More cars being accommodated from your project will only lead to more traffic congestion, more pollution from idling cars, and a degradation in the quality of life of the residents. Not to mention frustrated visitors having travelled for hours perhaps going nowhere thru these lights. Somehow you need to address bypass these lights if the timing cannot resolve the situation. I prefer only the repair of the existing bridge and not an expansion of it. All your options must be presented to all of us with the data to back up your decision to both choose an option and to eliminate an option. I want to see your criteria and all the calculations and models you used to prove one alternative is better than another. Let the residents see everything and decide for themselves as we are the ones who will ultimately have to live with the outcome of this project.</p>	Website - PIM 2	10/20/2019	12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
	<p>1. Replace/upgrade all four bridges as part of a comprehensive effort. Do not address EB Bowers individually. Provide three lanes in each direction between the mainland and Squire Pope Road.</p> <p>2. Provide a desirable pedestrian/bicycle facility throughout study corridor that connects HHI to the mainland or facilitates a future connection to the extent possible. Ensure adequate lateral or physical separation from motor vehicle traffic.</p> <p>3. Ensure that there are no at-grade median crossovers between Fording Island Road Extended and the east end of Jenkins Island. Limit at-grade intersections to right-in/right-out. Grade separation on Pinckney Island and utilization of the existing grade separation at S-7-772 is required. There are large heavy/tandem vehicle demands entering US 278 on Pinckney Island, at Windmill Harbour, and at Jenkins</p>					<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians. Mainline traffic analysis and modeling, and intersection analysis were completed for each of the reasonable alternatives. The draft Phase I Traffic Report is currently being reviewed by the SCDOT and will be placed on the project website in January. Each reasonable alternative presented at the Public Information Meeting included a standard intersection layout based on the traffic analysis, the intersection operations and layouts will be refined for final analysis for the preferred alternative.</p> <p>The other alternatives were eliminated from future consideration due to not addressing the structural deficiencies at the eastbound Mackay Creek Bridge or the impacts to the human and natural environment were excessive to include right-of-way and wetland impacts. The impacts of each eliminated alternative is shown on Alternatives Evaluations Criteria Matrix.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project</p>

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	<p>Road. Ensure that ingress and egress movements at these resulting right-in/right-out access points are served by auxiliary lanes.</p> <p>4.Minimize environmental impacts and revisions to the existing US 278 alignment by widening the existing roadway to six lanes. But recognize that the Stoney neighborhood between Jenkins Island and Spanish Wells Road is a sensitive residential neighborhood area that may warrant deviation from SCOOT standards relative to design speed, speed limits, roadside and clear zone treatments, traffic calming, etc. If the existing alignment of US 278 is maintained, the establishment of a pedestrian crossing treatment 1000' to 1500' west of the existing Squire Pope Road intersection near Crazy Crab restaurant should be considered.</p> <p>S.Ensure that the selected design results in well-spaced (1/4 mile min.) spacing between any new or existing-to-remain traffic signals. There is concern about advance signal visibility and inadequate spacing (<900'?) between two apparent signalized intersections proposed within Alternates S and 6.</p> <p>6.Consider emergency evacuation needs in design, including the justification for providing reversible lane signals on new bridges if warranted and there are potential safety/logistical benefits from providing four or more westbound lanes in an emergency.</p> <p>These suggested considerations and priorities are personally submitted by Darrin A. Shoemaker, P.E., October 17th, 2019. They do not necessarily represent the views of the Town of</p>					<p>for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
PIM2 - 272	P.E., October 17th, 2019. They do not necessarily represent the views of the Town of	Mailed to Craig	10/17/2019	12/18/2019	Email	you should have any further questions, please contact me at info@SCDOT278Corridor.com .
PIM2 - 273	In favor of multi-use path for bikes and pedestrians.	Website - PIM 2		12/18/2019	Mail	General Response Letter
PIM2 - 274	Recommends extending turn lane at Squire Pope and changing traffic signal phasing.	Website - General	9/15/2019	12/18/2019	Mail	General Response Letter
PIM2 - 275	Recommends public transportation and to not widen.	Website - General	9/13/2019	12/18/2019	Email	General Response Letter
	<p>I have lived at MARINERS COVE CLUB, at the foot of the bridge to HHI, for over 30 years. I love Hilton Head and the Lowcountry for its natural beauty, deep cultural traditions, important history, abundant wildlife: in short, I live here because of the way of life that HHI has always represented. As a community, we have ALWAYS believed in protecting these things. After viewing the 6 "reasonable alternatives", and studying them carefully, I am extremely fearful that</p>					

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	<p>our "way of life" is facing an enormous threat.</p> <p>I feel strongly that a massive construction project altering the existing bridge-path and extending over Pinckney Island, the marshes of Hogg & Jenkins Islands, and slashing THROUGH the property of many "native Islanders" WOULD BE A TRAGIC MISTAKE FOR OUR FRAGILE ISLAND. The immense damage to the ecosystem - birds, fish, and humans especially - would be irreparable. I feel that the plans which call for massive new construction are OVERKILL. We - as a community of homeowners and residents - DO NOT NEED A MASSIVE NEW SYSTEM OF BRIDGES OR WIDENING of 278 to 3 lanes, only to meet 2 lanes after the Cross Island. The expense in terms of dollars and the expense in terms of loss of habitat is way too great when compared to what we will gain.</p> <p>I am leaning strongly towards Alternate # 1 or 2 - replace the eastbound span over Mackay Creek, repair the other spans as they exist, and complete the already-approved-and-funded improvements to the Jenkins Island area to improve safety and flow. I do not in any way support the cost of constructing completely new bridges, or the construction of ANYTHING over Pinckney Island - a NATIONAL WILDLIFE REFUGE. This is sacred land, protected in perpetuity, and should NOT be disturbed for the purposes of easing traffic for vacationers during high season. PLEASE do what you must for the safety of our Island, always keeping in mind that the animals and Native islanders were here first!</p> <p>I am available for further comment at (843) 816-4653.</p>					
PIM2 - 276	Thank you!	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter

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	<p>Replace the Mackay Creek Bridge if it is old and potentially unsafe. But guess what? Look at almost EVERY city in the country where lanes were added to bridges and roadways, and it is extremely evident that CONGESTION ULTIMATELY INCREASES in a MAJOR WAY! One of your other objectives is "INCREASED CAPACITY". How does increasing capacity from 40,000 cars to 70,000 cars benefit Hilton Head Island? This ISLAND is just that - a FINITE, BARRIER ISLAND! If you continue to cram it full of more and more people and vehicles, there will come a day when it becomes SO OVERCROWDED, that TOURISTS will ELECT TO GO ELSEWHERE.</p> <p>We who call Hilton Head Island our home, want to PRESERVE all of the unique environmental, natural, and cultural features that make Hilton Head such a wonderful place to live, to work, and to visit as tourists.</p> <p>We do NOT WANT, or need, an LA style spaghetti freeway system of overpasses and underpasses at the entrance to our Island. Take the lead from Martha's Vineyard and Nantucket, and LIMIT growth and development on Hilton Head. Preserve the beauty and gorgeous water and Low Country views as one comes onto the Island - don't obstruct them with more and more concrete. You must understand that it is precisely the never-ending concrete jungle of their home cities, that tourists come to Hilton Head to ESCAPE FROM! If that is what they encounter as they arrive here, they will start to look for less populated, more tranquil venues.</p> <p>Try not to succumb to the relentless pressures from the developers, the politicians, and the Chamber of Commerce members who could give a sh*t less about the preservation of the unique Low Country environment that is Hilton Head. They only care about making money off this island, and will push for expansion of roadways and development of ever taller buildings as they chase more and more profits.</p> <p>Please listen to the stakeholders who care about the future of Hilton Head Island now, and for our future generations.</p> <p>A few more quick points I would ask you to consider:</p> <p>Building 3 lanes of highway in each direction between Moss Creek and the entrance to the Cross Island, while keeping the stoplights at Squire Pope, Spanish Wells, and other lights that are under consideration to be added, will NOT reduce congestion, rather it will increase it as higher volumes of cars have to stop and go at those locations. So what does 2-3 years of construction, and the expenditure of what we all know will end up being \$300 MILLION dollars, really buy for the inhabitants, employees, and tourists who travel to and from Hilton Head Island?</p> <p>Speaking of \$300 MILLION dollars, it appears that beyond the \$43 million for the replacement of the Mackay Creek Bridge, it doesn't look like there is any certainty about where the additional funds will be coming from. I have read that Hilton Head residents will be hit with as much as a \$60 MILLION bill for an enormous project that we haven't asked for, and don't want. That doesn't appear to be a good thing. What happens if a significant portion of the current population decides that this expansion is excessive, and starts to leave the island for less crowded pastures? The prospect of paying for this monstrosity with an eroding tax base is yet another unpleasant outcome to consider.</p> <p>So why don't we scale back this gargantuan project, synchronize the lights, and look at alternative ways to spread out the morning and afternoon weekday traffic. Tourists can endure some stop-and-go on their way in to start their timeshare weeks. Or they can make an effort to come at an other-than-peak time, and avoid the congestion.</p> <p>At this point, with over 2.5 million tourists visiting Hilton Head Island, we probably have enough tourist dollars to survive. Let's not risk driving our current crop of steadily-returning tourists away, by turning our Island into Fort Lauderdale or Myrtle Beach,</p> <p>So Replace the Mackay Creek Bridge, add some bike/pedestrian pathways if that proves popular, revise the entrances and exits on Pinkney Island to make them safer, and retain the bridges as 2 lanes. Future generations will thank you for your developmental restraint, as they enjoy all of the wonderful Hilton Head experiences that their parents and grandparents did.</p>					
PIM2 - 277	Gray Smith	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 278	I think RA3 is the best choice. It adds capacity to all 4 existing bridges while maintaining most of the current alignment.	Website - PIM 2	10/23/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 279	The speed limit on U.S. 278 from Buckwalter Road through Bluffton to Hilton Head Island should be lowered to allow for safer travel. Too many cars are driving too fast through this stretch to accommodate the amount of cars that have to maneuver 3 lanes and change lanes to get to their destinations safely.	Website - General	10/20/2019	12/18/2019	Mail	General Response Letter
PIM2 - 280	I don't understand how making a three lane bridge will help when the rest of the road on HH is two lane. There will still be a bottleneck. I don't think any of your ideas are good and I dread living the rest of my life on HH with this bridge construction. Traffic is only bad during certain hours and certain times of the year. Manage the stop lights better during these times? Remove the toll on the cross Island and put overpasses on Spanish Wells and 278? If you can get the traffic unimpeded to the Cross Island intersection the cars will use both and less traffic on w Hilton Pkwy.	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter
PIM2 - 281	Safety is concern for Jenkins Island. Windmill Harbor, Blue Heron, and Mariners Cove communities want to see safety project completed.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 282	<p>It is difficult to choose an option when we have no expense estimates. That said:</p> <ol style="list-style-type: none"> 1. Bridge-I am inclined to think options 4 & 6 are best for crossing the water. 2. Jenkins Is - On the Hilton Head/Jenkins landward side I am inclined to 5 & 6. Is there a reason the new lanes could not tie back into the existing ROW near the eastern end of Jenkins Is? 3. My primary concern is that the new structures and roads be completed before there is closure of the existing bridges. Closure of any lanes without a new access would be a disaster for the community. <p>Glenn Stanford Ward 6-Hilton Head Island Town Council</p>	Website - General	10/18/2019	12/18/2019	Mail	General Response Letter
PIM2 - 283	Please consider adding a bike lane. Hilton Head is known for bicycling so what better way to greet tourists with a bike lane. There is a need for safer places to bike in the area. We have a beautiful area to enjoy the natural beauty of the area and one of the best is to ride your bike	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 284	We need a bike Lane on that new bridge and we HHI to connect their bike paths to it, and Bluffton to do the same on our side!	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
	<p>Hello</p> <p>I'm John Stewart and I live in the Stoney Gullah Community where US 278 is located. I've spent 55 years of my life here. I was born and raised here and I'm a 3rd generation. This community means the world to me and my family. There is a lot of history here on Hilton Head and so much more in the Stoney Community. For years you all have talk about the the beauty of Hilton Head. The Stewart family lives on a beautiful piece of property. At the front of our property which is located at 108 William Hilton Parkway there is a view of the Intercoastal Waterway and at the rear of the property approximately 50 yards from my mothers back door is Jarvis Creek which is deep water that leads out to the Intercoastal Waterway. There is nt many other properties like this on Hilton head that has this view. With that being said yes Hilton Head is beautiful here but it's also ugly at times. The idea of an additional lane on and off Hilton Head is very disturbing to me. It feel that Hilton Head is ugly in that State and local government officials don't give a fuck about the Gullah land owner who remain in the Gullah Community. Yes, these meeting are being held but but the meeting are being held to make it easier to say we allow the people to have a say but really you don't give a damn. The plans has been made to pave over our history that's left. At the end of the day, the state and mainly the Town of Hilton Head want no Gullah people along the corridor of 278. It's a fucking shame that in 2019, we are still treat as shit on an Island that's voted #1 in the country. Really!!!! There is conversation on Hilton Head about certain</p>					<p>Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.</p> <p>As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. The purpose of this project</p>

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PIM2 - 285	<p>pieces of property that are eyes sores as come on to the island. I can't believe that there is a very good possibility that my mom may have to give up her views of the Intercoastal Waterway and of Jarvis Creek to allow fucking tourist to come to a place we call home. This is fucking bullshit in every which way. My Pops said lIving on Hilton Head in 2017 was reminded him kinda like living in the south in 50s and 60s but but in a newer Version of it. Well each fucking meeting I go im beginning to see what Arthur (my Pops). 108 William Hilton Parkway i/Jarvis Creek is where my day taught me how to be man and support my family. I learned how to fish, shrimp, crab, pick oysters and clam there. Hell I even learned to swim in Jarvis Creek. This is something that may not ever be able to experience with my son because some folks can give a damn about my family and the history and experience that I'd like to share with them. All they give a fuck about is getting damn tourist from one end of the island to the other end. When will this shit change. When will the local government say I care about my mom and the rest of her family to include the history of the Gullah/ Stoney Community. When will that day come? Will it come in my life time or will you say fuck the Gullahs like so many has said and shown us that the tourists are more important.</p> <p>By adding another lane of traffic on 278, It will tell me that the local and state governments don't care if my 80 year old mother who has lived at 108 William Hilton parkway for more then 60 years just want to live a peaceful life free of worrying about whether she will have to move in 2 or 3 years.</p> <p>Like most of us, we don't give a damn about whether a million a more people comes to visit Hilton head, especially if it means adding another lane of traffic. We want to live in our community. We don't want to worry about another lane of traffic. We want to enjoy what my grandmother and grandfather work so hard for pennies to keep in my family to enjoy. We don't want to move for the tourist to get to the South End of the island quickly. There are other avenues that should seriously be considered and not be just placed on a power point or a piece of paper to say we are giving it serious thought when you already know it won't happen. The power line is one avenue. My suggestion has always been to build the road from the existing bridge up the power lines and connect with the Cross Island Pkwy at Gum Tree Road. This affect less citizens not add another lane of traffic on 278 where my mother won't be able to enter and and exit her property nor enjoy her Property that's been apart of my family for many years.</p> <p>Please don't erase our history with another lane to bring more tourist and business to Hilton Head. Please don't tell my people that you don't matter. Please don't say that tourist are more important then my family, my people, my culture and my history. For so many years this has been what I have see and felt. Show me that my feelings have been wrong for all these years by not adding about lane of traffic.</p> <p>There is no other property on Hilton Head like the view that we have on 108 William Hilton Parkway. My mom loves her ability to watch ships pass on the Intercoastal and loves to watch fisherman and people kyacking while setting under her oak tree. She enjoys her fresh seafood from Jarvis Creek. This is a dream for her that my father and Grandfather worked so hard for and what she enjoys. This extra lane will make this dream that once came true an ugly ass nightmare.</p> <p>I don't won't to feel this way but Sometimes I wish that I was a damn Sea Turtle because it seems that their lives are more important than Gullah people lives on Hilton Head.</p> <p>Thank you for your time,</p> <p>John Stewart</p>	Website - PIM 2		11/15/2019	Mail	<p>island (spanning from north to south) which include both these intersections. 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.</p> <p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. 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	<p>Hello</p> <p>I'm John Stewart and I live in the Stoney Gullah Community where US 278 is located. I've spent 55 years of my life here. I was born and raised here and I'm a 3rd generation. This community means the world to me and my family. There is a lot of history here on Hilton Head and so much more in the Stoney Community. For years you all have talk about the the beauty of Hilton Head. The Stewart family lives on a beautiful piece of property. At the front of our property which is located at 108 William Hilton Parkway there is a view of the Intercoastal Waterway and at the rear of the property approximately 50 yards from my mothers back door is Jarvis Creek which is deep water that leads out to the Intercoastal Waterway. There is nt many other properties like this on Hilton head that has this view. With that being said yes Hilton Head is beautiful here but it's also ugly at times. The idea of an additional lane on and off Hilton Head is very disturbing to me. 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PIM2 - 286	<p>grandmother and grandfather work so hard for pennies to keep in my family to enjoy. We don't want to move for the tourist to get to the South End of the island quickly. There are other avenues that should seriously be considered and not be just placed on a power point or a piece of paper to say we are giving it serious thought when you already know it won't happen. The power line is one avenue. My suggestion has always been to build the road from the existing bridge up the power lines and connect with the Cross Island Pkwy at Gum Tree Road. This affect less citizens not add another lane of traffic on 278 where my mother won't be able to enter and and exit her property nor enjoy her Property that's been apart of my family for many years.</p> <p>Please don't erase our history with another lane to bring more tourist and business to Hilton Head. Please don't tell my people that you don't matter. Please don't say that tourist are more important then my family, my people, my culture and my history. For so many years this has been what I have see and felt. Show me that my feelings have been wrong for all these years by not adding about lane of traffic.</p> <p>There is no other property on Hilton Head like the view that we have on 108 William Hilton Parkway. My mom loves her ability to watch ships pass on the Intercoastal and loves to watch fisherman and people kyacking while setting under her oak tree. She enjoys her fresh seafood from Jarvis Creek. This is a dream for her that my father and Grandfather worked so hard for and what she enjoys. This extra lane will make this dream that once came true an ugly ass nightmare.</p> <p>I don't won't to feel this way but Sometimes I wish that I was a damn Sea Turtle because it seems that their lives are more important than Gullah people lives on Hilton Head.</p> <p>Thank you for your time,</p>	Website - General	10/25/2019	11/15/2019	Mail	<p>alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project. In January we plan to start having small community meetings with the families potentially affected by the project to have open dialogue on improvements that can be made within the Stoney Community and ways to reduce the impacts and improve quality of life. The team would like to have discussions on the roadway alignments, property access, and potential community impact mitigation. The team is actively working on ways to reduce impacts on each reasonable alternative.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>

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PIM2 - 287	<p>My name is Isabel Stewart and I am 80 years old, this may not make a difference to whomever is reading this comment right now. I just want to say that If and whenever highway 278 is widen, I will directly be impacted. I am impacted right now by the speeding vehicles and noise that I hear setting inside of my house. Whenever it rains the water splashes in my yard from the passing vehicles. What will happen to me if the road is exactly widen, where will I go? I can't hardly sleep at night, I get very nervous just wondering what going to happen to me, my house that me and my deceased husband Arthur Stewart built, our property that we have worked so hard to keep. It upsets me a whole lot not knowing what's going to happen from day to day. Whenever the previous lane was added years ago, our property was taken. Now years later the same thing is happening to me again, is it ever gonna be enough? I never thought in my 80 years this would be happening to me.</p>	Website - General	10/25/2019			<p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. 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PIM2 - 288	<p>As a Hilton Head native, I am totally AGAINST this! Not only will I be loosing apart of Hilton Head's history, I'll be loosing a piece home. My entire family grew up on Stoney! My grandfather, a U.S. Veteran built his home on the land, and to have it torn down makes no complete sense to me. Hilton head is so long and so wide and to continue having it being torn apart by people who knows nothing about. This is a town, not a city! We Will never be a city! Instead of building more roads, the focus needs to be put on the lack of attention on building affordable homes for the people who live here. It's bad enough they taxes are being risen so the families can afford it!!! Shame, shame, shame!!! It's not happening to you or your family so I could see where the no emotion is in involved. Thank you and have a blessed day!</p>	Website - General	10/25/2019	11/15/2019	Mail	<p>alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1 SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020). As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project. In January we plan to start having small community meetings with the families potentially affected by the project to have open dialogue on improvements that can be made within the Stoney Community and ways to reduce the impacts and improve quality of life. The team would like to have discussions on the roadway alignments, property access, and potential community impact mitigation. The team is actively working on ways to reduce impacts on each reasonable alternative. Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record. To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
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There are other avenues that should seriously be considered and not be just placed on a power point or a piece of paper to say we are giving it serious thought when you already know it won't happen. The power line is one avenue. My suggestion has always been to build the road from the existing bridge up the power lines and connect with the Cross Island Pkwy at Gum Tree Road. This affect less citizens not add another lane of traffic on 278 where my mother won't be able to enter and and exit her property nor enjoy her Property that's been apart of my family for many years.</p> <p>Please don't erase our history with another lane to bring more tourist and business to Hilton Head. Please don't tell my people that you don't matter. Please don't say that tourist are more important then my family, my people, my culture and my history. For so many years this has been what I have see and felt. Show me that my feelings have been wrong for all these years by not adding about lane of traffic.</p> <p>There is no other property on Hilton Head like the view that we have on 108 William Hilton Parkway. My mom loves her ability to watch ships pass on the Intercoastal and loves to watch fisherman and people kyacking while setting under her oak tree. She enjoys her fresh seafood from Jarvis Creek. This is a dream for her that my father and Grandfather worked so hard for and what she enjoys. This extra lane will make this dream that once came true an ugly ass nightmare.</p> <p>I don't won't to feel this way but Sometimes I wish that I was a damn Sea Turtle because it seems that their lives are more important than Gullah people lives on Hilton Head.</p> <p>Thank you for your time,</p>	Website - General	10/25/2019	11/15/2019	Mail	<p>At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project. In January we plan to start having small community meetings with the families potentially affected by the project to have open dialogue on improvements that can be made within the Stoney Community and ways to reduce the impacts and improve quality of life. The team would like to have discussions on the roadway alignments, property access, and potential community impact mitigation. The team is actively working on ways to reduce impacts on each reasonable alternative.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>

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PIM2 - 290	<p>I am 64 years old born and raise on Hilton Head Island lived in the Stoney Community. I never thought that I would see this DAY! My comment is in reference to the widening of highway 278. I am a property owner in the Stoney Community. I really think that it would be a disgrace to have more of my property taken to add more lanes to make life easier for the tourist and workers to commute back and forth on Hilton Head Island. It sames as though my family and the residents of the Stoney Community life doesn't matter. If another lane is added to the Stoney Community this will be on my mother's front porch. That's telling me that if this road is widen that means my mother and my deceased father Arthur Stewart who build their home from scratch with their bare hands will be condemn or she would have to be relocated. I may as well start planning her funeral because I know this will actually kill her. This will be a very sad day for the Stoney Community and Hilton Head Island. We all know that progress is coming, but at the cost of destroying a Gullah Community. I heard someone made comment a few days, I wish I was a turtle on Hilton Head Island right now, a human being life doesn't mean anything and turtle is protected!!!! SO SAD!!!! Is it about the property or where it's located?? Anyone would love to have it. Are we not deserving of it?? My grandparents and great grandparents worked very had for this property. They worked in the river picking oysters, crabs, shrimps, fish, they also farm to keep this property. Now another lane may come through our Community. You may want to consider another alternative on getting on and off Island. Whenever there's an accident, there's still that one way on and one way off Island, the traffic is at a STANDSTILL!!! Who is really behind adding another lane to the Gullah Community? Can someone answer that question for me? In closing, I Pray that you reconsider widening the road through my community, the people who lives in my Community life does matter.</p>	Website - General	10/24/2019	12/18/2019	Mail	General Response Letter
PIM2 - 291	<p>Please consider adding bike paths and/or pedestrian pathways to the US 278 Corridor improvements and bridges.</p> <p>Thank you!</p>	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 292	<p>Please consider a bike lane. As a retired avid cyclist this would be beneficial to many and safe.</p>	Website - General	10/15/2019	12/18/2019	Mail	General Response Letter
PIM2 - 293	<p>Retired transportation engineer, prefers alt. 6 except do not remove existing bridges and preserve for bikers, wants to use bus or trolley.</p>	Website - PIM 2		12/18/2019	Mail	General Response Letter
PIM2 - 294	<p>Craig, I would be glad to provide you the benefits of preserving existing bridges instead of demolition costs. Just send me an email please.</p>	Website - Contact Us	9/25/2019	12/18/2019	Email	General Response Letter
PIM2 - 295	<p>Please consider including safe bike riding paths from Bluffton to Hilton Head Island.</p>	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
	<p>This is a copy of an email sent directly to Craig Winn</p> <p>Re: Public Comment on U.S. 278 Gateway Corridor Improvement Project</p> <p>Dear Craig,</p> <p>As a member of the Town of Hilton Head’s 278 Gateway Corridor Committee and a business owner with retail locations on Hilton Head and Bluffton I’d like to share my thoughts on the alternatives and the current process. The thoughts and opinion in this letter are solely mine and do not necessarily reflect the opinions of the Town’s 278 Corridor Committee. I’ve spent my career consulting gas and electric utilities working with stakeholders to ensure viable and satisfactory outcomes are reached for new infrastructure projects and utility pricing and revenue recovery. I’d like to share a quick story about a recent consulting engagement.</p> <p>An electric utility in the pacific northwest needed support working with various stakeholders to get a new transmission line approved and sited. The initial outreach to the public came back with one very simple question, “why is the transmission line necessary when battery technologies and local distributed generation resources may be sufficient to provide electricity to this portion of the service area?” Unfortunately the utility did not adequately study other alternatives and was unable to satisfactory answer this question. The project is currently “put on hold” while alternatives are properly studied and shared with the public. While the utility may know the transmission line is the best option they’ll need to get public support by sharing the detailed analysis on why this is true.</p> <p>I believe the SCDOT 278 Corridor Improvement Project is in the same position as this utility’s proposed transmission line; residents of Hilton Head and Beaufort County have a similar question. They see a primary problem of this corridor being the intersections (namely Moss Creek, Squire Pope, and Spanish Wells) and want to know what creative alternatives can work for these intersections to minimize congestion. While I understand not all analyses can be conducted simultaneously, I encourage the SCDOT to quickly analyze these intersections; possibly including an actual test of changing traffic flows coordinated with the Town, and share that data with the public and the implications of the analyses and tests. If no actual tests are conducted, I strongly encourage the SCDOT to model the intersections with several alternatives and publicly share these models using simulation software people can actually see; rather than simply statistics or data.</p> <p>What would the backup look like in the morning and afternoon if there was no stopping of east and west bound traffic until Gum Tree with an assumed amount of traffic using the Cross Island Parkway? This may require the removal of the Squire Pope Intersection and a rerouting of traffic through a single grade separated intersection at Old Wild Horse Road with or without a signalized above grade intersection (e.g., dog bone or teardrop design).</p> <p>The elimination of a left-hand turn from Squire Pope to 278 in the am hours and a similar elimination of the left hand turn from 278 to Squire Pope in the afternoon rush hour may provide valuable insights. Further a grade separated intersection at Spanish Wells/Wild Horse may alleviate a lot of the congestion and allow for traffic to flow to/from the Cross Island</p>					

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	<p>Parkway without having to tie a new right of way directly into the Cross Island Parkway.</p> <p>As you have likely noted during this process people are not overly concerned with the bridges themselves, but rather what happens to the corridor once it is hits land on Hog Island, Jenkins Island, and Hilton Head Island. This is of most apprehension because people are correctly concerned with the intersections and the flow of traffic not the bridges or number of lanes. A better understanding of the intersection options will allow the public to better ascertain the alternatives. Without this information we as a public are limited in our ability to provide an informed opinion on which route may be best.</p> <p>Further, I am concerned that an increase of capacity will result in increased demand due to latent demand and induced/generated demand. Initially, faster travel times (either real or perceived) encourage drivers and residents of the area to change their behavior. People may choose to visit the island or leave the island more regularly for commerce or leisure. More distant leisure and business opportunities might suddenly seem worth the trip. Why only go once to Bluffton to shop at Target, Lowes, and Best Buy on the same day when you can go on three separate trips now. In aggregate, these choices put more cars than anticipated on the expanded road, increasing net vehicle miles traveled.</p> <p>What is the SCDOT's estimate of increased vehicle miles traveled that will occur due to an increase in capacity and reduction in capacity relating to induced demand?</p> <p>Another issue that has yet to be properly disclosed is how the transmission line will co-exist with the routes that use the transmission line's easement. The alternative states 'utilize existing transmission line easement' which would require a new easement for the transmission line and a movement of the transmission line. This route could be prohibitively expensive and without transparency on the estimate of the costs or implications of residents along this route (due to the possible need to move the transmission lines) it is impossible to judge the merits of this route.</p> <p>Please indicate what would need to occur to the transmission lines along the routes that "utilize the existing transmission line easement" and the cost of accomplishing this? If a new right-of-way is required for either the transmission line or the road please indicate the required width and possible location of this right-of-way?</p> <p>The lane configuration options provided by the SCDOT did not include an HOV or bus lane.</p> <p>It is essential to reduce vehicle miles traveled by increasing the density of people traveling in each vehicle. We need to fully explore the methods at the SCDOT, Town, and County's disposal to encourage the increase in density to support the reduction of vehicle miles traveled.</p> <p>Why has the SCDOT not provided a lane configuration option that would include designated HOV or bus lanes? Will the SCDOT consider the inclusion of a designated HOV or bus lanes and what factors will be included in this consideration?</p> <p>Thank you for your time and consideration reviewing this letter. I look forward to reviewing the SCDOT's responses to these comments and further working with the SCDOT in the future.</p>	Website - PIM 2	10/25/2019	12/18/2019	Mail	General Response Letter

ID	General Comment	Comment From Type	Date Received	Response Sent (Date)	Response Type	Response
	<p>Dear Craig, As a member of the Town of Hilton Head's 278 Gateway Corridor Committee and a business owner with retail locations on Hilton Head and Bluffton I'd like to share my thoughts on the alternatives and the current process. The thoughts and opinion in this letter are solely mine and do not necessarily reflect the opinions of the Town's 278 Corridor Committee. I've spent my career consulting gas and electric utilities working with stakeholders to ensure viable and satisfactory outcomes are reached for new infrastructure projects and utility pricing and revenue recovery. I'd like to share a quick story about a recent consulting engagement. An electric utility in the pacific northwest needed support working with various stakeholders to get a new transmission line approved and sited. The initial outreach to the public came back with one very simple question, "why is the transmission line necessary when battery technologies and local distributed generation resources may be sufficient to provide electricity to this portion of the service area?" Unfortunately the utility did not adequately study other alternatives and was unable to satisfactory answer this question. The project is currently "put on hold" while alternatives are properly studied and shared with the public. While the utility may know the transmission line is the best option they'll need to get public support by sharing the detailed analysis on why this is true. I believe the SCDOT 278 Corridor Improvement Project is in the same position as this utility's proposed transmission line; residents of Hilton Head and Beaufort County have a similar question. They see a primary problem of this corridor being the intersections (namely Moss Creek, Squire Pope, and Spanish Wells) and want to know what creative alternatives can work for these intersections to minimize congestion. While I understand not all analyses can be conducted simultaneously, I encourage the SCDOT to quickly analyze these intersections; possibly including an actual test of changing traffic flows coordinated with the Town, and share that data with the public and the implications of the analyses and tests. If no actual tests are conducted, I strongly encourage the SCDOT to model the intersections with several alternatives and publicly share these models using simulation software people can actually see; rather than simply statistics or data. What would the backup look like in the morning and afternoon if there was no stopping of east and west bound traffic until Gum Tree with an assumed amount of traffic using the Cross Island Parkway? This may require the removal of the Squire Pope Intersection and a rerouting of traffic through a single grade separated intersection at Old Wild Horse Road with or without a signalized above grade intersection (e.g., dog bone or teardrop design).</p>					
PIM2 - 297		Mailed to Craig	10/25/2019			
PIM2 - 298	Wants to see individual maps of "spaghetti maps." Multiuse Paths are critical. Do not build walkway along US 278 curb due to safety. Provide pedestrian walks along both sides of 278 away from road. Provide additional pedestrian crossing.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 299	I have lived in Sun City for 21 years and have been very active in the bike and wet lands in the area. I am in favor of having a bike lane so we could hook up to the Greenaway project. Also I would love some access to the bridges for walkers and families.	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter
PIM2 - 300	Very important to have walking and bike lanes, please plan for future mass transit, add bs lane and light rail. Meeting was very well done.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 301	The corridor project is a unique opportunity to provide for mass transportation, e.g., light rail, bus lane, high occupancy vehicle lanes onto to the island for commuters as well as providing bike/pedestrian paths across the bridge. Measures that REDUCE total traffic onto the island will be a win for the community. It is not a solution to get more cars on the island in a faster way through more lanes, new routes.	Website - General	10/15/2019	12/18/2019	Mail	General Response Letter
PIM2 - 302	Another 45 min drive to HHI today from Bluffton. Just genius 5 lanes to two! Traffic studies? What a joke.... STOP, THERE IS NO MORE ROOM ON HHI. Don't feed the problem, Enough is enough. You will never expand the two lanes on HHI... Just stop the madness	Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 303	Thinks it will never work.	Website - General	9/18/2019	12/18/2019	Mail	General Response Letter

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	<p>I first visited Hilton Head Island in the spring of 1968. I have witnessed most of the bridge construction and traffic problems over the years since. As a resident of Hilton Head Plantation, I would propose either Reasonable Alternative RA 4 or RA 6. Whichever alternative gives the easiest access to Squire Pope Rd and is the least disruptive to the Squire Pope and Stoney communities.</p> <p>I see no reason not to replace all four spans. The current east bound Mackay Creek bridge is now 63 years old. It was listed as one of the 25 most structurally deficient bridges in South Carolina in 2015. The upper bridges over Skull Creek are now 37 years old. Why redo or add to any of the current spans hoping to get maybe 20-25 years of service?</p> <p>By building one new bridge, the road will be much straighter from the Moss Creek entrance to the Island connection. I have seen several crashes on the road curves entering the bridges over the years. Based on the current ages of the bridges, the single span should see a half century of service. And another benefit is much less traffic disruption while the single bridge is under construction as most of the work is over water and Pickney Island, not on the current spans.</p>					
PIM2 - 304		Website - General	10/8/2019	12/18/2019	Mail	General Response Letter
	<p>I started coming to the Island in 1968 and have lived here since 1982--I feel if we build one new bridge, the road will be much straighter from the Moss Creek entrance to the Island connection. Based on the current ages of the current bridges, the single span should see a half century of service. Another benefit is much less traffic disruption while the single bridge is constructed as most of the work is over water and Pickney Island, not on the current spans.</p>	Website - General	10/15/2019	12/18/2019	Mail	General Response Letter
PIM2 - 305						
PIM2 - 306	Prefers alt. 6 or 5, dislikes adding traffic signals, recommends adding new bridges using existing powerline right of ways.	Website - PIM 2		12/18/2019	Mail	General Response Letter
	<p>Hello-my name is Maggie and I'm a resident of Hilton Head. Over the last couple weeks I have been studying the material about the bridges and the 278 corridor. At the very least please add 6B and 6C back into the reasonable options. I believe the best thing to do is splitting the traffic before it reaches the island. Makes the most sense on so many levels!!!!</p>	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 307						
PIM2 - 308	add a bike lane on the new hilton head island bridge	Website - General	10/19/2019	12/18/2019	Mail	General Response Letter
	<p>I hope that the committee considers this unique opportunity to also address alternative transportation to cars. While redesigning this corridor, a parking facility (or multiple spots) should be considered that connects to buses and trolleys. Getting more traffic to existing bottlenecks quicker such as the traffic lights starting at Squire Pope Road or the Sea Pines Circle will transfer more gridlock to those areas. Please do not miss the opportunity to show leadership and create a way to help the workforce and give the beach crowd and alternative to driving through the island.</p>	Website - General	10/14/2019	12/18/2019	Mail	General Response Letter
PIM2 - 309						
	<p>To Whom It May Concern:</p> <p>The expansion of the 278 corridor is absolutely necessary to the vitality and livability of the Bluffton-HHI area. As the amount of traffic between the two Towns increases for multiple reasons, the need for easier access on/off HHI becomes tantamount. As there is only way to enter/exit off the island, the limited lanes cause horrible back-ups, especially when there's an accident (there is nearly every day) because people are squeezing to get to their destination.</p>	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter
PIM2 - 310						
PIM2 - 311	Appreciates separation between bike & pedestrian, prefers bikes routes	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
	<p>Whichever replacement project is chosen, please preserve the historic areas in the direct path. Often projects are chosen related to overall cost, not historic value of our Gullah Heritage. Another concern is to do it right this time, not piecemeal. And consider this...the HHI is only so many square miles...only so many people fit on it.</p>	Website - General	9/27/2019	12/18/2019	Mail	General Response Letter
PIM2 - 312						
PIM2 - 313	Pinckney Island National Wildlife Refuge	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
	<p>Make sure assets owned by everyone (Pinckney Island, Coastal Discovery Museum, Boat Ramps) are not affected. Make impacts fair. Compensate fairly. Wants bike and pedestrian lanes separated by wall and 3-foot strip.</p>	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 314						

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PIM2 - 315	I like the idea of a new bridge (#4) with Open Shoulder Section with Multiuse Path for bridge and land and Grass Median Option on land. However I think 1, 2, and 3 are viable if the short-term and long-term costs make sense. This will be a major disruption and perhaps instead of revitalizing old bridges that might still need major work in a decade, we consider option #4. Finally, I'm looking at options 1-4 because I hope that this results in the least number of people who have personal property impacted. We should do all we can to prevent anyone from losing their land.	Website - PIM 2	10/17/2019	12/18/2019	Mail	General Response Letter
PIM2 - 316	Prefers alts. 1-3 depending on cost, finds alt 4 compulsive because of new bridge and thinks alt. 5 & 6 are ridiculous	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 317	Concerned Jenkins and Hog Isl. residents wont be able to make left turn across 3 lanes of high speed traffic.	Website - General	9/22/2019	12/18/2019	Mail	General Response Letter
PIM2 - 318	I think HHI is turning into a Myrtle Beach, we love the Island to be the way it is. A big bridge really is not what I envisioned for our beautiful Island. Fixing the bridge is one thing but this massive construction is insane.	Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 319	Wants to know if it is possible to get better outlines of the routing possibilities, wants to know if maps uploaded can be made interactive or zoomed in.	Website - General	9/23/2019	9/26/2019	Email	General Response Letter
PIM2 - 320	Prefers alt. 6 because its least impactful to families, likes the new six lane bridge idea.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 321	Just bite the bullet and build a second bridge. That is what makes sense. And public transportation!	Website - General	10/10/2019	12/18/2019	Email	General Response Letter
PIM2 - 322	Clearly Alternative 5 is the best long term option for Windmill Harbour (WH), the South Carolina Yacht Club (SCYC) and likely many of the neighboring communities. Alternative 5 moves the traffic, speed and congestion of the "main roadway" of 278 away from the entrance to WH and the SCYC making ingress and egress much safer and easier for residents, members, their guests and staff. Moving the main roadway away from homes can only improve the associated roadway noise. A similar effect is likely for neighboring but perhaps smaller communities.	Website - General	10/23/2019	12/18/2019	Mail	General Response Letter
PIM2 - 323	Very Professional Display. Strong Preference for Alternatives 4 and 6.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 324	I honestly do not believe that the residents of this area are being provided with an adequate voice in this process, or with the necessary information to make informed decisions. No where in the materials provided is there an explanation as to why the other original alternatives have been discarded, and why the 6 that are left are considered to be the only ones that are viable. I live in an area that is greatly affected by the traffic caused by the Squire Pope and Spanish Wells lights. It is difficult to even pick up and drop off my children at school, so adding additional lights would make it worse. Increasing capacity on the existing roadways is short sighted, and with projected growth brought on by catering to the tourism industry and the Chamber of Commerce, we will see any short term gains swallowed up in a few years. In my opinion, and the opinion of many other residents that I have seen writing in open forums, the construction of a free standing bypass to connect the Bluffton Parkway to the Cross Island Parkway is the only alternative that will provide long term relief. I do not feel that the SCDOT is providing enough transparency to explain to the public why this alternative was discarded in favor of short term, more disruptive solutions. If your aim is to ruin everything that is wonderful about this island, then continue on with these short sighted solutions and you will cause HHI to lose it's character, and turn us into just another tourist concrete jungle.	Website - PIM 2	10/9/2019	12/13/2019	Mail	General Response Letter

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PIM2 - 325	I submitted a comment earlier but would like to clarify because at the time I wasn't aware that there was a "no build" option - my first choice would be to repair the Mackay Creek Bridge and be done - but if the SCDOT insists on going ahead with a project that is so detrimental to the majority of HHI residents and completely driven by those that gain from endless tourism growth - then my choice would be a new bridge connecting the Bluffton Parkway to the Cross Island Parkway - an option that has already been discarded - I could completely stand behind Options 6B or 6C - or the analysis by Steven Baer and his Oprions 9-11 - I truly feel that if you insist on dumping additional lanes of traffic into the mess that already exists at Spanish Wells, Squire Pope, Guntree and even now as far back as Pembroke and Indigo Run would do nothing but exacerbate the problem	Website - General	10/25/2019	12/13/2019	Mail	General Response Letter
PIM2 - 326	Can someone please tell me when the next public meeting on this project will be and where future meetings will be publicized so that I can lan to attend - it seems that these meetings are not being adequately publicized and many residents are not aware that they are happening until it is too late to attend - Thank you in advance	Email to info@		12/18/2019	Mail	General Response Letter
PIM2 - 327	My chief concern relates to the width of the multi use path. A 10 ft wide path is too narrow for the amount of traffic I anticipate. For example, I am an avid cyclist and welcome the opportunity to bike to Pinckney NWP regularly and to my certain knowledge there are many other cyclists that would do the same. I would also anticipate that many commuters would switch to bike, e bike, motorized skateboards, etc to avoid the traffic.	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter
PIM2 - 328	We don't need 6 lanes. Too expensive, and won't be needed in the long term. Just do 4 lanes. Run 3 lanes east and one lane west in the morning. Run 3 lanes west and one lane east in the afternoon.	Website - PIM 2	10/24/2019	12/18/2019	Mail	General Response Letter
PIM2 - 329	Bike lanes on HHI are becoming very crowded. The new bridge should be designed with a 14 - 20 foot wide safe wide area to accommodate golf cart style vehicles, electric bikes and walkers and other cyclists. HHI and SC will be a leader in promoting exercise and healthy living in daily commutes. It will be an alternative to automobiles for many folks who are moving here.!!	Website - General	10/18/2019	12/18/2019	Mail	General Response Letter
PIM2 - 330	We are in favor of option #5. With the amount of traffic coming on and off the island there should be not interruption between moss creek and Spanish wells The safety and noise factor for windmill harbour is our number one concern. The bridge is not a noise issue at our address, it's the constant hum of traffic and the trucks riding the ILL PLACED wake up strips all hours of the day and night.	Website - General	10/9/2019	12/18/2019	Mail	General Response Letter
PIM2 - 331	We have been coming to Hilton Head since 1971, my husbands family is from Hilton Head, we never had communities called plantation. My wish is to change the communities with word plantation taken of the names of these communities, this very important to the black communities as we all know that doing slavery black folks worked on these same properties.	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter
PIM2 - 332	My family moved to Hilton Head Island more than 50 years ago because my father was a fishermen at the Hilton Head Island Fishing Co-op. I live in Savannah but have been traveling to Hilton Head several times a week for the past 35 years and find it disturbing that you're even considering change the highway structure and forcing native islands to move when you have other options. I've seen many changes occur on Hilton Head with new construction in just about every part of the island for business purposes but never have a resort or plantation been destroyed to widen highways or build bridges. If you have any compassion for people you will definitely choose another alternative and allow the residents of the Stoney Community to remain on there property.	Website - General	10/25/2019	12/18/2019	Mail	General Response Letter
PIM2 - 333	If the bridges need to be replaced, that's one thing. I don't care how many lanes you add, the bottom line is everything will still lead to 2 lanes past Spanish Wells Rd. How about a continuation of the fly over, no disruption for the Native Islanders homes & it can span the Marsh & empty onto Spanish Wells Rd. Just a thought.	Website - General	10/16/2019	12/18/2019	Mail	General Response Letter

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PIM2 - 334	We live on Hilton Head Island and have been here for the past 2 years. We also have vacationed here for the past 20 years. We feel that you should just replaced the old sections of the bridge that needs to be replaced and definitely redo the intersection for Pickney Island NWR. Do not 6 lane the bridges either. Making the bridges wider detracts from the Islands uniqueness. That was a great idea for the Pickney Island exit since you are taking your life into your hands when you either enter going eastbound or trying to exit it in either direction.	Website - General	10/10/2019	12/18/2019	Mail	General Response Letter
PIM2 - 335	Prefers alt. 4 for minimal impact to drivers when bridge is being built, prefers bike path on side of bridge.	In-Person - PIM2	9/19/2019	12/18/2019	Mail	General Response Letter
PIM2 - 336	1. Build new bridge 2. Use existing alignment as much as possible 3. Leave current bridge standing unless the walkways are part of new construction.	In-person - Hilton Head Island Open House		12/18/2019	Mail	General Response Letter

Thank you for providing a comment during the official public comment period for the US 278 Corridor Improvements Project regarding the public information meeting on September 19, 2019 and accompanying virtual public meeting. Due to the overwhelming public interest, the public comment period was extended from October 18, 2019 until October 25, 2019. Your interest in this project is appreciated.

As you know, the South Carolina Department of Transportation (SCDOT) is proposing to make improvements to the US 278 corridor between Bluffton (Moss Creek Drive) and Hilton Head Island (Spanish Wells Road) which include both these intersections. 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.

At the public information meeting, 17 preliminary alternatives were shown on existing and new alignments. These 17 alternatives included a wide range of potential roadway alignments and improvements and were developed by the engineering team based on standard design practices, but also, feedback received through various public involvement methods. The 17 preliminary alternatives were compared against an initial set of criteria which included: purpose and need (structural deficiencies), wetlands, neighborhoods, and protected lands. After this first-level evaluation, six (6) reasonable alternatives were recommended for further study. Each of the six (6) reasonable alternatives currently include accommodations for bicycles and pedestrians. Mainline traffic analysis and modeling, and intersection analysis were completed for each of the reasonable alternatives. The draft Phase I Traffic Report is currently being reviewed by the SCDOT and will be placed on the project website in January. Each reasonable alternative presented at the Public Information Meeting included a standard intersection layout based on the traffic analysis, the intersection operations and layouts will be refined for final

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PIM2 - 337	<p>I am most appreciative of the progress on the 278 Corridor and the professionalism of the Team. The recently presented Reasonable Alternative are well thought out and appear to be the most sensible options. I understand that the Preferred Alternative may be a combination of Reasonable Alternative features. Significant analysis remaining to generate the Preferred Alternative.</p> <p>My Jenkins Island comments:</p> <ol style="list-style-type: none"> The Reasonable Alternatives use either 1) the existing 278 right of-way or 2) the power line easement. A 3rd alternative would be to create a "parkway" utilizing the: <ol style="list-style-type: none"> Current right-of-way for eastbound traffic, and Land directly south of the power line for westbound traffic. Signals could then be eliminated by adding direction-changing U-turns at each end (ideally a connection under the bridges at the east end). <p>My Bridge comments (see attached schematic):</p> <ol style="list-style-type: none"> An alternative to considered? <ul style="list-style-type: none"> Build 2 new two-lane bridges to either the north or the south. Retain the 3 two-lane bridges which have a long remaining useful life Replace the failing two-lane bridge The outer two-lane spans would be dedicated to EB and WB traffic. The middle 2 lanes would alternate, with time of day, between a 3rd lane for peak commuter volume and a pathway for non-motorized traffic. Summer Saturday tourist change-over would be accommodated by reversing the am/pm weekday designation. This in not "reversible flow, but rather a hybrid with dedicated traffic lanes used for non-automotive pathways during non-peak hours. Traffic entering the Bridges would split at a "Y" into two lanes and a single HOV, car-only lane usage and then merge upon exiting the Bridges. The failing span might have an extended life with car-only, limited usage. The net effect would be a 5, rather than a 6, lane highway taking advantage of the fact that 3 lanes are only required during the short commuter peaks. 	Mailed to Craig	10/25/2019	12/18/2021	Email	<p>based on the traffic analysis, the intersection operations and layouts will be refined for final analysis for the preferred alternative.</p> <p>The other alternatives were eliminated from future consideration due to not addressing the structural deficiencies at the eastbound Mackay Creek Bridge or the impacts to the human and natural environment were excessive to include right-of-way and wetland impacts. The impacts of each eliminated alternative is shown on Alternatives Evaluations Criteria Matrix.</p> <p>Optional strategies that did not include widening the existing roadway or a new location roadway were evaluated. These included signal timing improvements, additional turn lanes, park-and-rides, and mass transit. These were eliminated as a single solution to satisfy the purpose and need of the project to increase capacity and reduce congestion. However, the preferred alternative could incorporate design element to support these strategies.</p> <p>The project team has evaluated the option to incorporate a reversible lane into the traffic studies. For the forecast year, the initial results suggest that a reversible lane during peak periods may function at an acceptable level of service. The design and traffic engineering team will progress the refinement of the project alternatives with the consideration of reversible lanes as well as without to explore the potential for a reduced project footprint. The analysis will include the traffic operations as well as the safe turning movements at intersections throughout the corridor. In the case of reversible lanes for evaluation scenarios, the project will include plans for a full lane reversal for evacuation purposes.</p> <p>At the request of the public, we have updated the online map showing the preliminary range of alternatives on the Virtual Public Meeting Website to identify each alignment by name. We have placed individual maps of the six (6) reasonable alternatives in PDF format on the project's Virtual Public Information Website, as well. These maps are designed so they can be downloaded, giving you the ability to zoom in and out of specific areas throughout the project for a better look at each alternative. We invite you to review specific aspects of each proposed alignment if you have not already done so. These drawings, along with all the other information that was provided at the Public Information Meeting can be found at the following link: https://www.scdot278corridor.com/vpim-1</p> <p>SCDOT recognizes the adverse effects that highway traffic noise may have on its citizens and will do what is practical to lessen these effects. Our team has been conducting noise readings within the project study area to understand the current noise levels. As part of the project development process, we will be performing noise studies on each of the reasonable alternatives. This will inform us of any need for noise mitigation. That information will be presented at the public hearing, tentatively set for the end of next year (2020).</p> <p>As this project progresses through the planning phase with an Environmental Assessment (EA), SCDOT will continue to explore ways to improve the project and to minimize the impacts on the Gullah Community, as well as the surrounding human and natural resources. We will continue to focus our efforts on community involvement and communication to ensure the successful development of the proposed project.</p> <p>Your interest in the US 278 Corridor Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. Your comments have been entered into the public information meeting file and made a part of the official record.</p> <p>To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.</p>
PIM2 - 338	Please include bike paths and alternative modes of transportation (ferry system when making plans)	In-person - Hilton Head Island Open House		12/18/2019	Email	General Response Letter

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PIM2 - 339	Please adjust the speed limit to 50 on 278 on the island. People drive faster than 45	Website - General	10/15/2019	12/18/2019	Email	General Response Letter
PIM2 - 340	In favor or repairing bridge. The locals do not think tourists should come first. Our Island should not be destroyed for 4 months of tourism. Concerned about environmental impacts.	In-Person - PIM2				

PIM2 General Public Comment Response Letter

December 18, 2019

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To stay engaged in the process in the meantime, please visit our project website at www.SCDOT278Corridor.com to sign up for our newsletter, like us at www.Facebook.com/SCDOT278Improvements, or follow us at www.Twitter.com/scdot278. If you should have any further questions, please contact me at info@SCDOT278Corridor.com.

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