



# Appendix S

## Website



June 2021



# US 278 Corridor Improvements

**Casting a Light on the Community's Transportation Future**

GET INVOLVED ↓

SUBMIT A COMMENT ↓



# Project Information

[Translate this site](#)

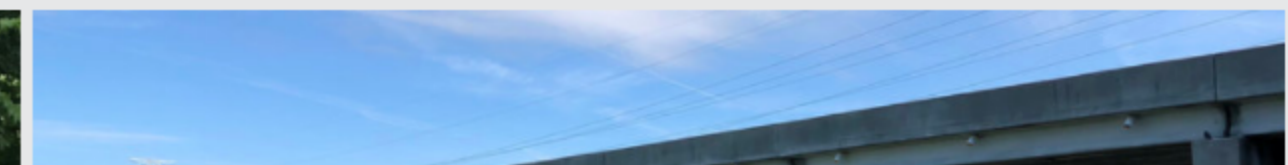
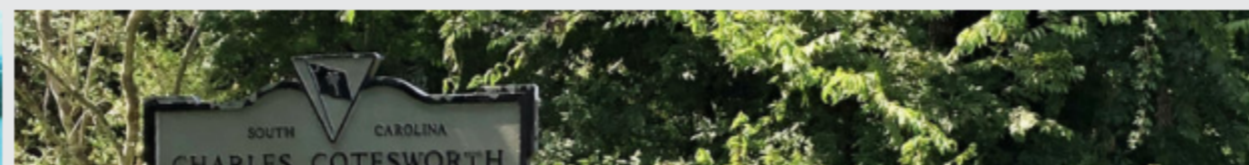
Beaufort County, in coordination with the South Carolina Department of Transportation (SCDOT), is proposing to make improvements to the US 278 corridor between Bluffton and Hilton Head Island, from Moss Creek Drive to Spanish Wells Road. This would improve the final segment of US 278 between I-95 and the Cross Island Parkway. The purpose of this project is to address structural deficiencies at the existing eastbound MacKay Creek bridge and reduce congestion along US 278 from Moss Creek Drive to Spanish Wells Road.



The eastbound Mackay Creek Bridge will be replaced; it was originally built in 1956 and is scheduled for replacement. Additional studies for potential improvements include:

- Modifications to the remaining three bridges;
- Improved performance at the major intersections;
- Improved access to Pinckney Island National Wildlife Refuge; and
- Improved access to the C.C. Haigh, Jr. boat ramp.

Community involvement and communication will be a primary focus of the project as part of the environmental review process. Potential community mitigation is being developed in cooperation with the neighborhoods, Gullah stakeholders, and the Town of Hilton Head. Based on additional public outreach, exciting ideas have been proposed by the community for mitigation and are currently under evaluation. Once the ideas have been fully vetted, they will be presented to the public for input.

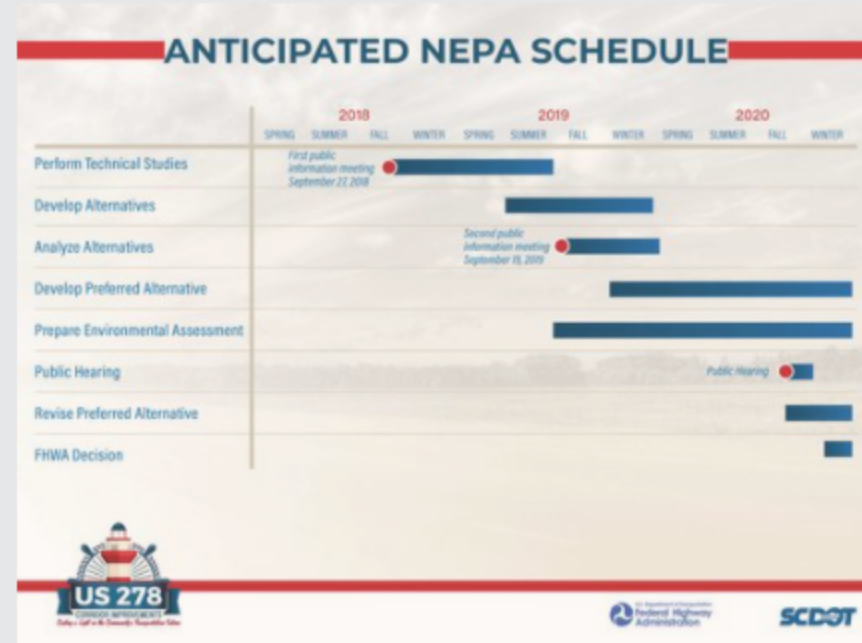


Community involvement and communication will be a primary focus of the project as part of the environmental review process. Potential community mitigation is being developed in cooperation with the neighborhoods, Gullah stakeholders, and the Town of Hilton Head. Based on additional public outreach, exciting ideas have been proposed by the community for mitigation and are currently under evaluation. Once the ideas have been fully vetted, they will be presented to the public for input.



**Get Involved**

# Get Involved



## Schedule

The Recommended Preferred Alternative and DRAFT Environmental Assessment will be presented at the Public Hearing in early 2021. Our team will be available to walk you through the alternatives analysis process, explaining how the Recommended Preferred Alternative was selected. We will also show the proposed intersection improvements for the project. Additionally, potential community impacts associated with the project and mitigation recommendations will be shared.

## Public Information Meeting Materials

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. This meeting was conducted in an “open house” format, with a video presentation approximately every 5 minutes. Proposed roadway improvements (reasonable alternatives) were presented at this meeting.

[MORE DETAILS →](#)



# Subscribe to Project Updates

Sign up with your email address to receive news and updates.

<input type="text" value="First Name"/>	<input type="text" value="Last Name"/>	<input type="text" value="Email Address"/>	<input type="button" value="SIGN UP"/>
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We respect your privacy.

## Submit a Comment

We value your input and would like to hear from you. Please use this form to submit a comment about the project.

While the formal public comment period associated with the second Public Information Meeting has ended, we welcome your comments throughout the project development process.

Name \*

<input type="text"/>	<input type="text"/>
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First Name Last Name

Email Address \*

If you have questions or need assistance, please use the [contact form](#).

Comments can also be emailed to [info@scdot278corridor.com](mailto:info@scdot278corridor.com), or 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

*NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.*



Email Address \*

Message \*

Address

Address 1

Address 2

City

State/Province

Zip/Postal Code

Country

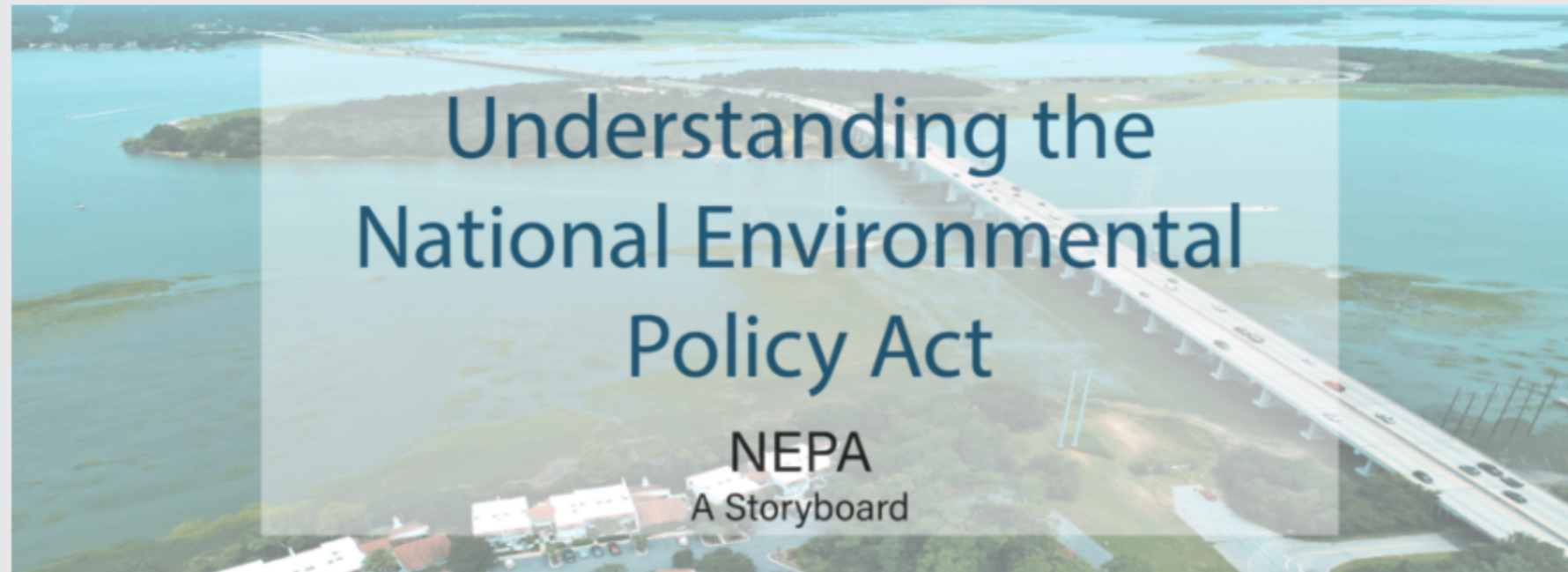
**SUBMIT**





## National Environmental Policy Act (NEPA)

The National Environmental Policy Act (NEPA) requires agencies to consider impacts their projects may have on the environment for federal projects and to integrate the NEPA process with other environmental law compliance. In association with FHWA and Beaufort County, SCDOT is developing an Environmental Assessment (EA). The EA will include review of all proposed alternatives and will evaluate potential impacts to the natural and human environment. SCDOT will complete the EA process prior to acquiring any right-of-way or beginning construction for the proposed project. Efforts have been focused on community involvement and communication to ensure the successful development of the environmental process, this includes regular communication with major stakeholders such as the Town of Hilton Head Island. Due to the major roles state and federal resource agencies play, the project team will work closely with them in completing the environmental review process.



### WHERE ARE WE IN THE NEPA PROCESS?

The project team is finalizing the DRAFT environmental assessment document. The project team has gathered data and performed technical analysis to develop several

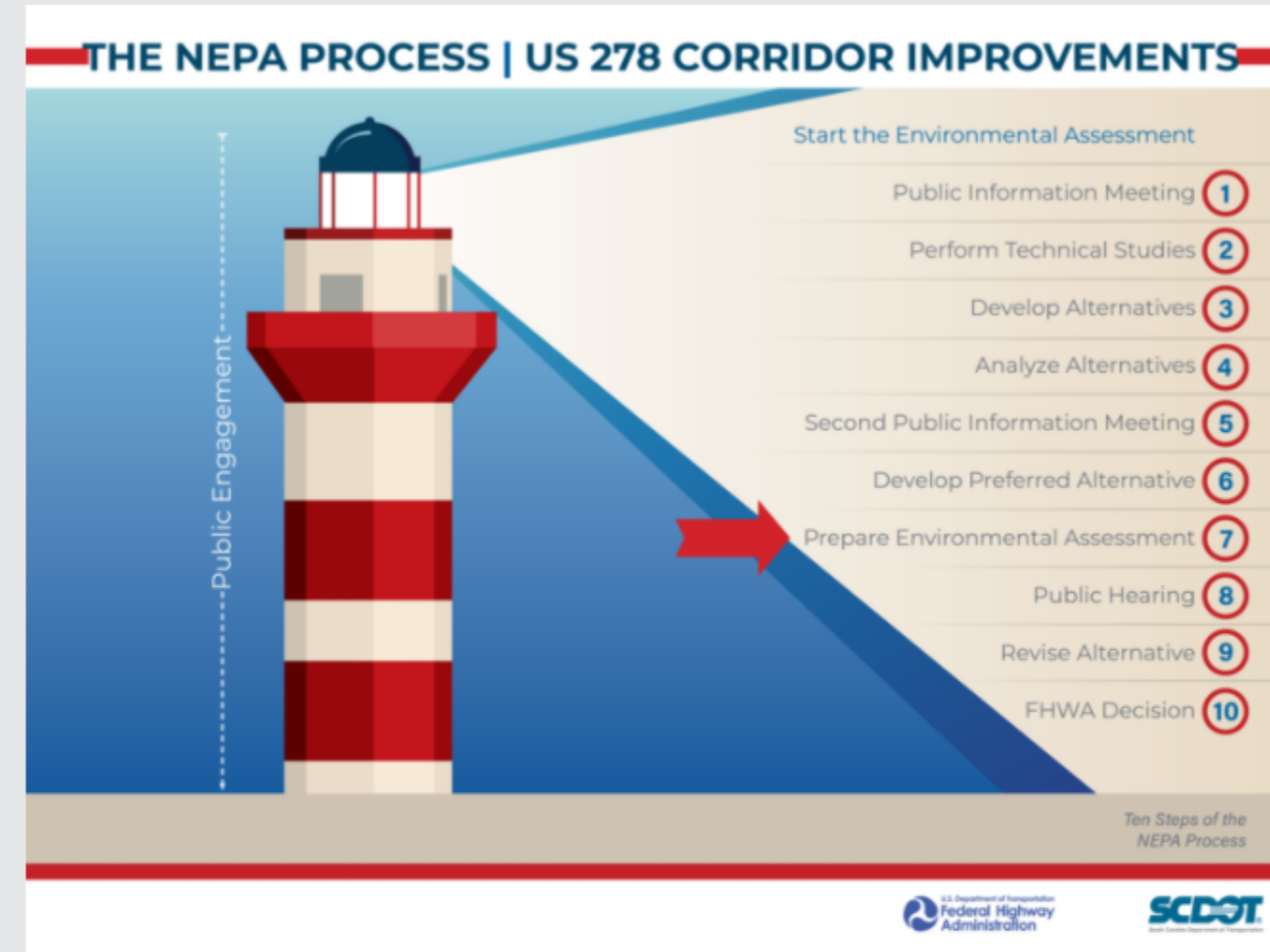
### THE NEPA PROCESS | US 278 CORRIDOR IMPROVEMENTS

Start the Environmental Assessment



### WHERE ARE WE IN THE NEPA PROCESS?

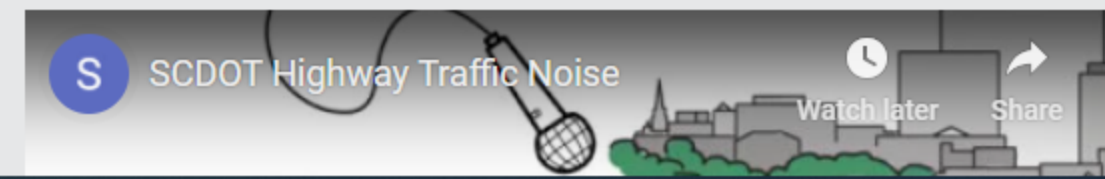
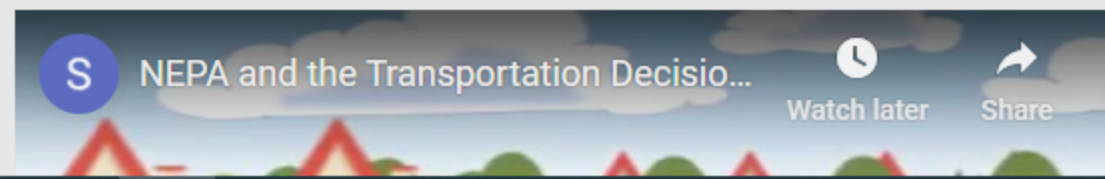
The project team is finalizing the DRAFT environmental assessment document. The project team has gathered data and performed technical analysis to develop several roadway alternatives. These alternatives were analyzed and presented to the public for input at a [public information meeting on September 19, 2019](#). The Recommended Preferred Alternative and DRAFT Environmental Assessment will be presented at the Public Hearing in spring 2021. Our team will be available to walk you through the alternatives analysis process, explaining how the Recommended Preferred Alternative was selected. We will also show the proposed intersection improvements for the project. Additionally, potential community impacts associated with the project and mitigation recommendations will be shared.



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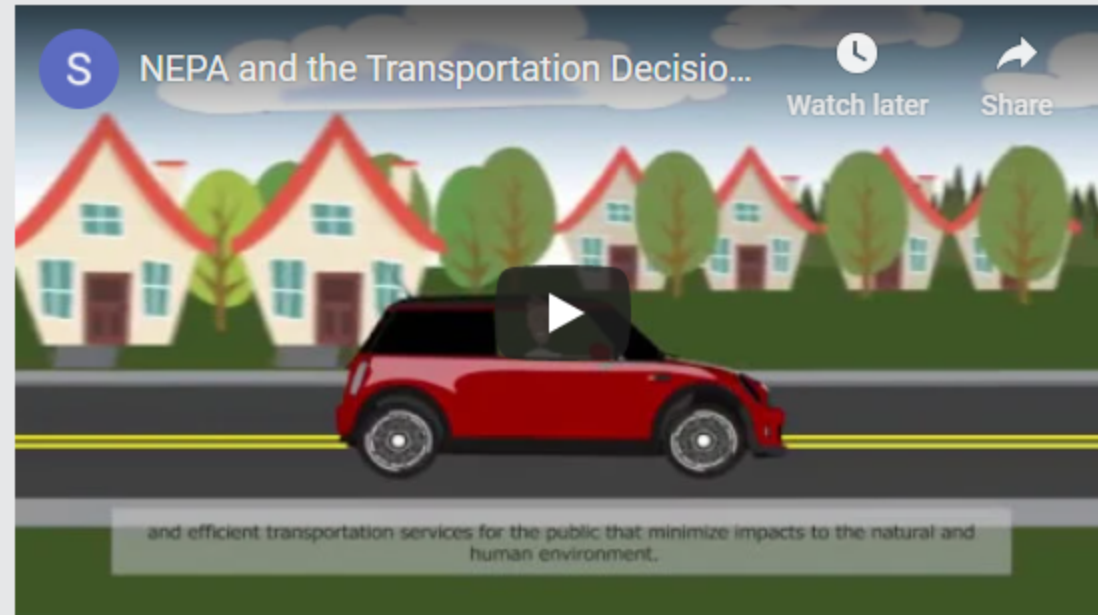
### VIDEOS

Below are some educational videos to help you understand the NEPA process and several related topics such as understanding SCDOT’s noise policy, hydrology considerations and the right-of-way acquisition process.



## VIDEOS

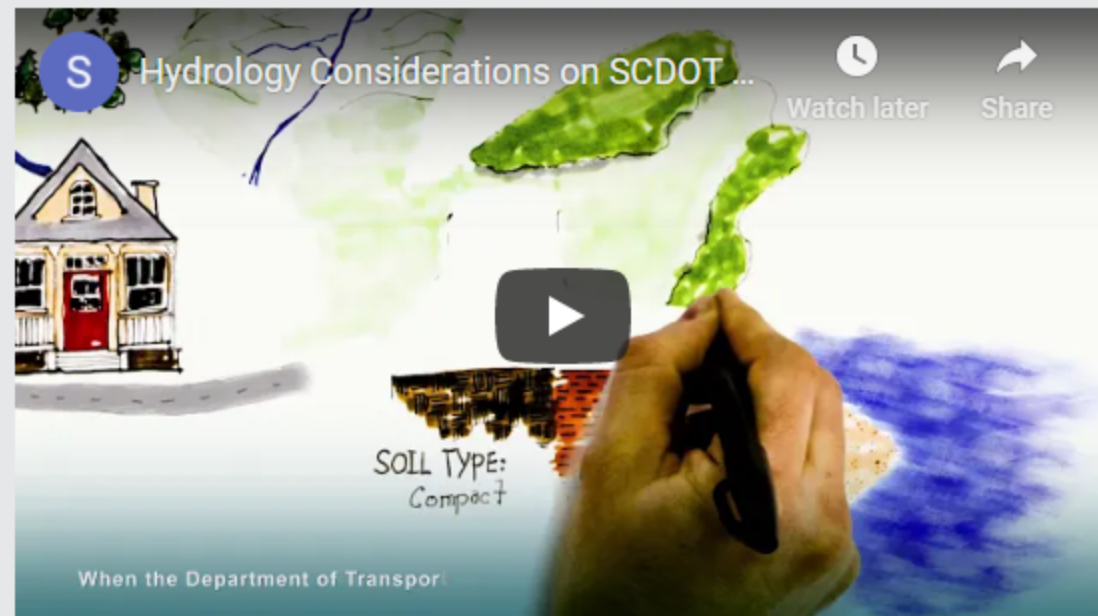
Below are some educational videos to help you understand the NEPA process and several related topics such as understanding SCDOT's noise policy, hydrology considerations and the right-of-way acquisition process.



NEPA and the Transportation Decisionmaking Process (SCDOT)



Highway Traffic Noise (SCDOT)



Hydrology Considerations on SCDOT Projects (SCDOT)



Right of Way (SCDOT)

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# Improvement Alternatives

[REASONABLE ALTERNATIVES ↓](#)
[RANGE OF ALTERNATIVES ↓](#)

## Proposed Reasonable Alternatives

The Preliminary Range of Alternatives and the Proposed Reasonable Alternatives were presented to the public at a Public Information Meeting on September 19, 2019. Based on input received from the public and agencies, the Proposed Reasonable Alternatives were revised to include the following:

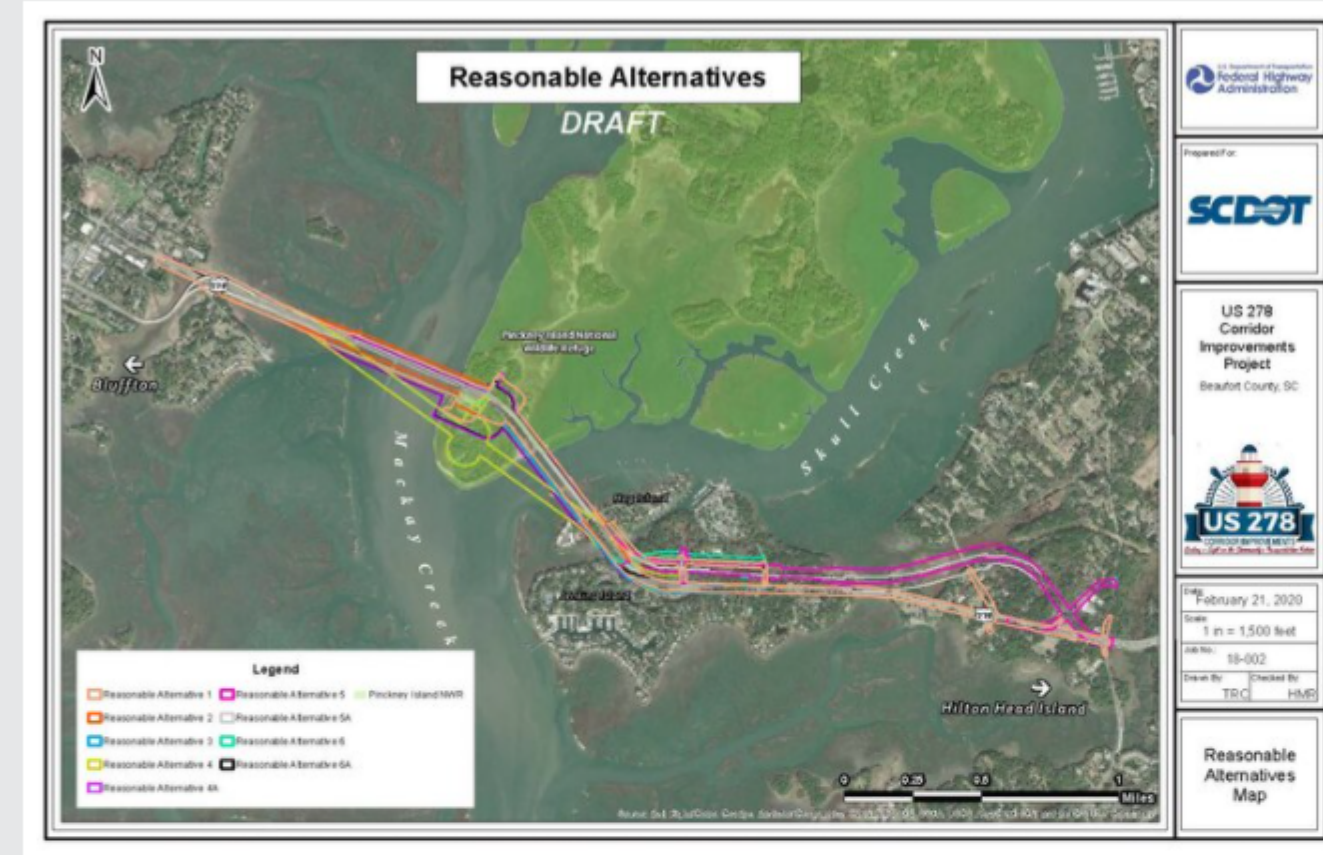
- Coordination with US Fish and Wildlife Service regarding the six Proposed Reasonable Alternatives (RA1-6) resulted in a revision to Alternative 4 that moved the proposed interchange on Pinckney Island closer to the existing US 278 Corridor



# Proposed Reasonable Alternatives

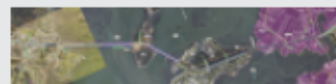
The Preliminary Range of Alternatives and the Proposed Reasonable Alternatives were presented to the public at a Public Information Meeting on September 19, 2019. Based on input received from the public and agencies, the Proposed Reasonable Alternatives were revised to include the following:

- Coordination with US Fish and Wildlife Service regarding the six Proposed Reasonable Alternatives (RA1-6) resulted in a revision to Alternative 4 that moved the proposed interchange on Pinckney Island closer to the existing US 278 Corridor. This revision resulted in a new alternative, [Alternative 4A](#).
- Alternative 5 and Alternative 6 utilize the existing Power Line Easement to relocate US 278 to a new 6-through-lane (travel lane) section from the end of the new Skull Creek Bridges through Jenkins Island. Based on input from the utility companies, these two alternatives were revised to run south of the existing power line easement across Jenkins Island. These revisions resulted in two new alternatives, [Alternative 5A](#) and [Alternative 6A](#).
- All of the Proposed Reasonable Alternatives, except for Alternative 5, were revised to provide more efficient ingress/egress to properties on Hog Island. In addition, the revised Hog Island access allows for an improved maintenance of traffic during construction. Figure 5-2 illustrates the ingress/egress developed for Alternative 2 which is representative of all the Proposed Reasonable Alternatives, except for Alternative 5.



Proposed Reasonable Alternatives Overview

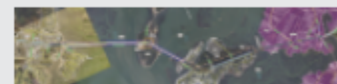
Based on the public input and the revisions explained above, the six (6) reasonable alternatives were revised to nine (9) Proposed Reasonable Alternatives shown below, with the new alternatives denoted with "A" in the name following the number.



## Reasonable Alternative 1 (RA1)

Build new eastbound Mackay Creek bridge south of the existing bridge

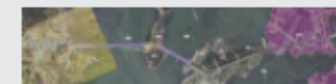
Recondition and widen existing westbound Mackay Creek bridge



## Reasonable Alternative 2 (RA2)

Build a new bridge to the north of existing westbound Mackay Creek bridge

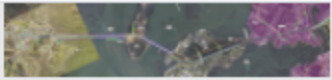
Recondition existing westbound Mackay Creek bridge and convert to



## 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



### Reasonable Alternative 1 (RA1)

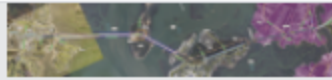
Build new eastbound Mackay Creek bridge south of the existing bridge

Recondition and widen existing westbound Mackay Creek bridge

Recondition and possibly widen Skull Creek bridges

Use existing alignment as much as possible

[VIEW IN DETAIL](#)



### Reasonable Alternative 2 (RA2)

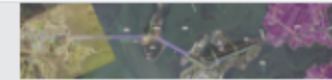
Build a new bridge to the north of existing westbound Mackay Creek bridge

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

[VIEW IN DETAIL](#)



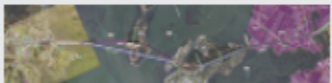
### Reasonable Alternative 3 (RA3)

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

[VIEW IN DETAIL](#)

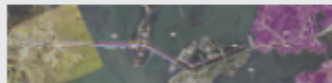


### Reasonable Alternative 4 (RA4)

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

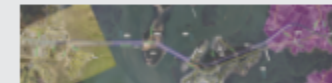


### Reasonable Alternative 4A (RA4A)

*Same as RA4 but revised based on Public and Agency Feedback, See above*

Replace all 4 existing bridges with one new bridge immediately south of the existing alignment

Build a new access to the



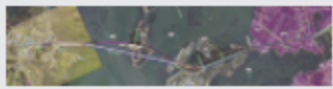
### Reasonable Alternative 5 (RA5)

Build 2 new eastbound bridges just south of the existing

Recondition westbound bridges and widen in place

Improve access to the Pinckney Island National Wildlife Refuge and CC Haigh Jr. Boat Ramp





### Reasonable Alternative 4 (RA4)

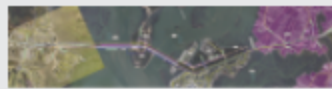
Replace all 4 existing bridges with one new bridge immediately south of the existing alignment

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

[VIEW IN DETAIL](#)



### Reasonable Alternative 4A (RA4A)

*Same as RA4 but revised based on Public and Agency Feedback, See above*

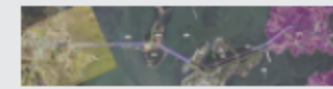
Replace all 4 existing bridges with one new bridge immediately south of the existing alignment

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

[VIEW IN DETAIL](#)



### Reasonable Alternative 5 (RA5)

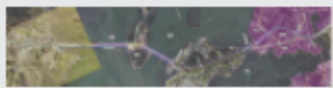
Build 2 new eastbound bridges just south of the existing

Recondition westbound bridges and widen in place

Improve access to the Pinckney Island National Wildlife Refuge and CC Haigh Jr. Boat Ramp

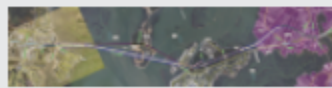
Utilize the existing transmission line easement running from Jenkins Island through Spanish Wells Road

[VIEW IN DETAIL](#)



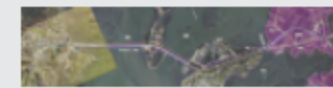
### Reasonable Alternative 5A (RA5A)

*Same as RA5, but revised based on Public and Agency Feedback, See above*



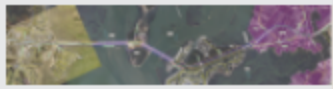
### Reasonable Alternative 6 (RA6)

Replace all 4 existing bridges with one new bridge just south of the existing US 278 alignment



### Reasonable Alternative 6A (RA6A)

*Same as RA6, but revised based on Public and Agency Feedback, See above*



### Reasonable Alternative 5A (RA5A)

*Same as RA5, but revised based on Public and Agency Feedback, See above*

Build 2 new eastbound bridges just south of the existing

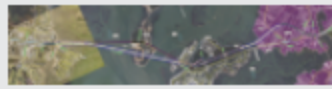
Recondition westbound bridges and widen in place

Improve access to the Pinckney Island National Wildlife Refuge and CC Haigh Jr. Boat Ramp

Utilizing property adjacent to, but just south of, the existing transmission line easement for US 278 running from Jenkins Island through Spanish Wells Road

Remove existing bridges

[VIEW IN DETAIL](#)



### Reasonable Alternative 6 (RA6)

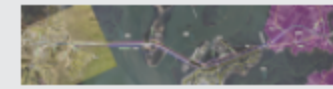
Replace all 4 existing bridges with one new bridge just south of the existing US 278 alignment

Build a new access to the Pinckney Island National Wildlife Refuge and CC Haigh Jr. Boat Ramp

Utilize the existing transmission line easement running from Jenkins Island through Spanish Wells Road

Remove existing bridges

[VIEW IN DETAIL](#)



### Reasonable Alternative 6A (RA6A)

*Same as RA6, but revised based on Public and Agency Feedback, See above*

Replace all 4 existing bridges with one new bridge just south of the existing US 278 alignment

Build a new access to the Pinckney Island National Wildlife Refuge and CC Haigh Jr. Boat Ramp

Utilizing property adjacent to, but just south of, the existing transmission line easement for US 278 running from Jenkins Island through Spanish Wells Road

Remove existing bridges

[VIEW IN DETAIL](#)

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# Preliminary Range of Alternatives

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 systematically evaluated using the criteria in the [Alternatives Evaluation Criteria Matrix](#) to determine the Reasonable Alternatives. These criteria include the projected number of properties that may be impacted, as well as potential impacts to neighborhoods, protected lands and wetlands. Potential impacts were quantified using Geographical Information Systems (GIS) and the best available data from federal, state and local government sources. Those preliminary alternatives that moved forward as the recommended preferred alternatives are shown in pale yellow on the map to the right.



Preliminary Range of Alternatives

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# Resources

TECHNICAL REPORTS ↓

UPDATES ↓

NEARBY PROJECTS ↓



## Project Materials

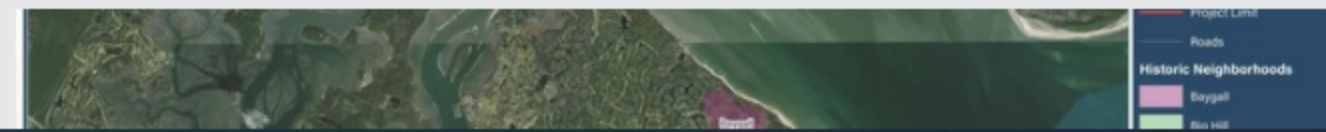
Here, you will find the documents and maps for the Environmental Assessment, including maps of the various alternatives, the project schedule and technical reports.

### MAPS

Project Study Limits

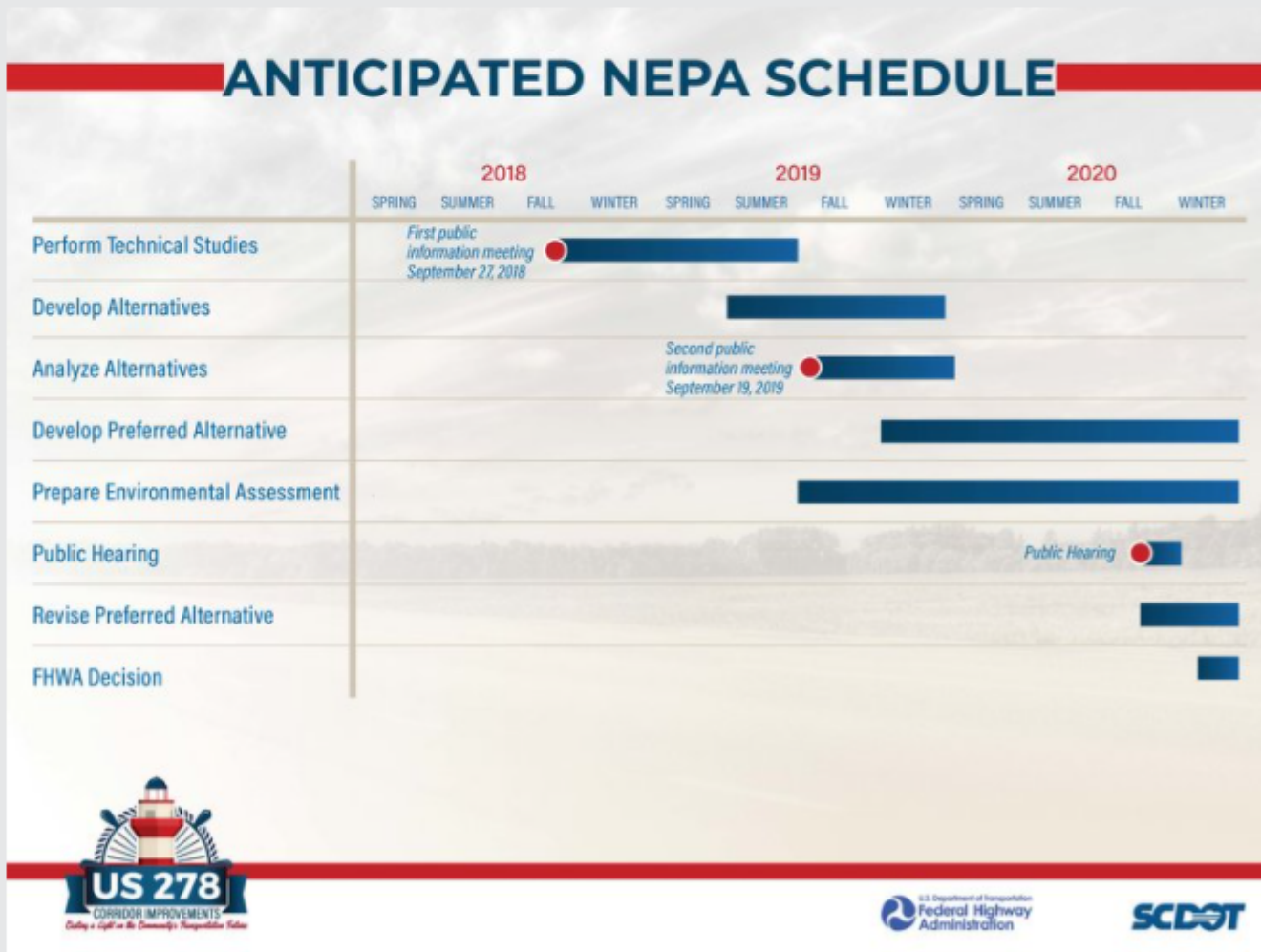


Historic Native Island Neighborhoods of Hilton Head Island





## SCHEDULE



The Project Team will present the recommended preferred alternative at the Public Hearing in spring 2021; Date to be determined and schedule updated

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## Reports

### TRAFFIC REPORTS

- [US 278 Corridor Improvements Preliminary Traffic Report \(March 2020\)](#)
- [US 278 Corridor Improvements Preliminary Traffic Report Appendices \(March 2020\)](#)

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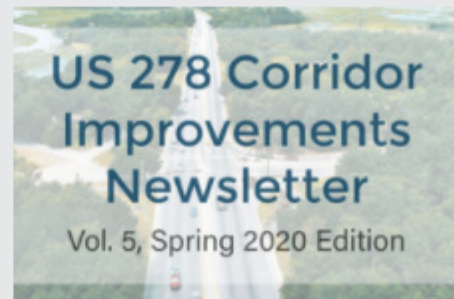
## Project Updates

Here, you will find the most recent updates on the project development, including newsletters and community presentations.

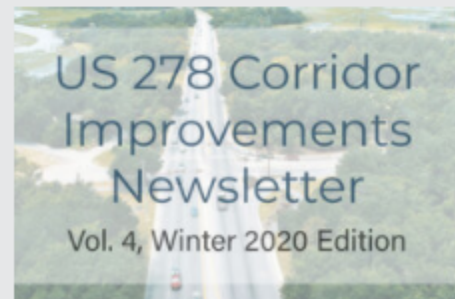
### NEWSLETTERS



Newsletter - Fall 2020



Newsletter - Spring 2020



Newsletter - Winter 2020



Newsletter - Fall 2019



Newsletter - Summer 2019

## NEWSLETTERS



### Newsletter - Fall 2020

Learn more about the US 278 Corridor Improvements project through the Fall 2020 Newsletter.



### Newsletter - Spring 2020

Learn more about the US 278 Corridor Improvements project through the Spring 2020 Newsletter



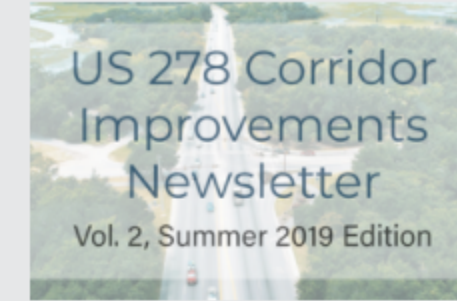
### Newsletter - Winter 2020

Learn more about the US 278 Corridor Improvements project through the Winter 2020 Newsletter



### Newsletter - Fall 2019

Learn more about the US 278 Corridor Improvements project.



### Newsletter - Summer 2019

Learn more about the 278 Corridor Improvements project, the NEPA alternative development process, the geotechnical investigation, traffic modeling, and how to stay involved in this second newsletter.



### Newsletter - Winter 2019

Learn more about the 278 Corridor Improvements project, the NEPA process, area traffic, and how to stay involved in this first newsletter.

## PRESENTATIONS

[US 278 Stakeholder Meeting Presentation 2019 03 18](#)

[US 278 Stakeholder Meeting Presentation 2019 06 25](#)



## PRESENTATIONS

[US 278 Stakeholder Meeting Presentation 2019 03 18](#)

[US 278 Stakeholder Meeting Presentation 2019 06 25](#)

[US 278 Stakeholder Meeting Presentation 2019 09 19](#)

[Town of Hilton Head Island Gateway Committee Presentation 2019 12 11](#)

[US 278 Stakeholder Meeting Presentation 2020 01 30](#)

[US 278 Stakeholder Meeting Presentation 2020 05 28](#)

[Town of Hilton Head Island Council Update Presentation 2020 08 17](#)

[US 278 Stakeholder Meeting Presentation 2020 10 28](#)

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## Nearby Projects

There are many transportation improvement projects happening in Beaufort County. Below are some quick links to help you find information on other, nearby projects.

### Nearby Projects

- [US 278 Safety Improvements Projects](#) (SCDOT)
- [Jenkins Island Access Management Study](#) (Beaufort County - *Scroll down the page*)
- [SCDOT Current Projects Portal](#)

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# Frequently Asked Questions

GENERAL ↓

ALTERNATIVES ↓

PUBLIC INVOLVEMENT ↓

## General

### WHAT IS THE PROJECT STUDY AREA?

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

# General

## WHAT IS THE PROJECT STUDY AREA?

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

## WHAT WILL BE STUDIED AS PART OF THIS PROJECT?

Because the eastbound Mackay Creek Bridge, which crosses the Intracoastal Waterway, would be replaced as a part of SCDOT's bridge replacement program, Beaufort County has asked SCDOT to partner to take a wholistic approach to studying this critical transportation corridor—US 278 from Moss Creek Drive in Bluffton to Spanish Wells Road on Hilton Head Island. This would improve the final segment of US 278 between I-95 and the Cross Island Parkway.

The purpose of this project is to address structural deficiencies at the existing eastbound Mackay Creek bridge and to reduce congestion within the project limits.

The project is evaluating methods to improve the performance of major intersections along the corridor. The access to Pinckney Island National Wildlife Refuge and the C.C. Haigh, Jr. boat ramp will also be studied for possible improvements. Cultural and Natural Resources in the area will be cataloged and considered when developing the roadway and bridge improvement alternatives.

## WILL IMPROVEMENTS, OR CHANGES, BE LIMITED TO US 278?

No. This project is a corridor improvement project, which will likely include modifications to each of the major intersections within the corridor. This may include turning lanes, signals, signs, or other similar modifications on US 278 as well as intersecting roadways to improve mobility throughout the corridor.

## WHAT IS THE TIMELINE FOR THIS PROJECT AND WHERE ARE YOU NOW?

The project team is finalizing the DRAFT environmental assessment document. The project team has gathered data and performed technical analysis to develop several roadway alternatives. These alternatives were analyzed and presented to the public for input at a [public information meeting on September 19, 2019](#). The Recommended Preferred Alternative and DRAFT Environmental Assessment will be presented at the Public Hearing in spring 2021. Our team will be available to walk you through the alternatives analysis process, explaining how the Recommended Preferred Alternative was selected. We will also show the proposed intersection improvements for the project. Additionally, potential community impacts associated with the project and mitigation recommendations will be shared.



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**WHEN CAN I EXPECT TO SEE CONSTRUCTION?**

The environmental process, which culminates in the selection of a final roadway design for improvements, must be completed first. Right-of-way acquisition for this project is tentatively scheduled to begin in 2021, with construction to follow.

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**HOW DOES SCDOT WORK WITH IMPACTED LANDOWNERS?**

SCDOT will work with affected property owners based on third-party property valuations and according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. In extraordinary cases or emergency situations, SCDOT may request and the FHWA may authorize the acquisition of a particular property or a limited number of properties within the proposed highway corridor prior to completion of processing the Environmental Assessment (EA) and obtaining a Federal Decision. These specialty requests will be handled on a case-by-case basis. If you believe your property may be impacted by this project and you would like additional information, please visit our ROW website and review the Highways and You booklet.

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**HOW MUCH WILL THIS PROJECT COST?**

At this time, all options are on the table in terms of improvements for this corridor. Therefore, it's difficult to estimate an exact project cost. However, SCDOT estimates that to replace all four bridges in the corridor with one additional lane in each direction the cost would be \$240 million.

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**HOW WILL THIS PROJECT BE PAID FOR?**

Currently, there is \$40 million identified for the replacement of the eastbound Mackay Creek bridge. However, SCDOT recognizes that this project presents an opportunity to address congestion and mobility concerns throughout the corridor. Understanding the importance of this corridor and the opportunities this bridge replacement project provides, the citizens of Beaufort County approved a One Cent Sales Tax that will provide an additional \$80 million towards the improvements of this corridor. Any funds needed above and beyond the \$120 million currently available will need to be identified from various sources throughout the process including but not limited to the State Infrastructure Bank.

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**WILL THERE BE BIKE LANES OR OTHER AMENITIES ADDED TO THIS CORRIDOR?**

Bicycle and pedestrian improvements are proposed as a part of the US 278 Corridor Improvement project. Input from the public has identified that these options are needed in this community. Further input from the community will help develop the vision.





**HAVEN'T YOU ALREADY STARTED THIS PROJECT? IS THIS NOT THE SAME PROJECT ALREADY GOING ON ALONG US 278?**

Beaufort County is conducting a widening project along US 278 on Jenkins Island. While this is a separate and distinct project, both teams will coordinate regularly to ensure the design and engineering for SCDOT's US 278 Corridor Improvements project considers those improvements in its planning and analysis.

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## Alternatives & Traffic Analysis

**ARE THERE MORE AESTHETICALLY PLEASING OPTIONS FOR SAFETY, OTHER THAN THE TYPICALLY USED "JERSEY BARRIER," THAT EXIST FOR THE LOW-PROFILE BRIDGE DESIGN?**

Jersey Barriers are the only known products crash tested for the potential speed limit under consideration for this structure. However, SCDOT will research and consider new options that adhere to the crash requirements. If a multiuse path is constructed on the bridge, there may be additional options on the side with the path since the multiuse path will be separated from traffic with a Jersey Barrier, or something that adheres to the crash requirements. SCDOT can only consider a more aesthetically pleasing outside barrier as long as it meets the standards for bike and pedestrian safety.

**ARE SPEED LIMITS LESS THAN 55 MPH AN OPTION FOR THE US 278 CORRIDOR? SLOWER SPEEDS MAY OFFER MORE OPPORTUNITIES FOR AESTHETIC IMPROVEMENTS, BUT WOULD THAT BE AT THE EXPENSE OF IMPROVING CAPACITY AND REDUCING CONGESTION?**

The posted speed will be a part of the traffic evaluation of the recommended preferred alternative. The recommended preferred alternative is not necessarily going to be designed for 55 MPH. The team will evaluate volumes, mainline performance, intersection needs, and how best to manage the entire corridor, including the sections beyond the project study area.

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**ARE THE POWERLINES CROSSING THE MACKAY AND SKULL CREEKS BEING ADDRESSED AESTHETICALLY? IS IT POSSIBLE TO BURY OR ATTACH THE LINES UNDERNEATH THE BRIDGE STRUCTURE?**

SCDOT is working with Santee Cooper, the owner of the powerlines, to address the impacts. The powerlines cannot be buried underwater because of the amount of heat generated by the lines themselves. This is important to protect the stability of service and the overall safety of the public. For the same reason, the powerlines cannot be attached to the underside of the bridge, even with chemically infused conduit attempting to control the heat. SCDOT cannot support attaching these types of electrical transmission lines to an SCDOT-owned and -maintained bridge because of public safety concerns.

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**WILL SCDOT BE IMPLEMENTING IMPROVEMENTS TO ADDRESS RESILIENCY DURING MAJOR STORM EVENTS?**

While the hydraulic and hydrology efforts for this project are still in their early stages, these areas will be fully studied as we analyze the reasonable alternatives. SCDOT has a strong stormwater design standard requirement for all our projects. These standards can be viewed on the SCDOT Website at: [www.scdot.org/business/storm-water.aspx](http://www.scdot.org/business/storm-water.aspx). SCDOT is also investigating new alternative methods of strengthening causeways and limiting the environmental impacts of any improvements planned for projects in the area.

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**WHAT DATA IS STILL BEING COLLECTED ON THE SIX REASONABLE ALTERNATIVES?**

The Recommended Preferred Alternative and DRAFT Environmental Assessment will be presented at the Public Hearing in early 2021. Our team will be available to walk you through the alternatives analysis process, explaining how the Recommended Preferred Alternative was selected. We will also show the proposed intersection improvements for the project. Additionally, potential community impacts associated with the project and mitigation recommendations will be shared. All data and related technical reports will be hosted on the project website and in the form of appendices to the Environmental Assessment.

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**IS MASS TRANSIT BEING EVALUATED? COULD IT HAVE A MAJOR IMPACT ON ADDRESSING THE GOALS OF THIS PROJECT?**

The project team is evaluating the current transit services/carpooling resources available in the corridor. Part of this evaluation is understanding the demand for such services, available funding, and the potential performance of providing additional services within the corridor. This evaluation utilizes data such as housing and employment densities along with the potential reduction in automobile traffic resulting from the modal shift from auto transportation to transit transportation. The results of this evaluation will be included in the Environmental Assessment along with the evaluation of the other reasonable alternatives. In the case that additional mass transit service would not meet the capacity needs in the corridor, the US 278 evaluation currently underway may result in the incorporation of design guidelines that accommodate safer access to transit facilities. This could include more sidewalks connecting destinations to a bus shelter, bus pullouts near those destinations, or the provision of bus shelters at those locations. Mass transit alone will not have enough impact to improve the congestion on US 278 as a stand-alone solution.



**HOW WILL SCDOT AVOID LEFT TURNS ACROSS THREE LANES OF TRAFFIC?**

SCDOT is actively limiting left turn movements on roadway improvements with six or more through lanes of traffic. A concrete or grass median is planned for portions of the US 278 corridor that will help limit left turns. In the event there are large traffic generators, such as high-use intersections, businesses or other similar conditions along the corridor, SCDOT will consider access adjustments for each of these areas on a case-by-case basis.

**ARE TRAFFIC CALMING MEASURES BEING EVALUATED IN THE TRAFFIC ANALYSIS FOR THE US 278 CORRIDOR?**

The performance of traffic calming measures has not, to date, been incorporated into the traffic analysis. Looking forward, as a result of public comments, these techniques may be considered to improve the identified safety issues in the corridor.

**IS SCDOT EVALUATING INTERSECTION IMPROVEMENTS AT SQUIRE POPE AND SPANISH WELLS ROADS? WHAT IS BEING DONE TO THE INTERSECTIONS BEYOND MAKING US 278 A 6-LANE HIGHWAY?**

SCDOT is evaluating the potential for reconfiguring the existing roadway and intersections before fully designating the widening as part of the recommended preferred alternative. The resulting performance of the intersections at Squire Pope and Spanish Wells Roads will be clearly demonstrated in the final reports. The study team is evaluating the design and safety at those intersections for automobiles, trucks, pedestrians, and bikes. As a result of several safety and traffic projects conducted by SCDOT, Beaufort County and Hilton Head Island, projects have been developed to improve intersections and traffic operations. The resulting performance of those improvements are considered in the forecast-year studies. Even with those improvements, the corridor requires both mainline AND intersection improvements. The needed intersection configurations are still being evaluated, but they are not the sole contributor to the US 278 congestion issues that exist today.

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## Public Involvement

**HOW CAN I PROVIDE INPUT INTO THIS PROCESS?**

Our Public Involvement Plan is designed to provide engagement throughout the project process. However, this is even more important at key project milestones in which public input is needed to advance the design. You can submit a comment at any time on the bottom of our [homepage](#). However, for inclusion in the official project record, there are identified public input periods which typically coincide



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We suggest you subscribe to project updates here, watch our online calendar, or follow along with us on [Facebook](#) or [Twitter](#) for notice about official public input opportunities.

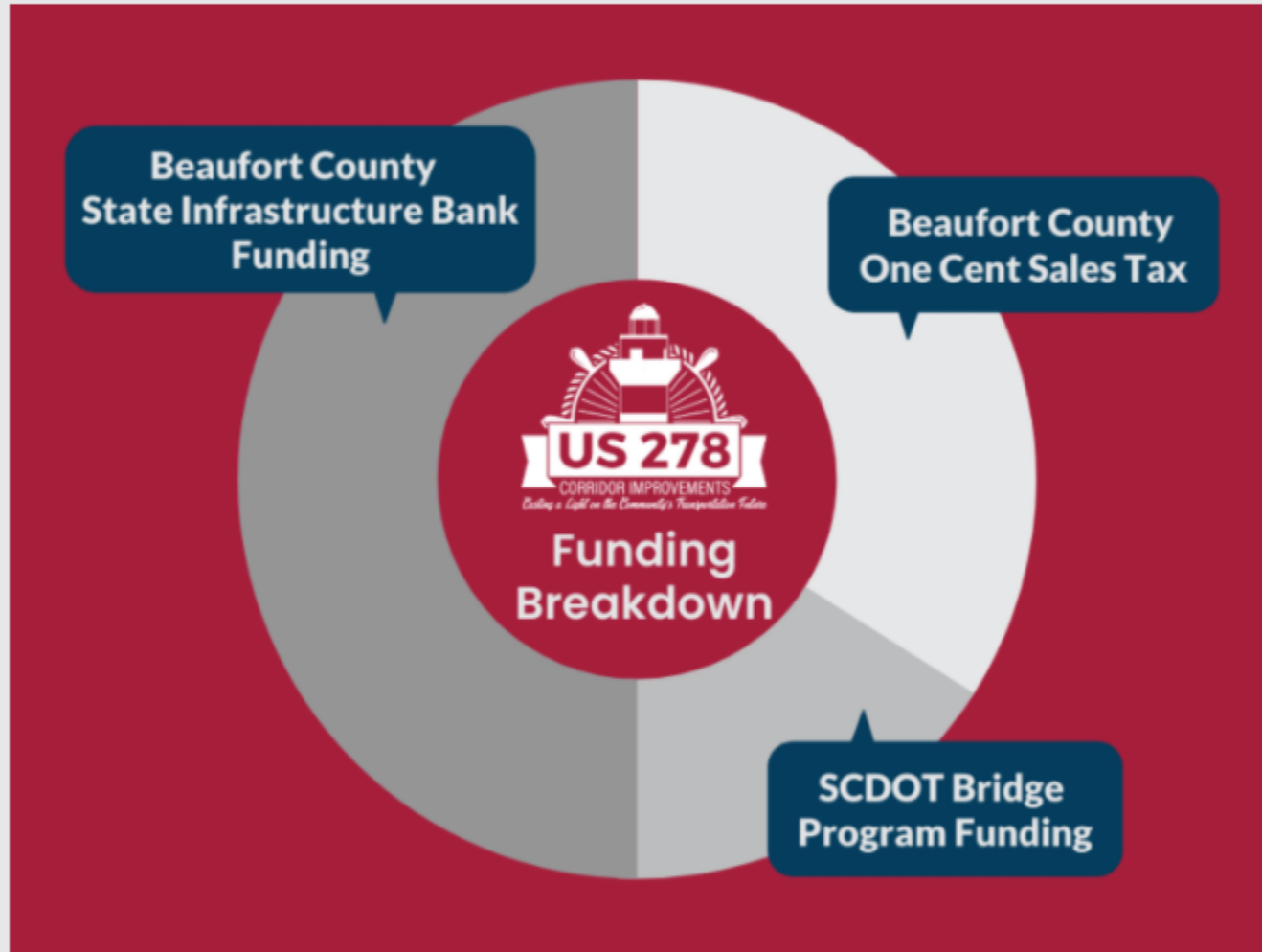
## HOW CAN I STAY ENGAGED AND RECEIVE ALERTS ABOUT THIS PROJECT?

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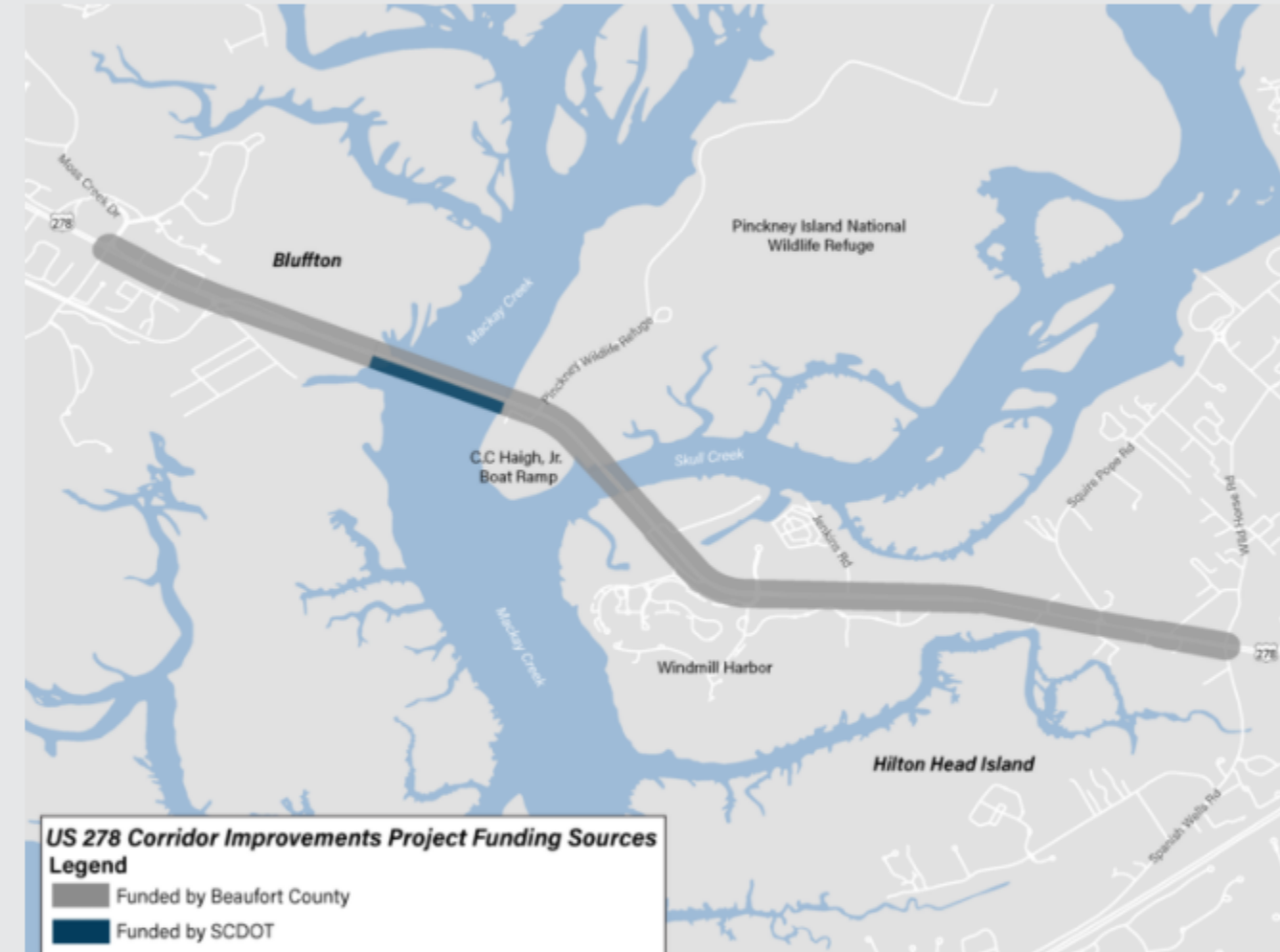
We will be on-site at local events to talk about the project; watch our online calendar and Facebook page for these opportunities. Additionally, through our Speakers Bureau, we can provide a speaker for your community group. Simply email [info@scdot278corridor.com](mailto:info@scdot278corridor.com) to schedule this.

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The US 278 Corridor Improvements Project funding will come primarily from Beaufort County's State Infrastructure Bank funding, followed by Beaufort County One Cent Sales Tax. A small portion will come from the SCDOT Bridge Program funding.



The map above shows that SCDOT will be funding the replacement of the eastbound Mackey Creek Bridge. The remainder of the corridor funding would be identified by Beaufort County.

**HOW WILL THE PROJECT BE FUNDED?**

Currently, SCDOT has \$40 million identified for the replacement of the eastbound Mackay Creek bridge. However, Beaufort County recognizes that this project presents an opportunity to address congestion and mobility concerns throughout the corridor. Understanding the importance of this corridor and the opportunities this bridge replacement project provides, Beaufort County has secured \$120 million from the State Infrastructure Bank. The citizens of Beaufort County approved a One Cent Sales Tax that will provide an additional \$80 million towards the improvements of this corridor. Any additional funds needed above and beyond will need to be identified from other sources.



# Contact Us

Have a general question about the US 278 Corridor Improvement project?

Let us know by completing this form.

Name \*

First Name

Last Name

Email Address \*

Questions can also be emailed to [info@scdot278corridor.com](mailto:info@scdot278corridor.com), or 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

*NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.*

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SEND

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# Public Information Meetings

Two public information meetings (September 27, 2018 and September 19, 2019) and one public hearing (Fall 2020) will be held to communicate the project objectives with the public and to gather comments and recommendations about the project, possible impacts, and potential solutions. Find the materials from previous public meetings, as well as information regarding upcoming public meetings, below. *Note, the Fall 2019 Public Information Meeting had both in-person and online opportunities to participate.*

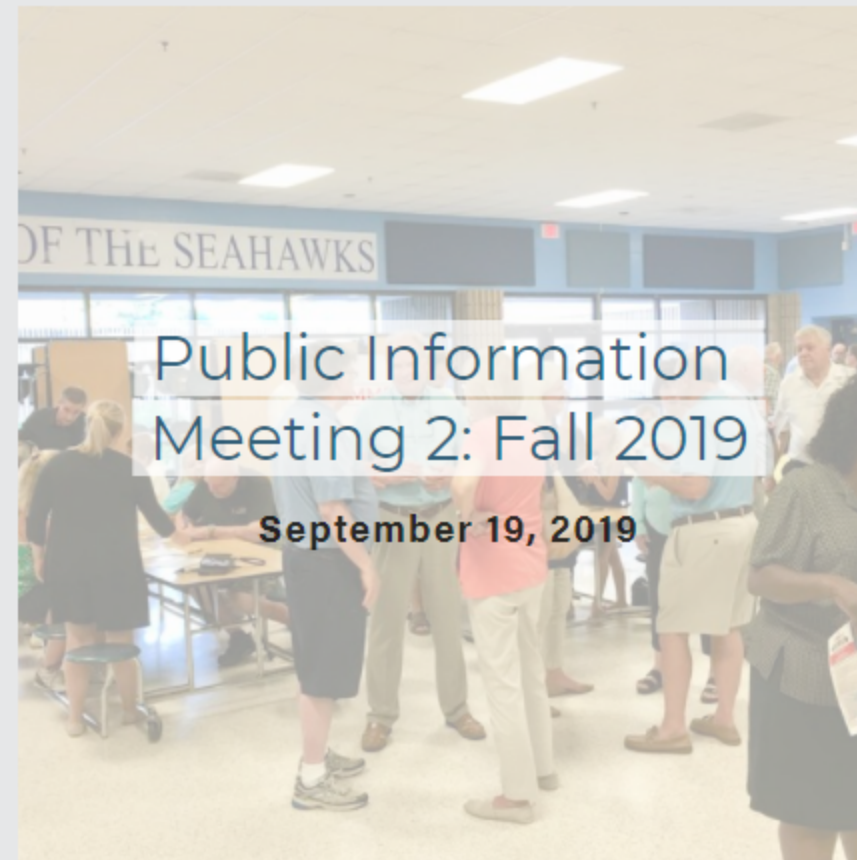


Public Information Meeting: Fall 2018

September 27, 2018

## PUBLIC INFORMATION MEETING 1

A public information meeting was held on Thursday



Public Information Meeting 2: Fall 2019

September 19, 2019

## PUBLIC INFORMATION MEETING 2

A public information meeting was held on Thursday



Public Hearing: Spring 2021

Date TBD

## PUBLIC HEARING

A public hearing will be held in spring 2021. The preferred



### PUBLIC INFORMATION MEETING 1

A public information meeting was held on Thursday, September 27, 2018, from 6:00 pm and 8:00 pm at the Hilton Head Island High School. The purpose of the public information meeting was to introduce the project to the community, gather initial comments from the public, identify the needs for the project, and help identify concerns people may have about the improvements or the project's potential impacts to the natural and human environments.

[LEARN MORE](#)

### PUBLIC INFORMATION MEETING 2

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. This meeting was conducted in an "open house" format, and there was no formal presentation. Reasonable Alternatives were presented at this meeting, along with other project information.

[LEARN MORE](#)

### PUBLIC HEARING

A public hearing will be held in spring 2021. The preferred alternative will be presented at this hearing in addition to more project information. More information to come.

## Community Involvement Events

Looking for ways to get involved or learn more? Check out our calendar of events to see where we've been in the community and how you might get engaged.

### UPCOMING EVENTS

In light of current public health concerns, there are no public outreach events scheduled currently.

### PAST EVENTS





# Project Updates

## US 278 Corridor Improvements Newsletter

Vol. 6, Fall 2020 Edition

Newsletter - Fall 2020

## US 278 Corridor Improvements Newsletter

Vol. 5, Spring 2020 Edition

Newsletter - Spring 2020

## US 278 Corridor Improvements Newsletter

Vol. 4, Winter 2020 Edition

Newsletter - Winter 2020



## US 278 Corridor Improvements Newsletter

Vol. 6, Fall 2020 Edition

### Newsletter - Fall 2020

October 29, 2020 · Newsletter

Learn more about the US 278 Corridor Improvements project through the Fall 2020 Newsletter.

[READ MORE →](#)



## US 278 Corridor Improvements Newsletter

Vol. 5, Spring 2020 Edition

### Newsletter - Spring 2020

May 27, 2020 · Newsletter

Learn more about the US 278 Corridor Improvements project through the Spring 2020 Newsletter

[READ MORE →](#)



## US 278 Corridor Improvements Newsletter

Vol. 4, Winter 2020 Edition

### Newsletter - Winter 2020

January 29, 2020 · Newsletter

Learn more about the US 278 Corridor Improvements project through the Winter 2020 Newsletter

[READ MORE →](#)



## US 278 Corridor Improvements Newsletter

Vol. 3, Fall 2019 Edition

### Newsletter - Fall 2019

October 16, 2019 · Newsletter

Learn more about the US 278 Corridor Improvements project.

[READ MORE →](#)



## US 278 Corridor Improvements Newsletter

Vol. 2, Summer 2019 Edition

### Newsletter - Summer 2019

June 14, 2019 · Newsletter

Learn more about the 278 Corridor Improvements project, the NEPA alternative development process, the geotechnical investigation, traffic modeling, and how to stay involved in this second newsletter.

[READ MORE →](#)



## US 278 Corridor Improvements Newsletter

Vol. 1, Winter 2019 Edition

### Newsletter - Winter 2019

March 7, 2019 · Newsletter

Learn more about the 278 Corridor Improvements project, the NEPA process, area traffic, and how to stay involved in this first newsletter.

[READ MORE →](#)

# Community Involvement Events

Looking for ways to get involved or learn more? Check out our calendar of events to see where we've been in the community and how you might get engaged.

## UPCOMING EVENTS

In light of current public health concerns, there are no public outreach events scheduled currently.

## PAST EVENTS



### Stoney Community Meetings #4

Oct 27, 2020

Project team members presented an update to the Windmill Harbour Traffic Commission on February 10, 2020.



### Stoney Community Meetings #3

Sep 29, 2020

Project team members presented an update to the Windmill Harbour Traffic Commission on February 10, 2020.



### Mariner's Cove Community Meeting

Aug 20, 2020

Project team members presented an update to the Windmill Harbour Traffic Commission on February 10, 2020.



### Stoney Community Meetings #2

Aug 20, 2020

Project team members presented an update to the Windmill Harbour Traffic Commission on February 10, 2020.

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