

Here's a summary of the information as well as answers obtained from the SCDOT meeting held on January 30, 2025, at 2:00 pm in Columbia, South Carolina:

Attendees:

Meeting Attendees:

- SCDOT:
 - Justin Powell, Secretary of Transportation
 - Rob Perry, PE, Deputy Secretary for Engineering
 - John Boylston, Chief Engineer for Program Delivery
 - Maggie Hendry, Chief Administrative Officer
 - Craig Winn, PE, Lowcountry Program Manager
- Town of Hilton Head Island:
 - Alan Perry, Mayor
 - Alex Brown, Councilman
 - Steve Desimone, Councilman
 - Marc Orlando, Town Manager
 - Shawn Colin, Assistant Town Manager
- Beaufort County:
 - Alice Howard, County Council Chair
 - Tab Tabernik, County Council
 - Michael Moore, Administrator
 - Jared Fralix, Assistant Administrator

1. Bridge/Project Options Overview:

- Option 1: \$257.7M – Lifeline option without multiuse pathway. Includes a 3-lane bridge with breakdown lanes. The bridge would be stripped for two-lanes. Cost Comparison: The costs of half the project may not necessarily be half the total cost.
- Option 2: \$319.3M – Lifeline option with multiuse pathway. Includes a 3-lane bridge with breakdown lanes and a protected multiuse pathway.
- Option 3: \$273.7M – Lifeline option without multiuse pathway. Includes 3 lanes eastbound from Moss Creek to Spanish Wells Road.
- Option 4: \$340.8M – Lifeline option with multiuse pathway. Includes 3 lanes eastbound from Moss Creek to Spanish Wells Road, a protected multiuse pathway on the bridge, and a pathway connection to Moss Creek and Jenkins Island.
- Option 5: \$466.8M – Full project cost anticipated for 2024.
- Option 6: \$88.6M – Replacement of only the MacKay Creek eastbound bridge.
 - Option 3 or 4 may take longer to move through the process and construction phases.
 - Projects beyond the bridge scope may be included in the Lowcountry Area Transportation Study for programming and funding considerations.

2. SCDOT is considering a Design Build approach to the project to help with pricing.
 - A design-build option will consider design alternatives, including bike and pedestrian connections.
 - SCDOT has seen a 70 percent project cost escalation over the past few years.
3. Tolls and Reversible Lanes:
 - Tolls: Tolls are prohibited on existing free facilities (as per South Carolina Statute).
 - Tolls for express routes (e.g., to Cross Island Parkway) would require extended evaluation, including a toll study, environmental review, and permitting.
 - Reversible Lanes: SCDOT opposes reversible lanes due to safety, compliance issues, and the high cost of operation and maintenance. SCDOT is not in the business of reversible lanes.
4. Utility Relocation and Funding:

Utility relocation costs are part of the project; SCDOT will pay per South Carolina code Act 36.

SCDOT will cover utility relocation costs in accordance with the Utility Relocation Act, and additional funding could come from local funds
5. Pinckney Island/Skull Creek Bridges:

The preference is for a new eastbound bridge to be elevated over Pinckney Island. Touching down on Pinckney Island would increase costs, and reduce safety by having at grade movements.
6. Skull Creek Bridge Substructure:
 - The existing substructure supports both the eastbound and westbound bridge decks. The eastbound deck must be kept if the westbound deck remains. The existing eastbound bridge over Skull Creek would provide two-way traffic between Jenkins Island and Pinckney Island.
7. On-Island Grade Separation and Relocation:
 - Grade Separation for Squire Pope Road/Spanish Wells Road would require multiple residential relocations, dramatically increasing costs.
 - The Windmill Harbor signal will remain as part of the project regardless of the option, excluding Option 6.
8. Mitigation Elements and Community Impact:
 - Costs for Stoney Community mitigation are only funded if the project extends into the Stoney area. If Option 3 or 4 is selected, funding for Stoney mitigation (as outlined in the Environmental Assessment) would be included.

9. Project Timing:

- Timeframe for project changes:
 - Updates to environmental documents would take 6+ months.
 - Design/build project process will take 14 months.
 - Right-of-way (ROW) phase takes 12 months.
 - Construction will span 24-36 months.
 - Estimate is +/- 32months to get to construction and 24-36 months for construction.

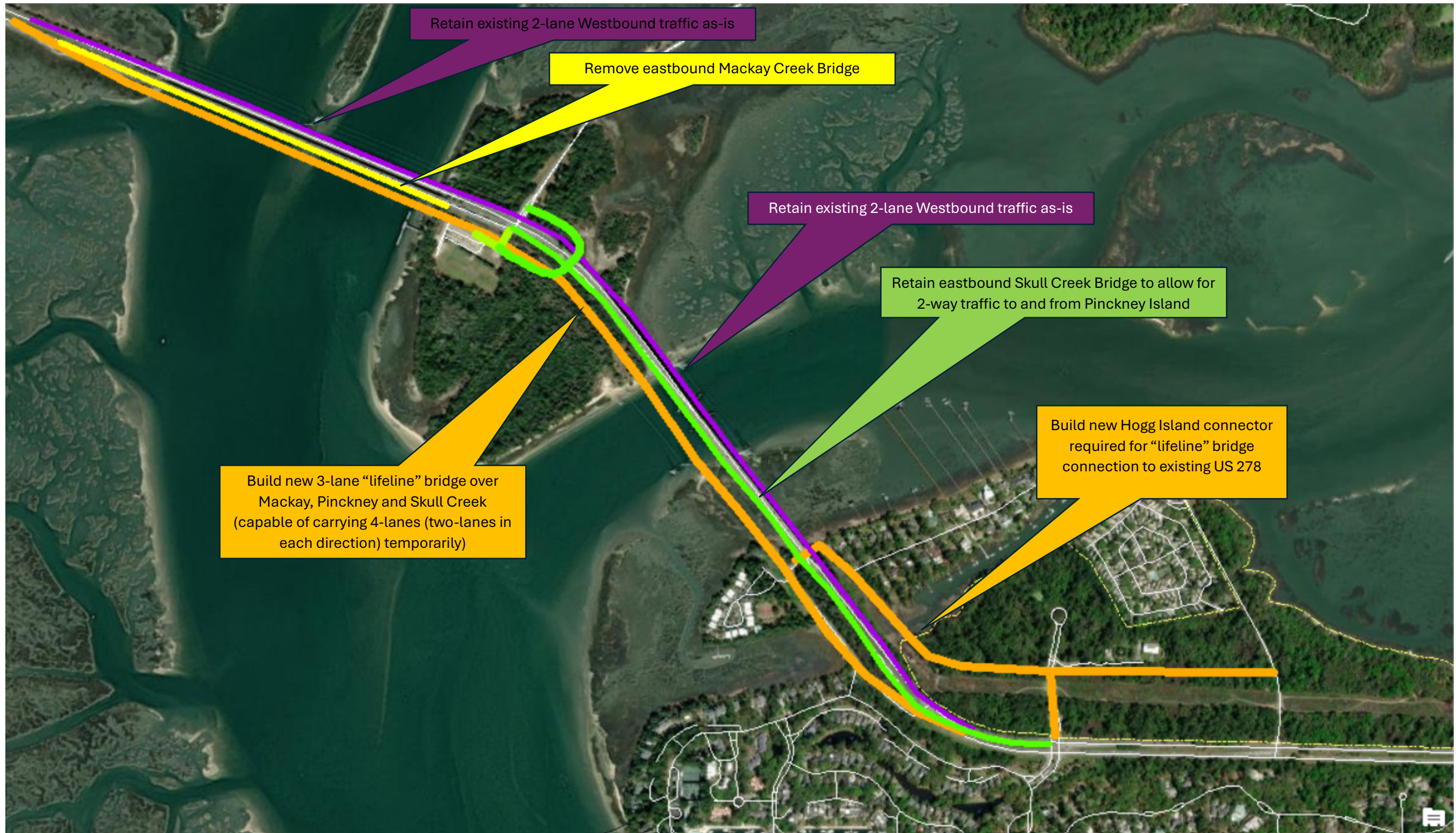
10. Project Coordination and Scope:

- Coordination: SCDOT emphasized the need to coordinate efforts.
- Meeting with SIB: SCDOT suggested a with the State Infrastructure Bank (SIB) chairman and executive director after local coordination to ensure alignment.
- Project Scope Considerations:
 - A joint resolution by the Town of Hilton Head Island and Beaufort County outlining approved project scope and funding strategy is suggested to resolve concerns and allow SIB consideration.

11. Steps Forward:

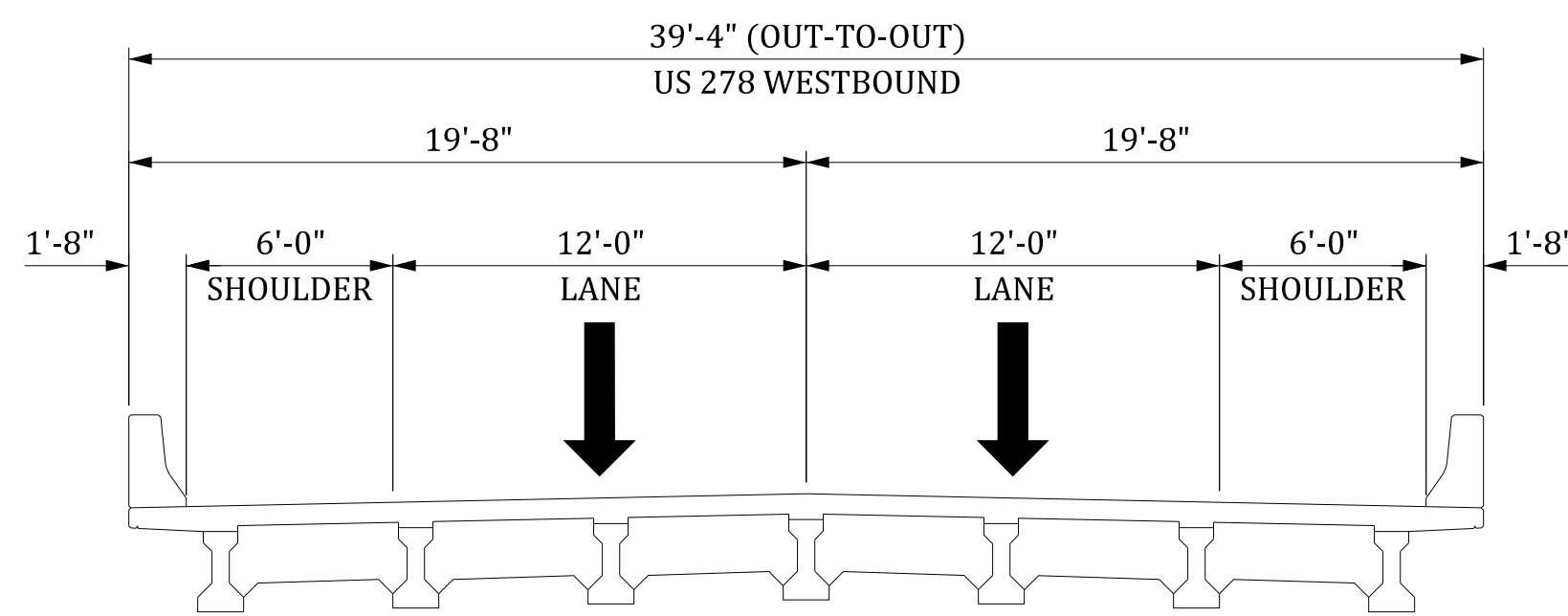
- The Town of Hilton Head Island and Beaufort County need to continue discussions to reach an agreed-upon position and preference for project advancement.
- A joint resolution approved by the Town and County to address concerns raised by the SIB was recommended to be delivered before the March 31, 2025 deadline.
- This will provide clarity to SCDOT regarding the local preference for advancing the project.
- Beaufort County would need to revise its Intergovernmental Agreement with the SIB as well as its agreement with SCDOT for project scope.

3-lane Bridge (capable of accommodating 4th lane) with using portion of Westbound bridge for off island and one of the old Skull Creek for access to Pinckney Island

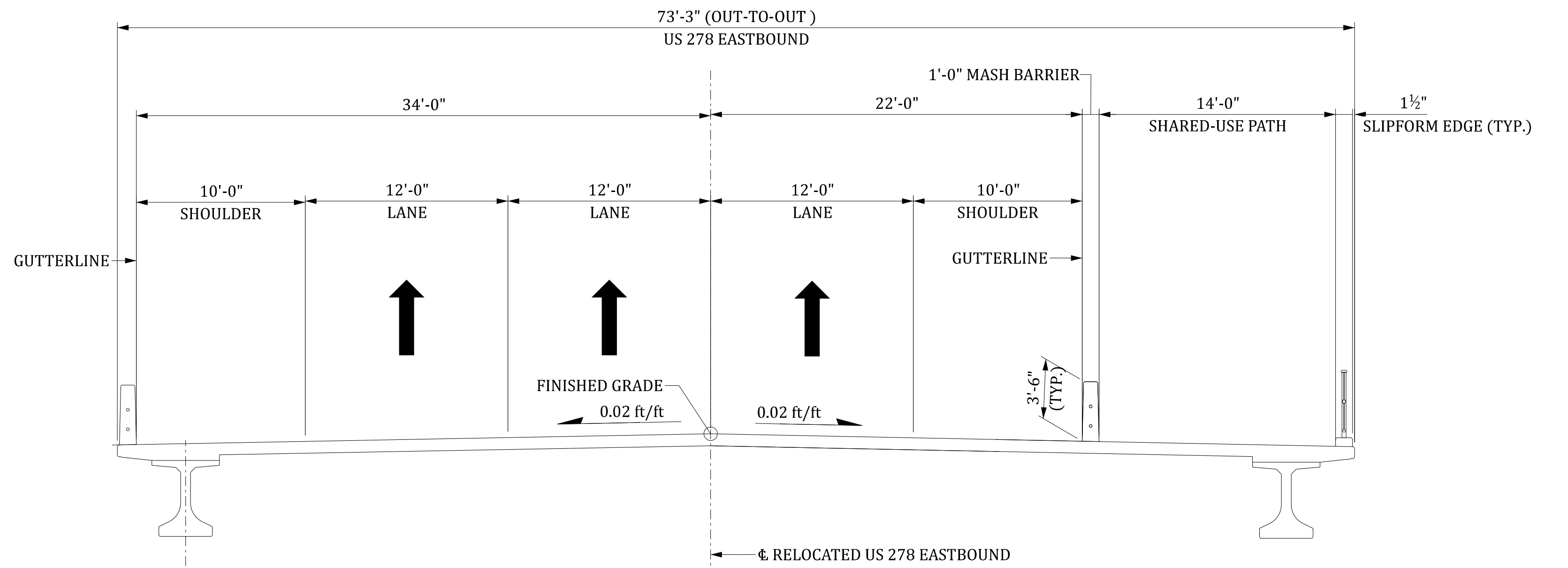


3-lane roadway from Moss Creek to Spanish Wells – lifeline bridge (3-lanes with accommodations for 4th lane)



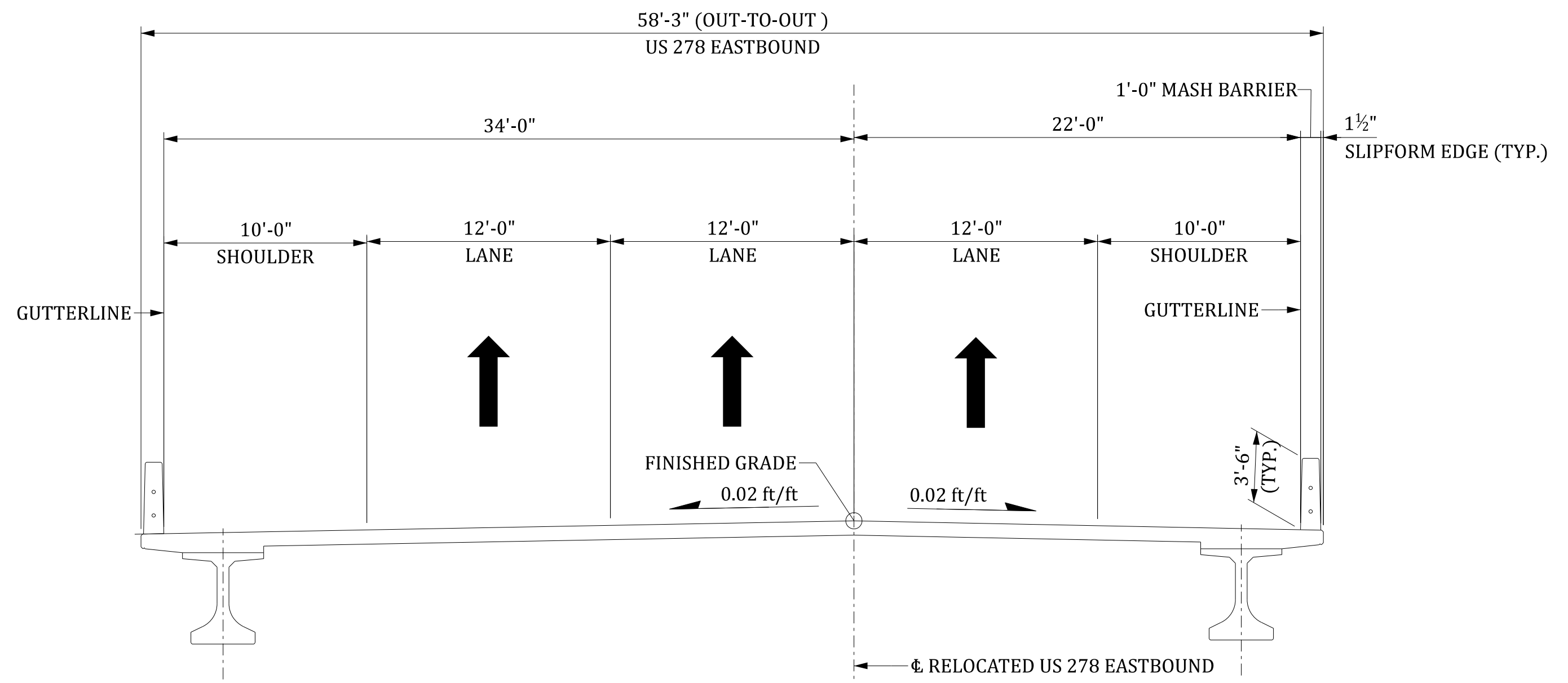


EXISTING WESTBOUND MACKAY CREEK BRIDGE - TYPICAL SECTION



TRAFFIC PATTERN ON NEW BRIDGE CONSTRUCTION - TYPICAL SECTION WITH SHARED-USE PATH

OPTION 2 & 4



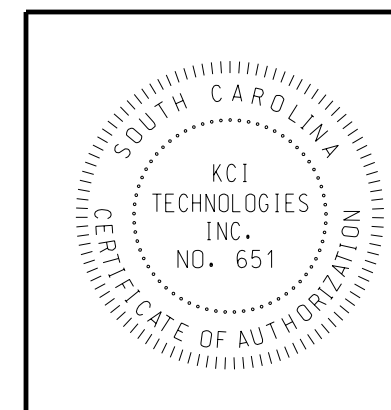
TRAFFIC PATTERN ON NEW BRIDGE CONSTRUCTION - TYPICAL SECTION WITHOUT SHARED-USE PATH


OPTION 1 & 3

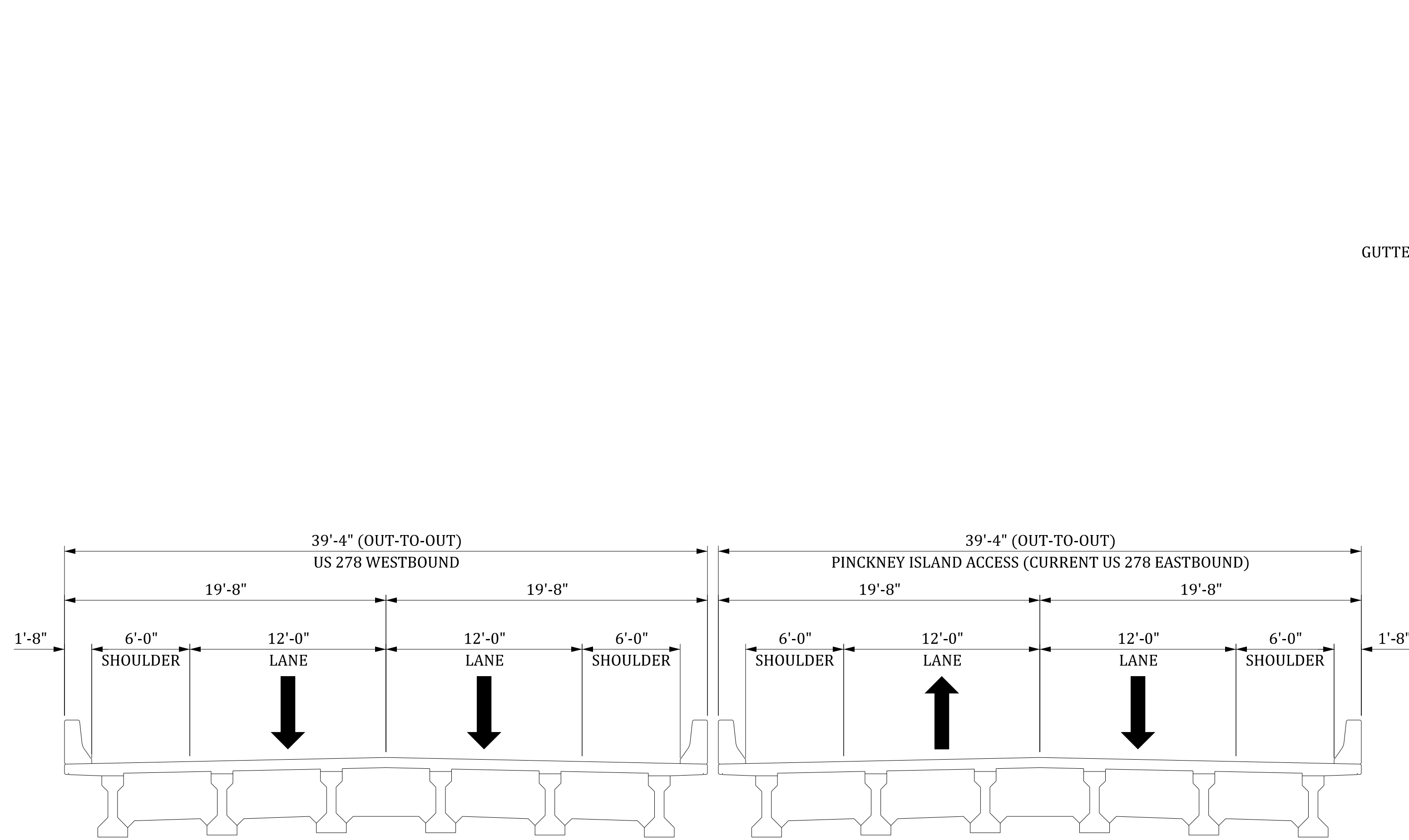
Adam.Lansing 1/8/2025 9:22:38 AM US 278 Alt Typical Sections.dgn

REV.	BY	CHK.	DATE	DESCRIPTION OF REVISION

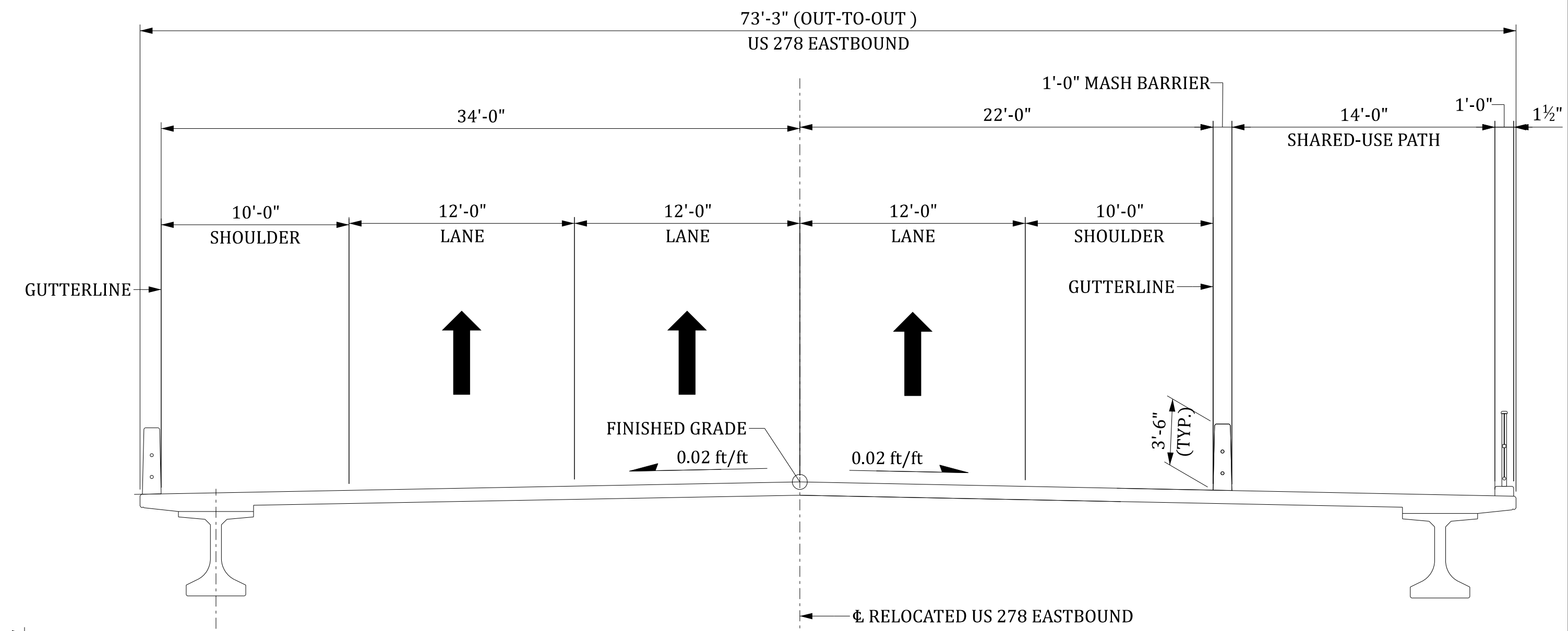
REVIEWED	ICM	DATE



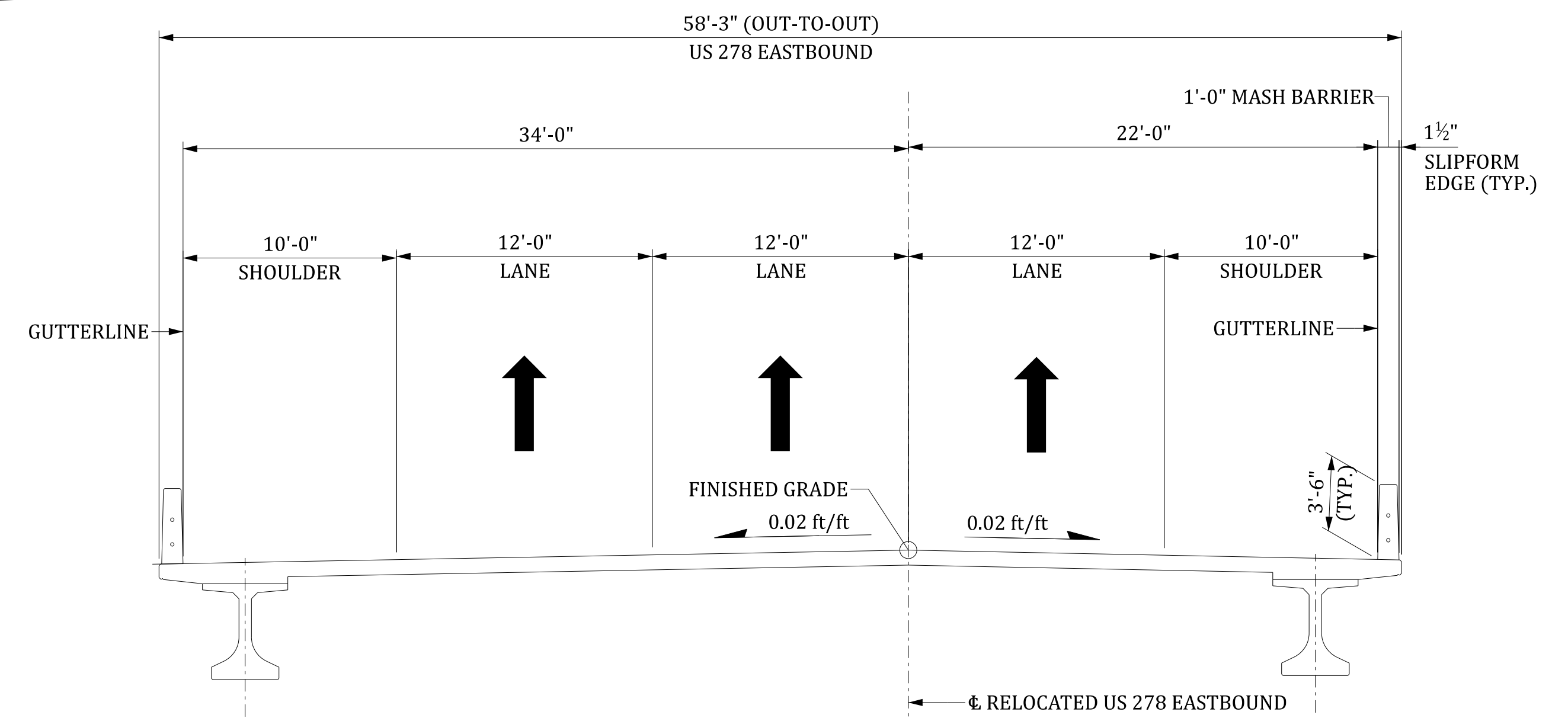
 KCI TECHNOLOGIES <small>3014 SOUTHCROSS BOULEVARD, ROCK HILL, SC 29730</small>	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
	TRAFFIC PATTERN OVER MACKAY CREEK
COUNTY: BEAUFORT	ROUTE: US 278



ALTERNATE TRAFFIC PATTERN ON EXISTING SKULL CREEK BRIDGE - TYPICAL SECTION



TRAFFIC PATTERN ON NEW BRIDGE CONSTRUCTION - TYPICAL SECTION WITH SHARED-USE PATH
OPTION 2 & 4

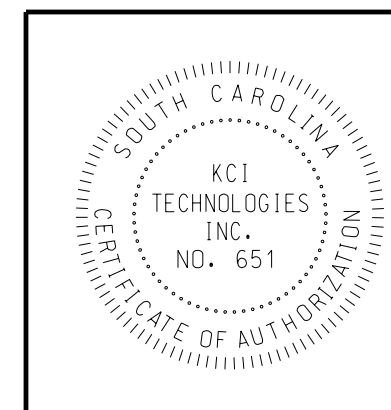


TRAFFIC PATTERN ON NEW BRIDGE CONSTRUCTION - TYPICAL SECTION WITHOUT SHARED-USE PATH
OPTION 1 & 3

Adam.Lansing 1/8/2025 9:22:38 AM US 278 Alt Typical Sections.dgn

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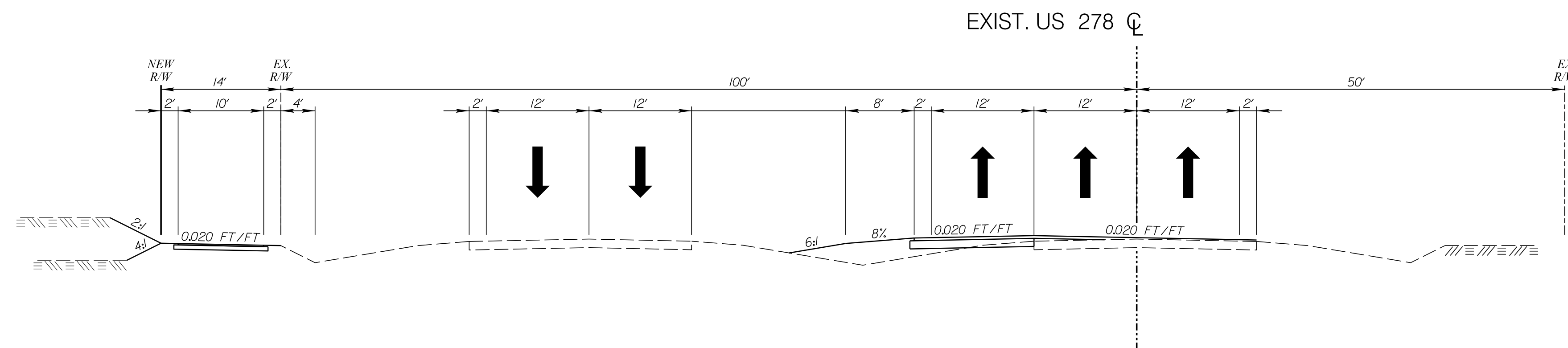
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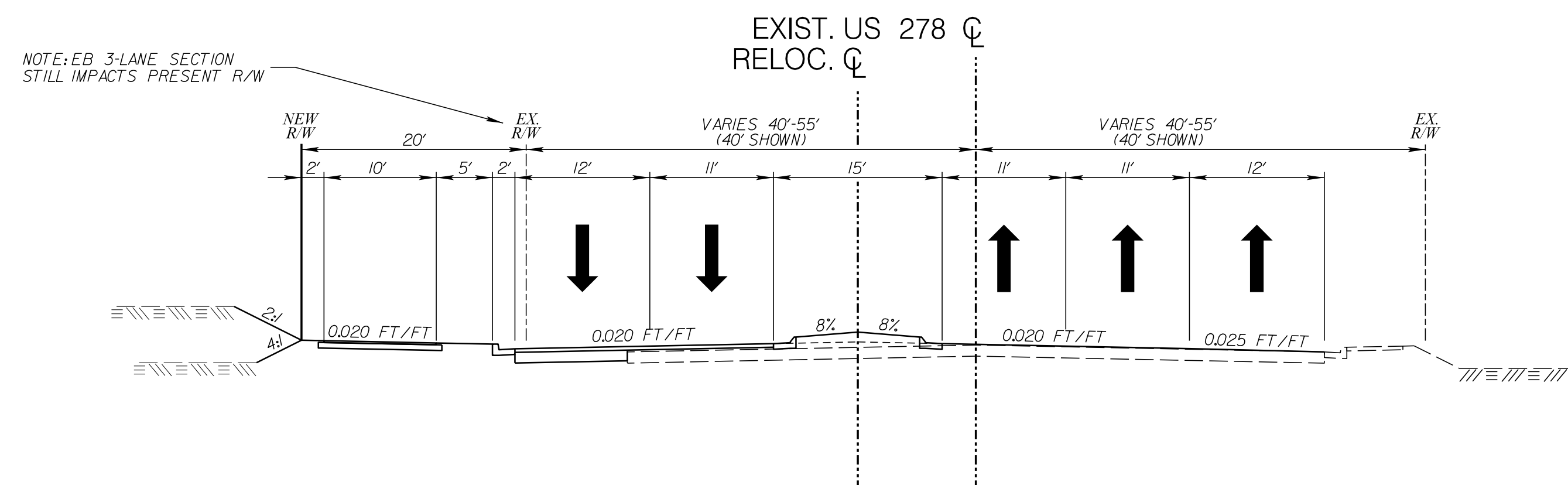
SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TRAFFIC PATTERN OVER
SKULL CREEK

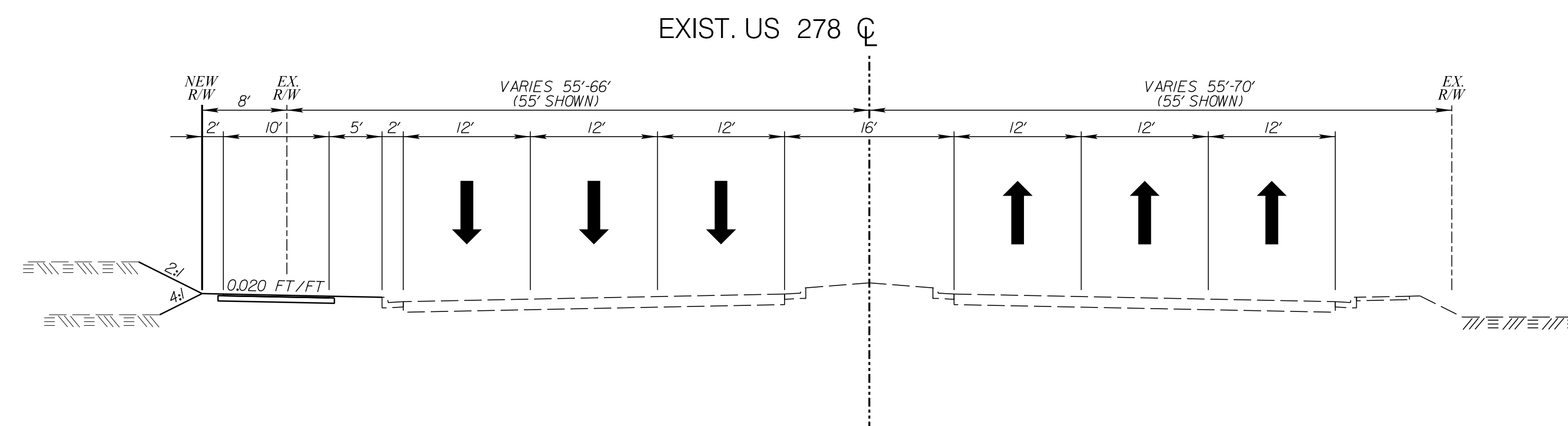
**TYPICAL SECTION OF IMPROVEMENT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.**



TYPICAL SECTION ON JENKINS ISLAND - OPTION 4



TYPICAL SECTION IN STONEY COMMUNITY - OPTION 4



TYPICAL SECTION BETWEEN SQUIRE POPE & SPANISH WELLS - OPTION 4

PLANS PREPARED BY: CDM Smith	TYPICAL NO.	FUNCTIONAL CLASSIFICATION	DESIGN SPEED		PAVEMENT DESIGN	RIGHT-OF-WAY PLANS NOT FOR CONSTRUCTION	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.
			MPH	FROM STA. TO STA.			
							TYPICAL SECTION
SCALE 1"V = NTS SCALE 1"H = NTS						RTE./RD.	6

Options:

	Bridge	Roadway	R/W	Mitigation	Utility	Subtotal	CEI	Total
1. Lifeline option w/o MUP (roadway only to tie in)	185.0	14.7	1.5	9.8	23.3	234.3	23.4	257.7
2. Lifeline option w/ MUP (roadway only to tie in)	240.0	15.7	1.5	9.8	23.3	290.3	29.0	319.3
3. Lifeline option w/o MUP (roadway w/ 3-Lane EB from Moss Creek to Spanish Wells)	185.0	22.8	2.9	11.2	26.9	248.8	24.9	273.7
4. Lifeline option w/ MUP (roadway w/ 3-lane EB from Moss Creek to Spanish Wells)	240.0	24.4	4.0	12.6	28.8	309.8	31.0	340.8
5. 2024 anticipated cost for full project	331.3	43.8	5.8	14.0	29.5	424.4	42.4	466.8
6. Replace only Mackay EB Bridge	45.0	14.7	0.8	7.5	12.5	80.5	8.1	88.6