



## **Town of Hilton Head Island**

### **William Hilton Parkway Gateway Corridor Independent Review Advisory Committee Meeting**

**Monday, April 22, 2024, 1:00 PM**

**1 Town Center Court, Hilton Head Island, SC  
Benjamin M. Racusin Council Chambers**

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The meeting can be viewed on the [Town's YouTube Channel](#), the [Beaufort County Channel](#), and Spectrum Channel 1304.

- 1. Call to Order**
- 2. Approval of the Minutes**
  - a. Meeting Minutes of April 10, 2024 will be approved at the next regular meeting.
- 3. Unfinished Business**
  - a. Additional Details on Property Impacts, Cost, and Construction Period for Alternatives.
- 4. Appearance by Citizens**
- 5. New Business**
- 6. Adjournment**

FOIA Compliance: Public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act and the requirements of the Town of Hilton Head Island.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Town of Hilton Head Island will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. Auditory accommodations are available. Any person requiring further accommodation should contact the Town of Hilton Head Island ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event.

Municipal Association of South Carolina (MASC) Civility Pledge:

“I pledge to build a stronger and more prosperous community by advocating for civil engagement, respecting others and their viewpoints, and finding solutions for the betterment of my city or town.”



# TOWN OF HILTON HEAD ISLAND

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## *William Hilton Parkway Gateway Corridor Advisory Committee*

**TO:** Advisory Committee  
**FROM:** Shawn Colin  
**DATE:** April 22, 2024  
**SUBJECT:** Transmittal of Meeting Materials from the Lochmueller Group  
Agenda

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### **RECOMMENDATION:**

This memo serves as the transmittal document to cover the materials submitted for consideration by the Lochmueller Group. This material will be covered at the April 22, 2024 meeting of the William Hilton Parkway Gateway Corridor Advisory Committee.

### **ATTACHMENTS:**

1. The Lochmueller Group Document Transmittal Memo – dated April 18, 2024
2. Presentation by the Lochmueller Group – dated April 22, 2024

# TRANSMITTAL

**To:** Shawn Colin, AICP – Town of Hilton Head Island  
**From:** Nate Nohren, PE, PTOE  
**Date:** April 18, 2024  
**Subject:** Copy of Power Point Presentation for 4/22/2024 Advisory Committee Meeting  
RE: William Hilton Parkway Gateway Corridor Independent Review

Hi Shawn,

Attached please find a PDF copy of the power point slides we will be presenting at the April 10, 2024, Advisory Committee meeting. The content provided within our presentation can be summarized as follows:

- **Brief Review of Alternatives and Areas Where ROW Required** – we will provide slides showing Lochmueller's four proposed Alternatives being considered, as well as estimated areas where additional ROW (beyond that which will be required for SCDOT's preferred alternative) would be required to implement each of Lochmueller's four proposed Alternatives. Note that our intent is to simply allow these slides to serve as a reminder of what was discussed at the 3/27 and 4/10 Committee meetings, and not spend an appreciable amount of time on any of these slides during the presentation.
- **Updated ROW, Cost, and Construction Duration Information** – an action item from the 4/10 meeting was to have Lochmueller delineate how much public vs. private ROW would be required for each Alternative, as well as provide high-level, order of magnitude estimates of cost and duration of construction. We've inserted this information into an updated results matrix that speaks to these topics.
- **Updated Overall Scoring Matrix for All Alternatives** – we will present our updated overall scoring matrix, which considers all key contributing factors associated with this project, and provides a ranking of the four Alternatives.

Please let me know if you have any questions regarding the information shared above. Otherwise, we look forward to speaking with you all on April 22.

Sincerely,

A handwritten signature in black ink, appearing to read "Nate Nohren".

Nate Nohren, PE, PTOE

# William Hilton Parkway Gateway Corridor Independent Review Advisory Committee Meeting

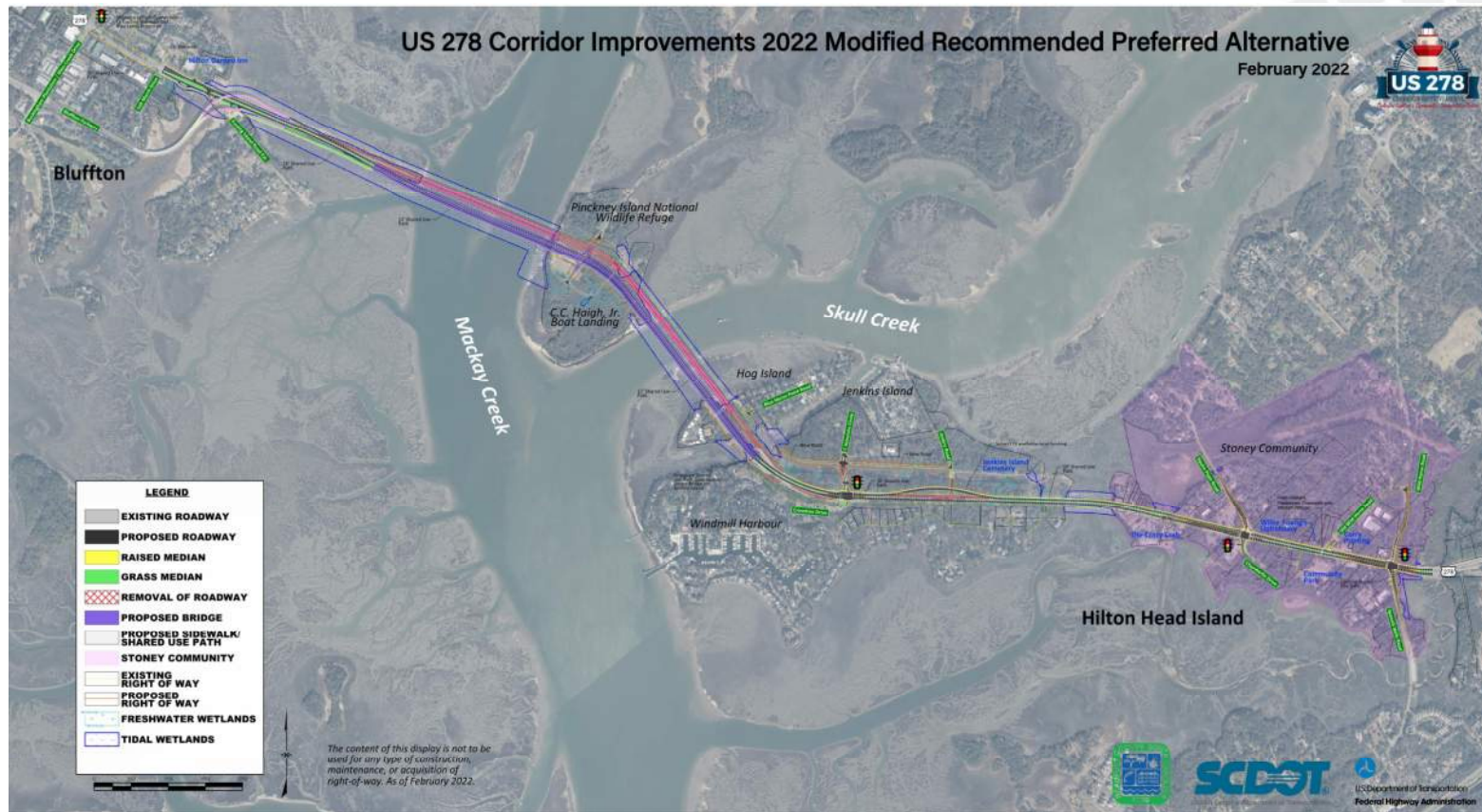
*April 22<sup>nd</sup>, 2024*



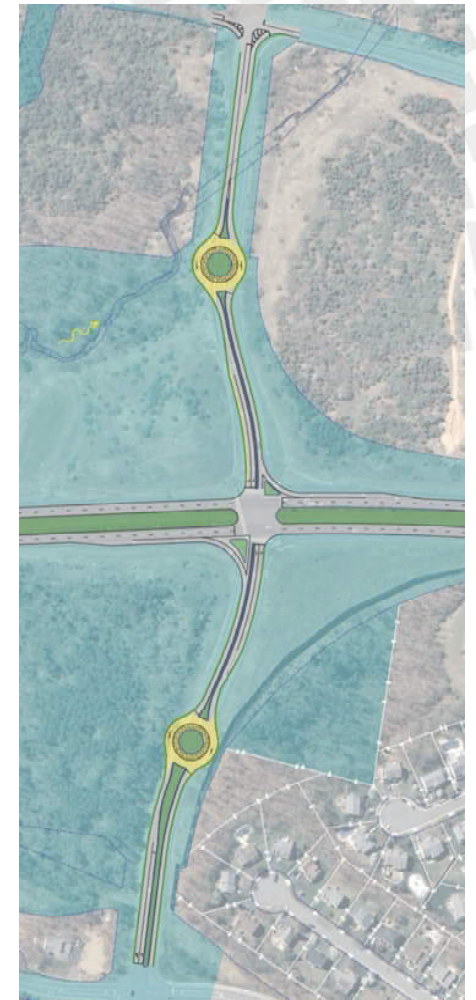
# Agenda

- ❑ Brief Review of Alternatives and Areas Where ROW is Required
- ❑ Updated ROW, Cost, and Construction Duration Information
- ❑ Updated Overall Scoring Matrix for All Alternatives

# Alternative #1 – SCDOT Modified Recommended Preferred



## Alternative #2 – Bowties at Squire Pope and Spanish Wells



## Alternative #3 – Echelon / Center Turn Overpass



Echelon



Center-Turn Overpass

## Alternative #4 – Elevated Bypass



## Alternative #4 – Elevated Bypass



## Alternative #4 – Elevated Bypass



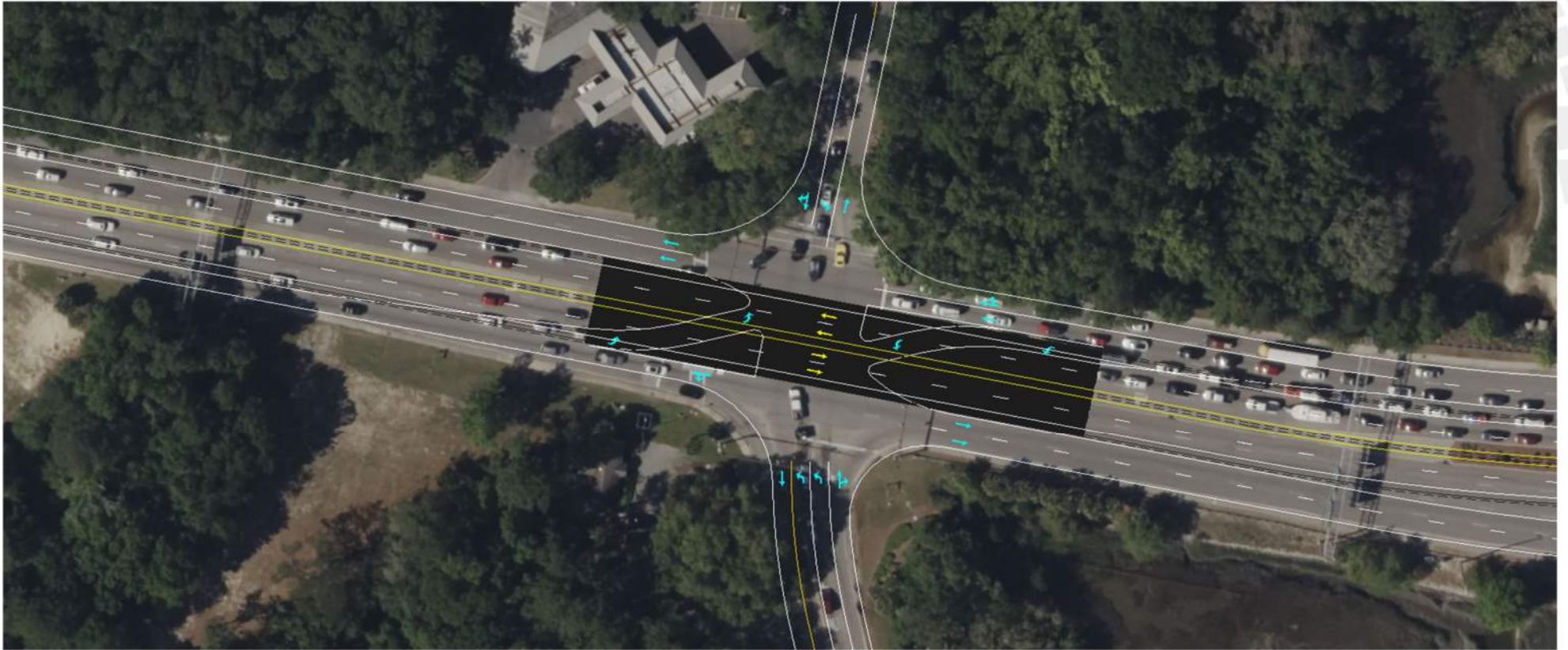
## Alternative #4 – Elevated Bypass



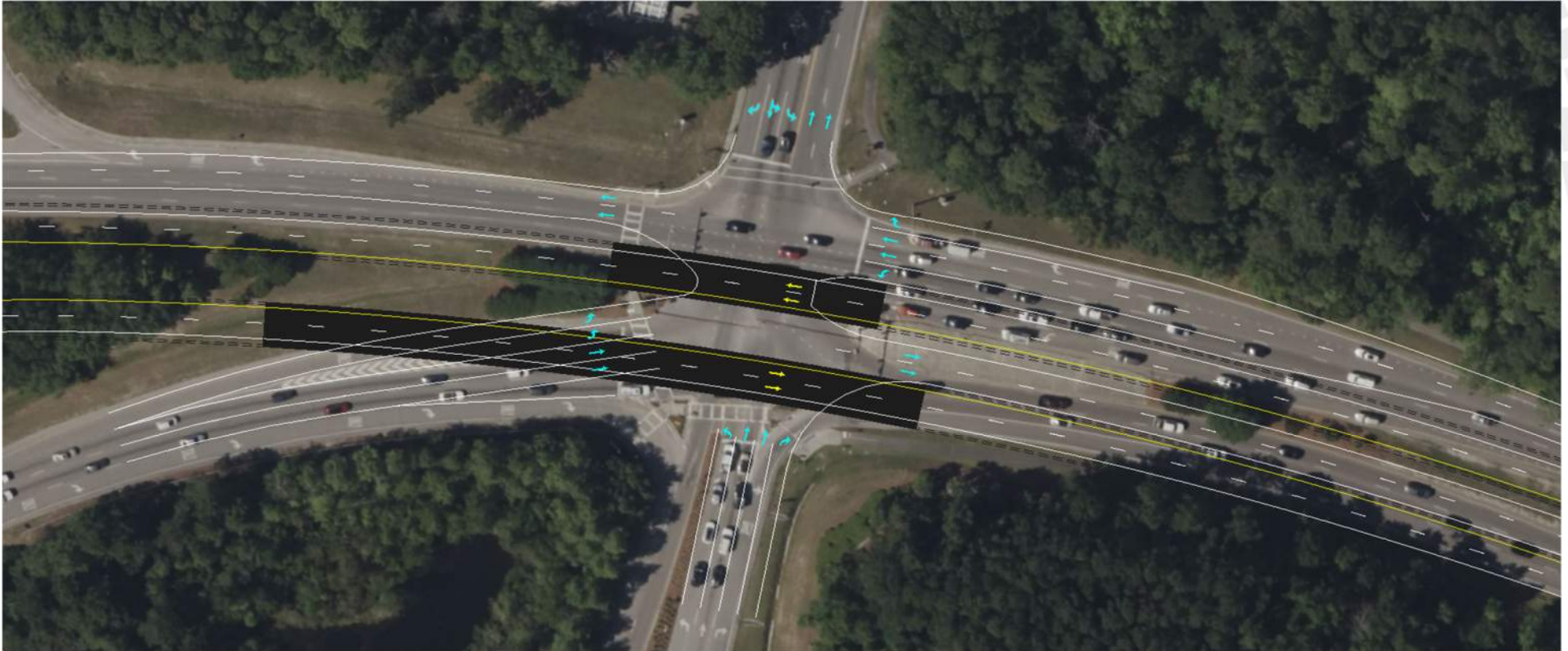
## Alternative #4 – Elevated Bypass (Squire Pope)



## Alternative #4 – Elevated Bypass (Spanish Wells)



## Alternative #4 – Elevated Bypass (Gumtree)



# Travel Time Comparison

| Scenario                                                            |    | Difference in Travel Time (seconds)*<br>when Compared to 2045 No Build |      | % Difference |        |
|---------------------------------------------------------------------|----|------------------------------------------------------------------------|------|--------------|--------|
|                                                                     |    | AM                                                                     | PM   | AM           | PM     |
| 2045 Alternative 1: SCDOT Modified Recommended Preferred            | EB | -109                                                                   | +18  | -16.1%       | 2.7%   |
|                                                                     | WB | +43                                                                    | -276 | 6.3%         | -34.2% |
| 2045 Alternative 2: Bowties at Squire Pope and Spanish Wells        | EB | -104                                                                   | -39  | -15.3%       | -6.6%  |
|                                                                     | WB | +9                                                                     | -290 | 1.4%         | -36.4% |
| 2045 Alternative 3: Echelon at Squire Pope                          | EB | -67                                                                    | -51  | -9.4%        | -8.9%  |
|                                                                     | WB | +17                                                                    | -297 | 2.5%         | -37.7% |
| 2045 Alternative 3: Echelon at Spanish Wells                        | EB | -103                                                                   | +16  | -15.1%       | 2.5%   |
|                                                                     | WB | -15                                                                    | -331 | -2.3%        | -44.0% |
| 2045 Alternative 3: Center Turn Overpass at Squire Pope             | EB | -122                                                                   | +23  | -18.4%       | 3.5%   |
|                                                                     | WB | -21                                                                    | -319 | -3.3%        | -41.6% |
| 2045 Alternative 3: Center Turn Overpass at Spanish Wells           | EB | -134                                                                   | -17  | -20.6%       | -2.9%  |
|                                                                     | WB | -16                                                                    | -339 | -2.5%        | -45.4% |
| 2045 Alternative 4: Elevated Bypass (at grade intersections only**) | EB | -126                                                                   | +27  | -19.1%       | 4.1%   |
|                                                                     | WB | +4                                                                     | -330 | 0.5%         | -43.7% |

\* Travel times were completed in Synchro for the Hilton Parkway corridor between Moss Creek and Indigo Run

\* \* Denoted travel times reflect operations of at-grade intersections only. VISSIM software will allow for modeling of bypass itself, and will therefore yield greater reductions in travel times than those shown in the table for the corridor as a whole.

# **Additional ROW Req'd vs SCDOT Alternative Alternative #1 –SCDOT Modified Preferred**



# Additional ROW Req'd vs SCDOT Alternative Alternative #2 - Bowties



# Additional ROW Req'd vs SCDOT Alternative Alternative #3 - Echelons



# Additional ROW Req'd vs SCDOT Alternative Alternative #3 - Center Turn Overpass



# Right of Way and Cost Matrix – Data & Scoring

| Resource/Category                       | Alternative 1<br>(Mod. SCDOT Recommended Preferred) | Alternative 2<br>(Bowties at Squire Pope and Spanish Wells) | Alternative 3<br>(Echelon / Center Turn Overpass) | Alternative 4<br>(Elevated Bypass) |
|-----------------------------------------|-----------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------|------------------------------------|
| Est. Add'l Right of Way Acres – Public  | 0.2                                                 | 0.94                                                        | 0.86                                              | 0                                  |
| Est. Add'l Right of Way Acres – Private | 0.0                                                 | 0.16                                                        | 0.54                                              |                                    |
| <b>TOTAL Add'l Right of Way Acres</b>   | <b>0.2</b>                                          | <b>1.10</b>                                                 | <b>1.40</b>                                       |                                    |
| Right of Way Score                      | 2                                                   | 3                                                           | 4                                                 | 1                                  |
| Estimated Cost                          | \$426M*                                             | \$430M**                                                    | \$440M to \$450M**                                | \$545M to \$575M**                 |
| Cost Score                              | 1                                                   | 2                                                           | 3                                                 | 4                                  |
| Estimated Construction Duration         | 36 months                                           | 38 months                                                   | 42 months                                         | 48 months                          |
| Construction Duration Score             | 1                                                   | 2                                                           | 3                                                 | 4                                  |
| <b>TOTAL</b>                            | <b>4</b>                                            | <b>7</b>                                                    | <b>10</b>                                         | <b>9</b>                           |
| <b>RANK</b>                             | <b>1</b>                                            | <b>2</b>                                                    | <b>4</b>                                          | <b>3</b>                           |

\* Denoted estimated cost provided by Beaufort County (\$425M) + proposed Gum Tree improvements recommended by Lochmueller (\$1M)

\* \* Denoted estimated cost generated by Lochmueller Group; based upon assumed percent differential in cost, in comparison to Alternative 1

# Overall Scoring Matrix

| Resource/Category                                          | Alternative 1<br>(Mod. SCDOT<br>Recommended Preferred) | Alternative 2<br>(Bowties at Squire Pope<br>and Spanish Wells) | Alternative 3<br>(Echelon / Center Turn<br>Overpass) | Alternative 4<br>(Elevated Bypass) |
|------------------------------------------------------------|--------------------------------------------------------|----------------------------------------------------------------|------------------------------------------------------|------------------------------------|
| Traffic Operations (Throughput<br>and Traffic Simulations) | 4                                                      | 3                                                              | 3                                                    | 1                                  |
| ROW Impact                                                 | 2                                                      | 3                                                              | 4                                                    | 1                                  |
| Environmental Impact                                       | 1                                                      | 2                                                              | 4                                                    | 3                                  |
| Safety                                                     | 4                                                      | 3                                                              | 3                                                    | 1                                  |
| Bike/Pedestrian Impact                                     | 4                                                      | 3                                                              | 1                                                    | 2                                  |
| Community and Social Impact                                | 1                                                      | 3                                                              | 4                                                    | 2                                  |
| Aesthetic                                                  | 2                                                      | 1                                                              | 3                                                    | 4                                  |
| Cost                                                       | 1                                                      | 2                                                              | 3                                                    | 4                                  |
| Construction Duration                                      | 1                                                      | 2                                                              | 3                                                    | 4                                  |
| <b>TOTAL</b>                                               | <b>20</b>                                              | <b>22</b>                                                      | <b>28</b>                                            | <b>22</b>                          |
| <b>RANK</b>                                                | <b>1</b>                                               | <b>3</b>                                                       | <b>4</b>                                             | <b>3</b>                           |

1 = Highest Ranking

# QUESTIONS?



<https://www.islandpacket.com/news/local/traffic/article235209867.html>

