

# Jenkins Island Access Management Project | Public Information Meeting



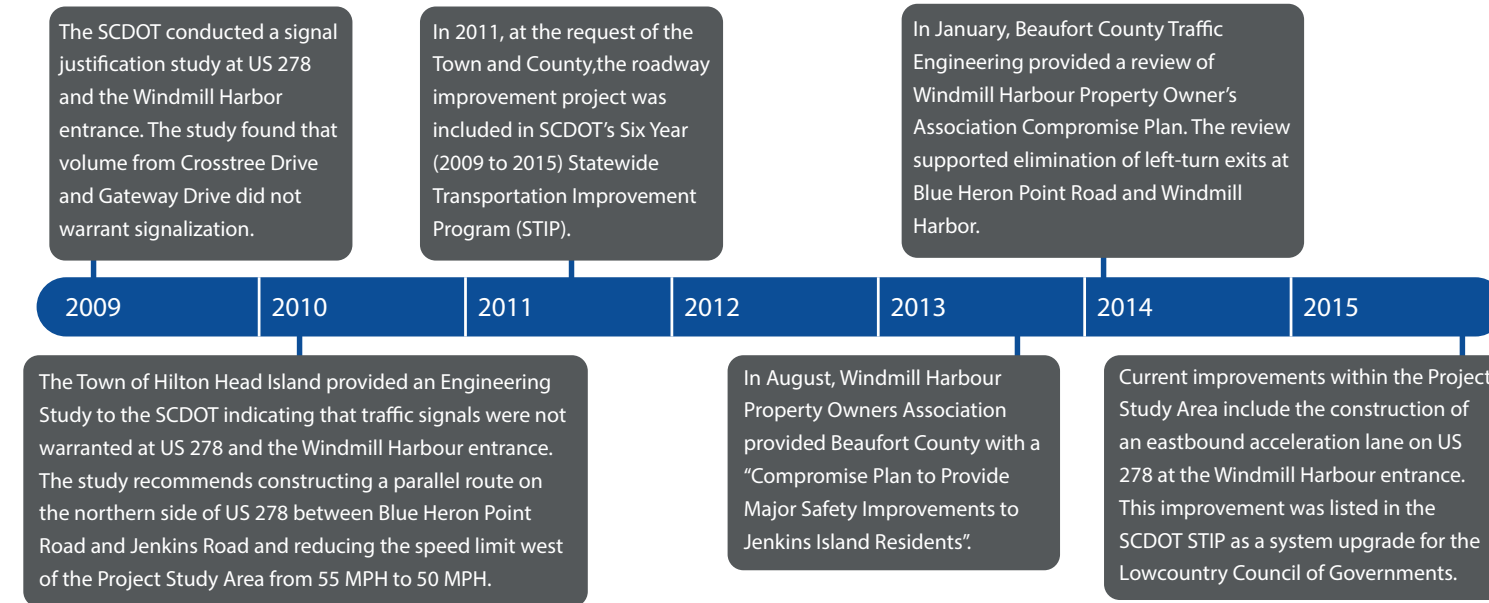
## Project Goals

Provide a safe and efficient access to local communities with minimum disruption to "through" traffic on US 278

Offer an optimum solution through alternative analysis that minimizes environmental impact

Develop a Purpose & Need statement, in compliance with the National Environmental Policy Act (NEPA)

## Project Timeline



## Project Need

Table 3.1 - Level of Service Criteria

Level of Service	Control Delay - Unsignalized Intersection (seconds/vehicle)	Traffic Flow Description
A	0-10	Free-flow conditions. Desired movements are virtually unaffected by the presence of other vehicles.
B	> 10-15	Traffic flow is stable. The presence of other vehicles only slightly restricts the freedom to maneuver.
C	> 15-25	Traffic flow is stable, but increasing difficulty of turning maneuvers.
D	> 25-35	Approaching unstable traffic flow conditions.
E	> 35-50	Unstable traffic flow conditions.
F	> 50	Unacceptable LOS. Very unstable traffic flow conditions exist.

### Notes

- The traffic study was performed for the existing year (2015), opening year (2020) and design year (2040) traffic volumes. For the 2035 No-Build condition, it was assumed that US 278 will be widened to provide an additional through lane in each direction.
- Table 3.2 shows the results of the analyses for No-Build condition. The No-Build condition analyses indicate that all intersections (side road approach) are currently operating at LOS E and LOS F with long delays during peak periods. Under future No-Build condition, the side road traffic are expected to operate at LOS F with longer delays and even most of the left-turn traffic from US 278 to side roads are expected to operate at LOS F.

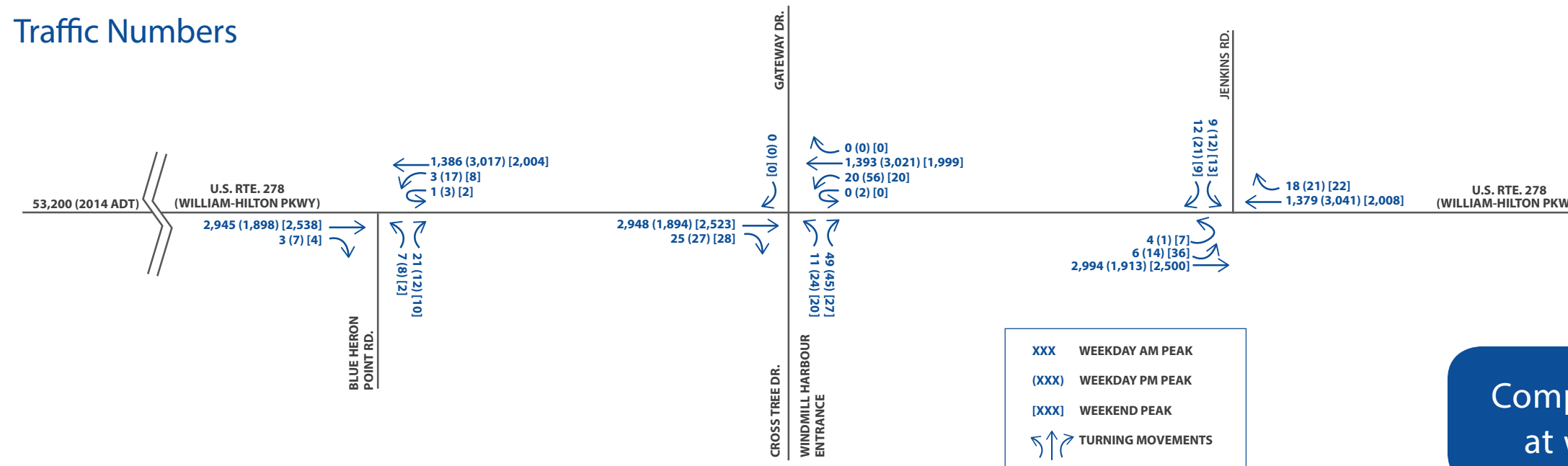
Table 3.2 - Intersection Levels of Service Summary - No Build Condition

Intersection	Control <sup>1</sup>	Movement	LOS <sup>2</sup> (2015)		LOS (2020)		LOS (2035)	
			AM	PM	AM	PM	AM	PM
Blue Heron Point at US 278	Free	Westbound US 278 (Turning Left on Blue Heron Point Rd)	F	C	F	C	F	E
	Stop	Northbound Blue Heron Point Rd (Turning Right or Left onto US 278)	F	E	F	F	F	F
Crosstree Drive at US 278	Free	Westbound US 278 (Turning Left on Crosstree Dr)	F	C	F	C	F	F
	Stop	Northbound Crosstree Dr (Turning Right or Left onto US 278)	F	F	F	F	F	F
Jenkins Road at US 278	Free	Eastbound US 278 (Turning Left on Jenkins Rd)	C	F	C	F	C	F
	Stop	Southbound Jenkins Rd (Turning Right or Left onto US 278)	E	F	F	F	F	F

<sup>1</sup> Control refers to the movement of the vehicle at the turn. For example, a vehicle traveling westbound on US 278 is not required to stop before turning left onto Blue Heron Point Road. However, a vehicle traveling northbound on Crosstree Drive is required to stop at a stop sign before turning left or right onto US 278.

<sup>2</sup> Beaufort County 2010 Comprehensive Plan establishes a goal of LOS "D" for roads within the County. Red text indicates unacceptable LOS, or those worse than "D".

## Traffic Numbers



Complete online survey by Friday, August 21 at [www.surveymonkey.com/r/Jenkins\\_Island](http://www.surveymonkey.com/r/Jenkins_Island)

## Next Steps

- Current Project:**  
 Beaufort County will receive a complete environmental screening document in September and will then make a decision on a future construction project.
- Construction Project:**
- Identify Funding Source (No funding available at this time)
  - Conceptual Design and NEPA review
    - Public Meeting
    - Decision Document
  - Final Design and Permitting
  - Construction (Upon funding appropriation)



# Jenkins Island Access Management Project | Public Information Meeting

## Proposed Alternatives

### No Build

No changes to the current road.

### Alternative 1 – Right-In, Right-Out with Frontage Road

All existing median cross overs on US 278 would be closed, existing access points (Blue Heron Point Road, Gateway Drive, Crosstree Drive, and Jenkins Island Road) would be reconstructed to allow for only right-in and right-out movements. A frontage/access road would be constructed along the north side of US 278 connecting between existing Blue Heron Point Road to the west and Jenkins Road to the east.

### Alternative 2 – Median U-Turn

All existing median cross overs would be reconstructed to allow for left turns into the communities from US 278. The existing access points (Blue Heron Point Road, Gateway Drive, Crosstree Drive, and Jenkins Island Road) would be reconstructed to allow traffic from the communities to make only right turns on US 278. Two new median openings would be constructed between Crosstree Drive/Gateway Drive and Jenkins Road with adequate storage length and U-turn facilities on US 278 to accommodate large vehicles. Adequate acceleration lanes would be provided at all access points. The existing left turn traffic from Blue Heron Point Road and Crosstree Drive would make right turns on US 278 and then make a U-turn on the new median crossover to travel west on US 278. Similarly, the existing left turn traffic from Jenkins Road would make a right turn on US 278 and then make a U-turn on the new median crossover to travel east on US 278.

## Project Study Area

