



Town of Hilton Head Island

Town Council Workshop Meeting

Tuesday, April 28, 2026, 3:00 PM

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

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

1. **Call to Order**
2. **Adoption of the Agenda**
3. **Workshop Discussion**
 - a. Beaufort County Update on William Hilton Parkway Gateway Corridor Bridge Project
 - b. Review and Discussion of Proposed William Hilton Parkway Gateway Corridor Master Plan
4. **Public Comment - Non Agenda Items**
5. **Adjournment**

FOIA Compliance: Public notification of this workshop 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

Town Council

TO: Town Council
FROM: Shawn Gillen, Assistant Town Manager
VIA: Don D'Adam, Public Projects Director
Jeff Netzinger, Engineering Director
CC: Marc Orlando, ICMA-CM, Town Manager
DATE: April 28, 2026
SUBJECT: Beaufort County Update on William Hilton Parkway Gateway
Corridor Bridge Project

PURPOSE:

Assistant County Administrator Jared Fralix will provide an update on the status of the William Hilton Parkway Gateway Corridor Bridge Project. He will also brief Town Council on the Federal Highway Administration (FHWA) Large Bridge Grant application and outline how a potential grant award would affect the project's scope.

Although the bridge project and the William Hilton Parkway Corridor Master Plan are separate initiatives, they function as interconnected components of the overall corridor system. This presentation is intended to illustrate how the two efforts align and how the corridor design incorporates the timing and scope of the bridge project.

BACKGROUND:

The current US278 bridge project scope focuses on replacing the eastbound bridge entering Hilton Head Island. Beaufort County and SCDOT have jointly submitted an application for the Federal Highway Administration's Large Bridge Grant. If awarded, this funding would allow the project scope to expand to include replacement of the westbound bridge as well.



US 278
CORRIDOR IMPROVEMENTS
Casting a Light on a Community's Transportation Future

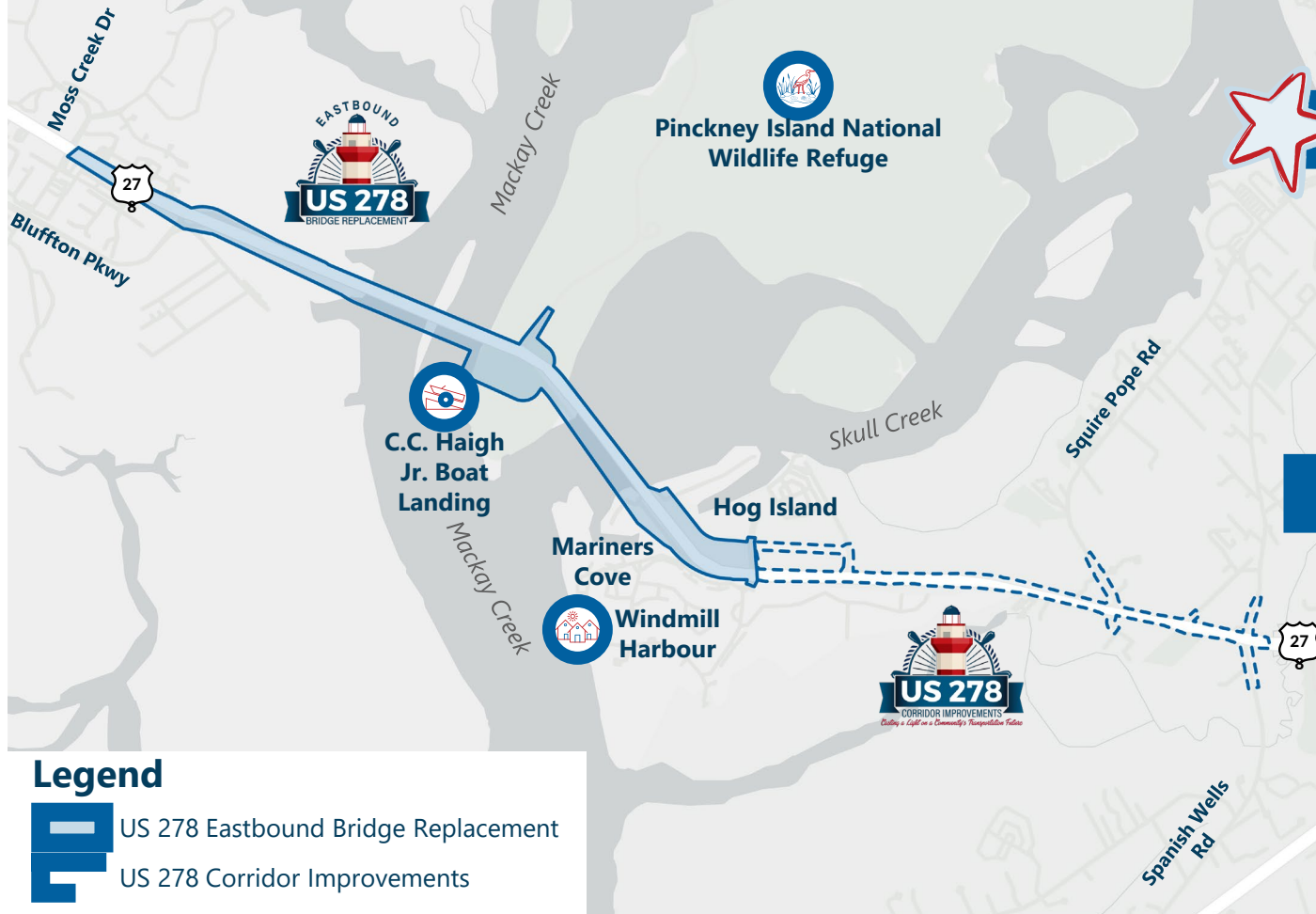
EASTBOUND





US 278
BRIDGE REPLACEMENT

What's the difference between the US 278 Eastbound Bridge Replacement and the US 278 Corridor Improvements projects?

Where are these projects?



Legend

-  US 278 Eastbound Bridge Replacement
-  US 278 Corridor Improvements

What is the purpose of these projects?

US 278 Eastbound Bridge Replacement

The purpose of the project is to **eliminate structural deficiencies** and to **provide new bridge and roadway approaches** that meet current design standards

















US 278 Corridor Improvements

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

What's the difference between the US 278 Eastbound Bridge Replacement and the US 278 Corridor Improvements projects?

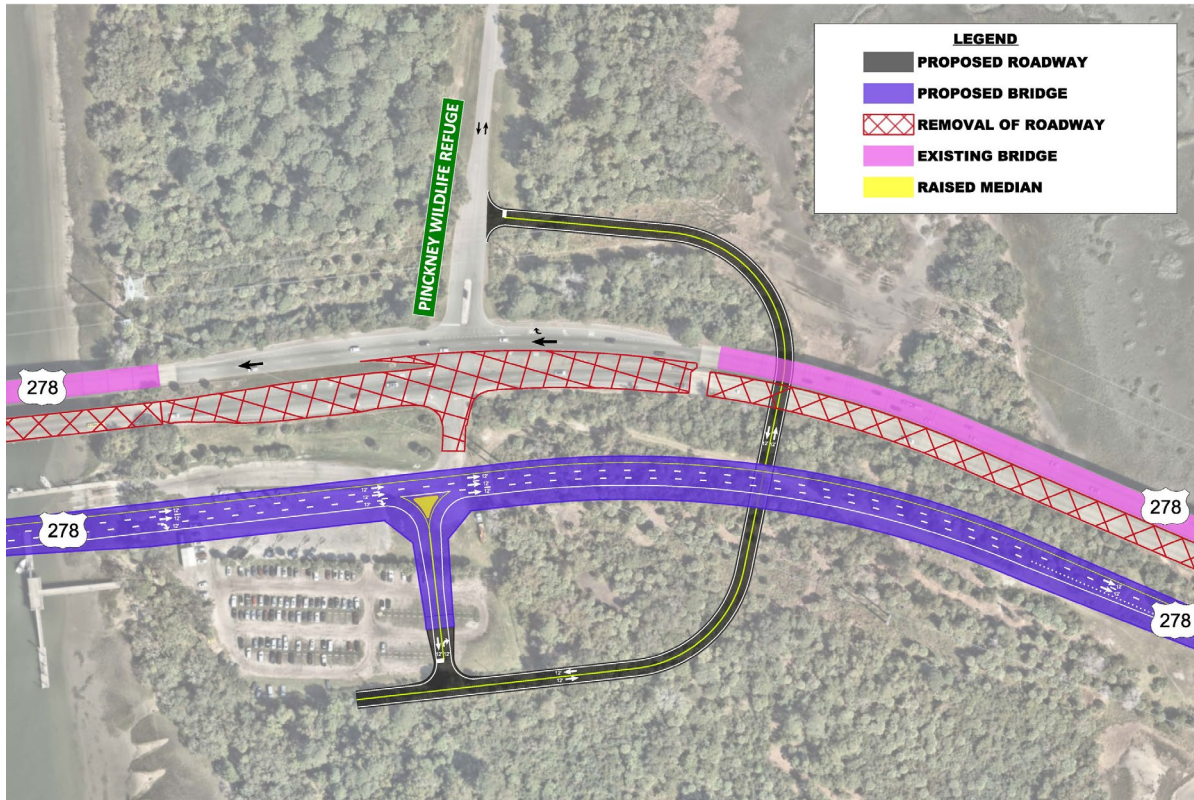
This US 278 Eastbound Bridge Replacement project is just one part of a bigger vision. The full US 278 Corridor Improvements project is still a priority, and SCDOT and Beaufort County are continuing to explore funding opportunities. The eastbound bridge replacement is moving forward now as a separate project—and it's being designed as a single, new bridge with two lanes and the potential to restripe to three lanes in the future if funding becomes available for the full corridor.

Proposed Improvements

Projects	Replacement of the eastbound bridges over Mackay and Skull Creek	Replacement of the westbound bridges over Mackay and Skull Creeks	Improved access to Pinckney Island Wildlife Refuge and C.C. Haigh Jr. boat landing	Maintained access to Hog Island/ Mariners Cove	Bicycle and pedestrian improvements	Traffic improvements on Hilton Head Island	Does not impact the Stoney Community
 <p>US 278 Eastbound Bridge Replacement</p>							
 <p>US 278 Corridor Improvements</p>							

Improving Access to Pinckney Island

The eastbound bridge replacement would improve access to Pinckney Island and the boat landing—just like many of you asked. *What changes would you see?*



US 278 traffic limited to right-in and right-out access, eliminating left turns while still providing access to both the Pinckney Island Wildlife Refuge and the C.C. Haigh Jr. Boat Landing from either direction

Eastbound



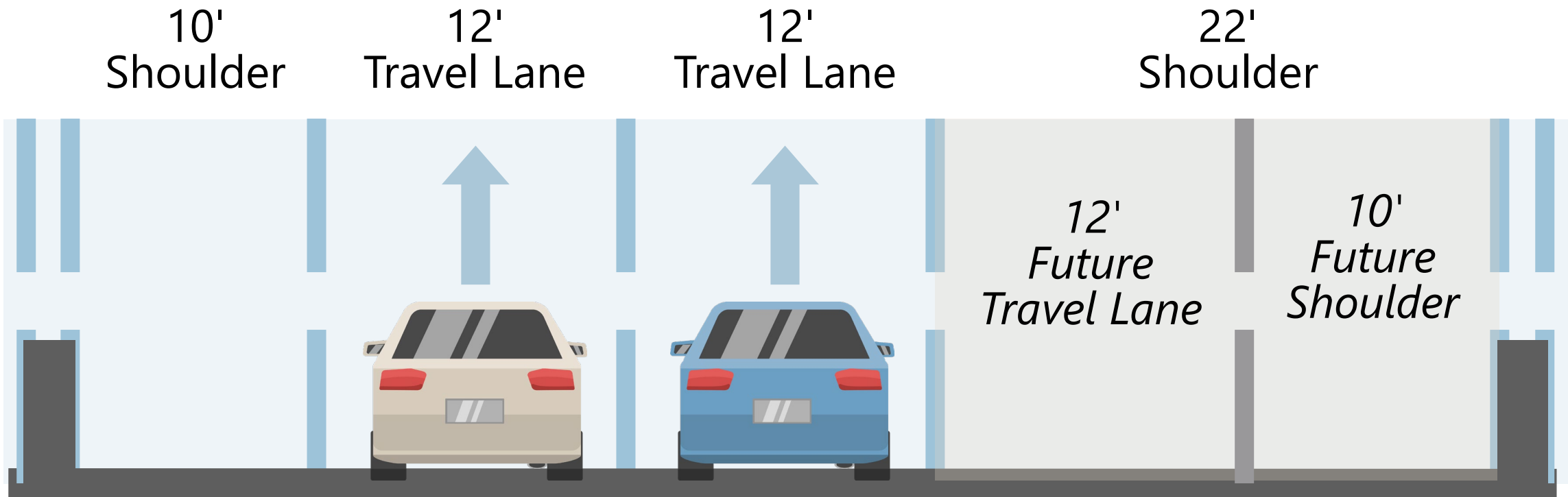
New ramp to access C.C. Haigh Jr. Boat Landing and new loop road to access Pinckney Island Wildlife Refuge

Westbound



New local access road would loop under both bridges to provide access to both the C.C. Haigh Jr. Boat Landing and the Pinckney Island Wildlife Refuge

Eastbound Lane Configuration



Schedule and Next Steps

Anticipated Project Schedule

Eastbound Bridge Replacement Kick Off
Summer 2025



Public Information Meeting
October 30, 2025

WE ARE HERE!

Categorical Exclusion (CE) Approval
Spring/Summer 2026



Finalize Design
Spring 2027

Anticipated Construction Letting
Winter 2027



What does this mean?



SCDOT and Beaufort County can meet the **original timeline for replacement if we act now**



Subject to FHWA approval, construction is anticipated to begin in **early 2028**



What about US 278 Corridor Improvements?

SCDOT and Beaufort County continue to **explore funding opportunities** that could bring the overall corridor improvements project to construction. The US 278 Eastbound Bridge Replacement would **work with** future corridor improvements should funding become available.

STAY CONNECTED



info@SCDOT278BridgeReplacement.com



www.SCDOT278BridgeReplacement.com





TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: Shawn Gillen, Assistant Town Manager
VIA: Don D'Adam, Public Projects Director
Jeff Netzinger, Engineering Director
CC: Marc Orlando, ICMA-CM, Town Manager
DATE: April 28, 2026
SUBJECT: Review and Discussion of Proposed William Hilton Parkway Gateway Corridor Master Plan

PURPOSE:

To present the proposed William Hilton Parkway Gateway Corridor Master Plan and obtain Town Council policy direction to finalize the plan and advance public engagement, funding, partnerships, and implementation.

BACKGROUND:

Since Town Council's March 4, 2025 action approving the joint resolution with Beaufort County regarding the project scope and funding strategy (Attachment 1), staff has advanced a proposed draft William Hilton Parkway Gateway Corridor Master Plan (Attachment 2).

This work builds upon prior Town Council direction and reflects regional alignment, incorporates stakeholder input, and integrates the community values previously established by Town Council.

The proposed plan prioritizes safety, mobility, community compatibility, and gateway aesthetics, while maintaining alignment with regional infrastructure investments.

REQUEST FOR TOWN COUNCIL DIRECTION:

At this stage, staff is seeking Town Council feedback to confirm alignment with Town Council priorities and to provide direction on advancing the plan into the next phase. This includes final refinement of the plan, initiation of broader public engagement, and development of a coordinated funding and implementation strategy.

NEXT STEPS:

Following Town Council direction, staff will advance the Master Plan, initiate public engagement, continue coordination with partner agencies, and advance funding strategies. A final master plan and implementation roadmap will be presented at an upcoming Town Council Meeting for Town Council consideration.

ATTACHMENTS:

1. March 4, 2025 Town Council/Beaufort County Joint Resolution
2. Proposed Draft William Hilton Parkway Gateway Corridor Master Plan

RESOLUTION 2025/15**A JOINT RESOLUTION OF BEAUFORT COUNTY & TOWN OF HILTON HEAD ISLAND TO REDEFINE THE US 278 CORRIDOR PROJECT (ALSO KNOWN AS THE WILLIAM HILTON PARKWAY GATEWAY CORRIDOR PROJECT) TO ALIGN WITH THE AVAILABLE FUNDING**

WHEREAS, the current proposed 278 Corridor Project (also known as the William Hilton Parkway Gateway Corridor Project [{"Project"}]) includes a six-lane bridge with a multi-use pathway and roadway improvements spanning from Moss Creek Drive to Spanish Wells Road; and

WHEREAS, any Funds expended from the 2018 Referendum as per the referendum will solely be expended within the originally defined project area from Moss Creek Drive to Squire Pope Road, and funds spent for improvements between Squire Pope Road and Spanish Wells Road will be sourced solely from Local Impact Fee Revenue; and

WHEREAS, the current available funding for the Project totals \$298.85 million, consisting of \$101 million from Beaufort County (sales tax and impact fees), \$3.35 million from the Town of Hilton Head Island (right-of-way donations), \$74.5 million from the South Carolina Department of Transportation (SCDOT), and \$120 million from the State Infrastructure Bank (SIB); and

WHEREAS, in February 2024, SCDOT provided an updated Project cost estimate, increasing the projected Project cost from \$305 million to \$488 million; and

WHEREAS, this updated Project cost estimate was reflected in our following quarterly report to the SIB, and upon receipt, the SIB requested a meeting with the County to address the project status and funding shortfall; and

WHEREAS, at a meeting on May 29, 2024, between SIB, SCDOT, state representatives, and Beaufort County, the County proposed a pro-rata cost-sharing arrangement between SIB, SCDOT, and the County to cover the \$190 million Project funding shortfall; and

WHEREAS, in a follow-up letter to SIB dated July 3, 2024, the County formally requested \$90 million from SIB to match a \$90 million contribution from the County, contingent upon voter approval of a proposed Transportation Sales Tax Referendum in November 2024; and

WHEREAS, on November 5, 2024, the Transportation Sales Tax Referendum did not receive voter approval thereby rendering the County's proposed match unavailable; and

WHEREAS, on November 7, 2024, SIB issued a letter to the County requesting a response within 15 days regarding the County's plan to address the \$190M Project funding shortfall; and

WHEREAS, at its November 12, 2024, County Council meeting, the Council voted not to allocate additional funds to the Project; and

WHEREAS, in a letter to Beaufort County dated November 18, 2024, SCDOT reiterated the deteriorating condition of the eastbound Mackay Creek Bridge, stating that its current condition is rated a 4 out of 10, and emphasized that a decision on a viable project must be made by March 31, 2025, to proceed with construction by 2027; and

WHEREAS, at the November 20, 2024, SIB meeting, an extension was granted to Beaufort County until March 31, 2025, for the County to provide a revised funding plan for the Project; and

WHEREAS, on January 9, 2025, Senator Tom Davis, with support from the state delegation, presented a proposal to redefine the Project to match available funding; and

WHEREAS, SCDOT has provided six project options along with cost estimates for each option, including the proposal endorsed by Senator Tom Davis; and

WHEREAS, only two of the six options, (excluding the standalone Mackay Creek Bridge replacement) fall within the available \$298.85 million budget; and

WHEREAS, a joint meeting of the Beaufort County Council and the Hilton Head Town Council was held on February 12, 2025, to discuss the options for the Project presented by SCDOT and the funding for the Project.

WHEREAS, in a February 28, 2025, letter from South Carolina Secretary of Transportation Justin Powell, to Senator Tom Davis, if the projected proceeds, SCDOT will make it a "design build" Project and is willing to include in the procurement documents and in the scoring of new proposals, a preference for alternatives that provide two way access, meaning one can exit from the New Bridge heading eastbound onto Pinckney Island as well as depart from Pinckney Island on to the New Bridge to head eastbound to Jenkins Island, rather than the current plan to provide access to Pinckney Island solely from Jenkins Island, a copy of which is incorporated by reference and attached as Exhibit B.

NOW THEREFORE, BE IT RESOLVED THAT THE COUNTY COUNCIL OF BEAUFORT COUNTY, SOUTH CAROLINA, AND THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, hereby adopt a revised scope for the Project to align with the available funds. The revised Project includes the following elements:

Revised Project Scope:

1. * Demolition of the existing eastbound bridge over Mackay Creek, construction of a new bridge extending from the mainland to Jenkins Island ("New Bridge"), and retaining the existing two lane eastbound bridge over Skull Creek and the two existing two lane westbound bridges over Mackay Creek and Skull Creek* Construction of the New Bridge will be a three-lane eastbound lifeline bridge without a multi-use pathway.
2. * Striping the New Bridge for two lanes, with only necessary road tie-ins included.
3. Designing the New Bridge width to accommodate temporary four-lane use in the future if westbound bridge replacement is required.
4. * The New Bridge will be designed so that there is a preference to provide two-way access to and from Pinckney Island from the New Bridge over the use of the existing Skull Creek

- bridge, either the eastbound or westbound lanes being repurposed for two-way access to Pinckney Island.
5. * Construction of a Hog Island connector road/bridge to provide access to Mariner's Cove, Blue Heron Point, and Hog Island, linking back to US 278 at the Windmill Harbor intersection.
 6. * Retention and improvement of the Windmill Harbor traffic signal with mast arms.
 7. The Town of Hilton Head Island and Beaufort County agree to work cooperatively on the following:
 - i. Transfer the maintenance and repair responsibilities of the Windmill Harbor Traffic Signal to the Town of Hilton Head Island. Funding for mast arms and installation of adaptive technology consistent with that installed on existing Town of Hilton Head Island Signals will be eligible for the use of Reserve Funds if they remain at the end of the bridge project.
 - ii. Explore providing a bike/pedestrian lane on the new eastbound bridge structure, as part of the built third lane, until the third lane is needed for traffic operations.
 - iii. Request that SCDOT reduce the speed limit of the William Hilton Parkway Corridor to 40mph.

*These project elements are identified in SCDOT's "Option 1," attached as Exhibit A.

Funding Elements:

Funding Source	Amount (in millions)
Current Project Funding (SIB, DOT, Local)	\$295.50M
Additional SCDOT Funding (DOT, Local)	\$ 16.10 M
<u>Spent to Date (DOT, Local)</u>	<u>- \$ 13.07 M</u>
Total Available Funding	\$298.53M

Planned Project Costs	Amount (in millions)
Revised Project Costs (SIB, DOT, Local)	\$257.70M
Remaining Engineering Costs (DOT, Local)	\$ 15.00M
Reserve Funds(Local)	\$ 14.33M
PSD Relocation Funds (Local)	\$ 6.50M
<u>Stoney Historic Community Safety Projects (Local)</u>	<u>\$ 5.00M</u>
Total Costs	\$298.53M

Use of Local Funds:

1. Reserve Funds will cover potential project overruns.
2. The Project will fund the replacement of the 24" waterline up to the limits defined in State Act 36, plus the allocated \$6.5 million in Local Funds Costs for the waterline relocation not covered by the combination of State Act 36 and Local Funds will be funded using Reserve Funds as the top priority.
3. To address immediate safety concerns in the Stoney Historic Community, a minimum of \$5.0 million in Local Funds will be set aside and reserved for a local road project, with funds made available upon approval of the Project by the Federal Highway Administration, with the Town overseeing design and construction, prioritized as follows:
 - i. Squire Pope intersection enhancements – (pedestrian safety, turn movements, etc.)
 - ii. Sidewalk enhancements

- iii. Spanish Wells intersection enhancements – (pedestrian safety, turn movements, etc.)
- iv. Signage – safety/wayfinding
- 4. Any remaining Reserve Funds, not spent on the above, shall be used for other local road improvements along the corridor between Moss Creek Drive and Spanish Wells Road.

Adopted this 10th day of March 2025.

COUNTY COUNCIL OF BEAUFORT COUNTY

ATTEST:

BY: Alice G. Howard
Alice Howard, Chair

Sarah W. Brock

Sarah W. Brock, Clerk to Council

Adopted this 4th day of March 2025.

HILTON HEAD ISLAND TOWN COUNCIL

BY: Alan R. Perry
Alan R. Perry, Mayor

ATTEST:

Kimberly Gammon

Kimberly Gammon, Clerk to Council



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

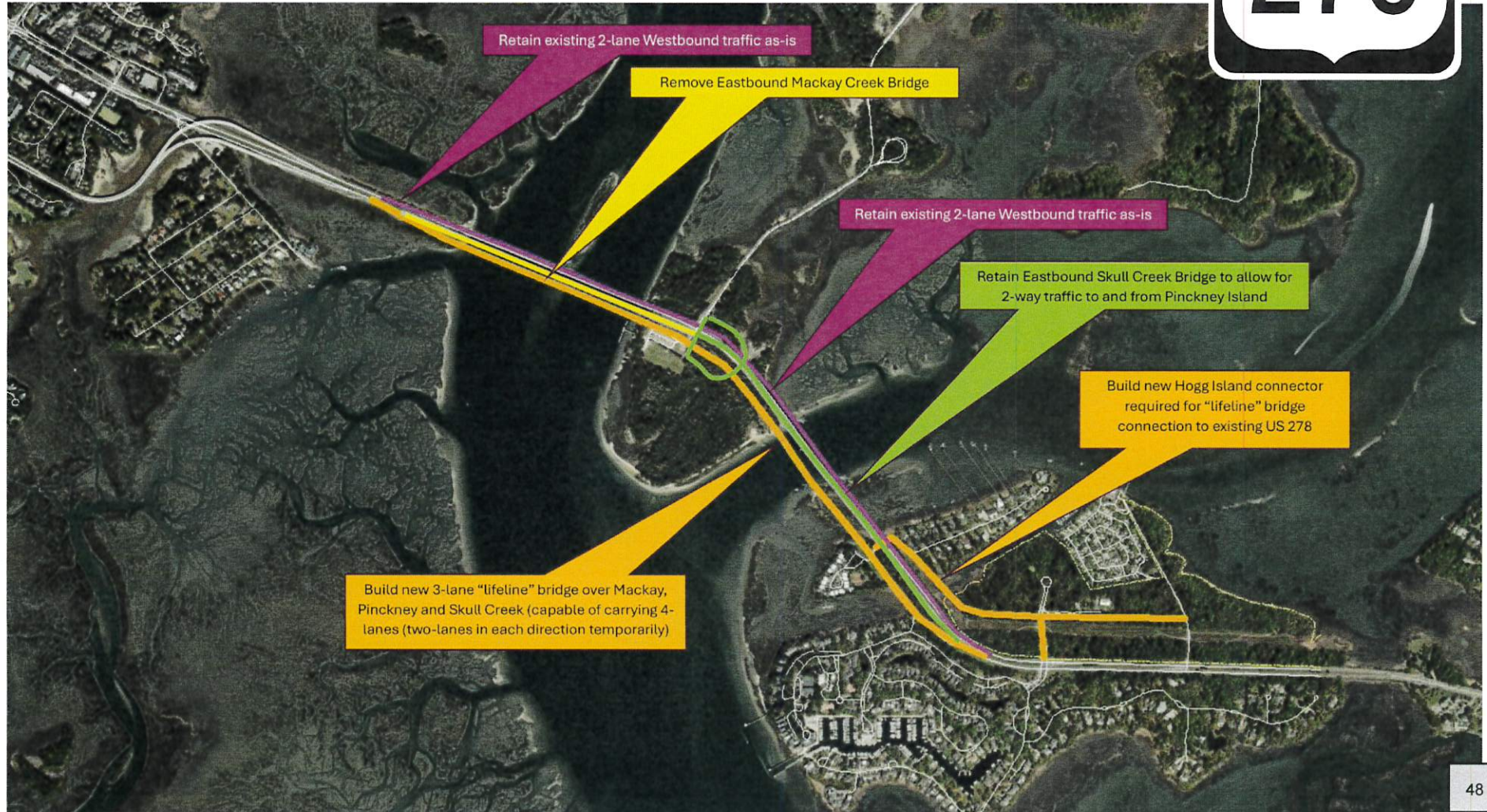


EXHIBIT B



Justin P. Powell
Secretary of Transportation
803-737-0874 | 803-737-2038 Fax

February 28, 2025

The Honorable Tom Davis
South Carolina Senate
203 Gressette Building
Columbia, SC 29201

Dear Senator Davis:

As you are aware, Beaufort County and the Town of Hilton Head Island are in discussions about revising the US-278 Bridge project into a smaller project focused on the eastbound approach from Bluffton onto Hilton Head Island.

The South Carolina Department of Transportation (SCDOT) has developed an alternative to build a single span across Mackay Creek and Skull Creek. While designed for future capacity, the structure would be striped for two lanes and would tie into the existing US-278 once on Hilton Head Island. This approach would address SCDOT concerns about the US-278 eastbound bridge over Mackay Creek and advance a project that facilitates the long-term plan to reconstruct all four bridges onto the island.

Consistent with the original proposal for the full bridge, the revised plan would aim to reduce the environmental impacts to the Pinckney Island National Wildlife Refuge by not having the structure touch down on the island. Given the budgetary constraints of funds available from Beaufort County, the State Infrastructure Bank, and SCDOT, the current plan has public access to Pinckney Island solely from Hilton Head Island. Full access to Bluffton from Pinckney Island would be established in the future when the westbound structures are replaced.

I recognize the concern about vehicles traveling from Bluffton to Pinckney Island will now be required to travel to Hilton Head Island first. To that end, I want to offer the following:

- 1) If the revised project proceeds, SCDOT will make it a "design build" project. In that process, SCDOT will select a joint design and construction team to finalize plans on the project and build the bridge.
- 2) The design build process promotes innovation and allows teams to propose alternatives that can improve the project. This could include proposing new ways to access Pinckney Island than currently contemplated.
- 3) SCDOT is willing to include in the procurement documents and in the scoring of the proposals from the teams a preference for alternatives that provide two-way access onto Pinckney Island than the current plan to provide access solely from Hilton Head Island.

This approach will allow the project to proceed on its current budget and provide an opportunity to apply additional innovation to the project that could resolve access concerns to Pinckney Island.

Please do not hesitate to reach out if I can be of further assistance.

Sincerely,

Justin P. Powell
Secretary of Transportation

CC: Beaufort County Legislative Delegation
SCDOT Commission



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Columbia, SC 29202-0191

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William Hilton Parkway Gateway Corridor Master Plan

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- **page 25** **Stoney Neighborhood Improvements**
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 - Wild Horse Road / Spanish Wells Road Intersection
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 - Performance Matrix
 - Implementation Sequence
 - Projects Descriptions / Cost Estimates
 - Additional Transportation System Improvement Projects

BRIDGE PROJECT OVERVIEW



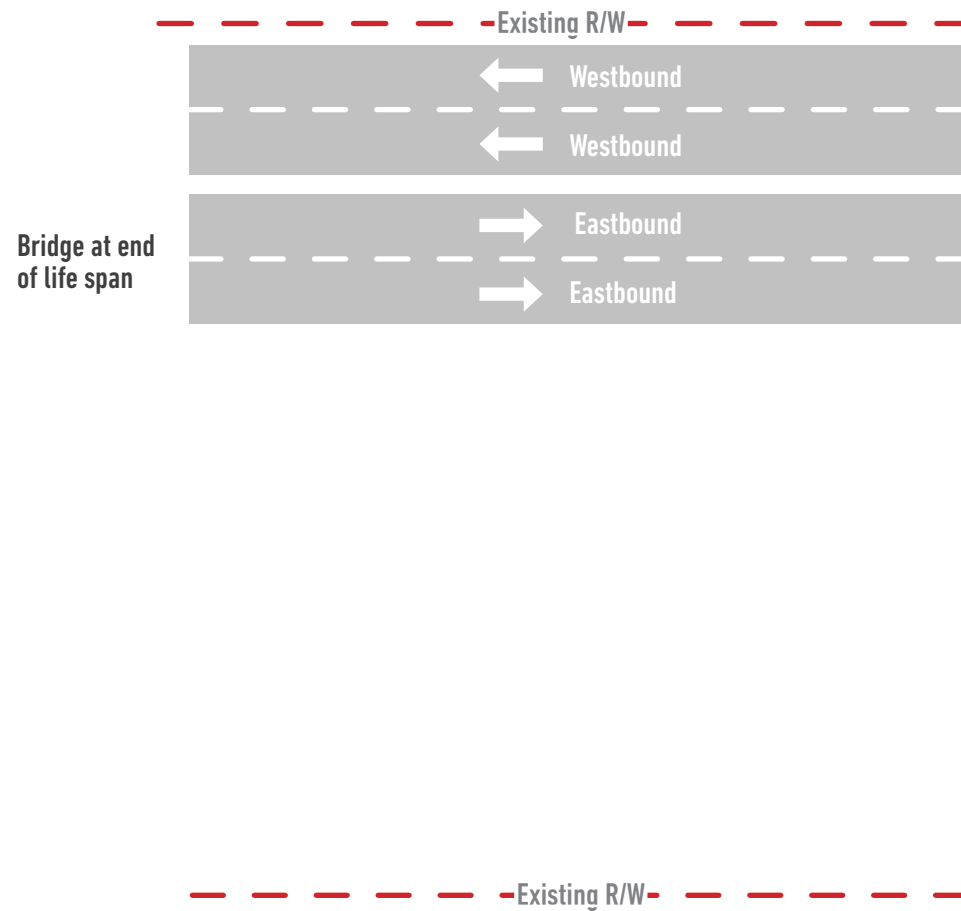
County Bridge Project Extent
By BC/SCDOT

OFF-ISLAND / WESTERN GATEWAY

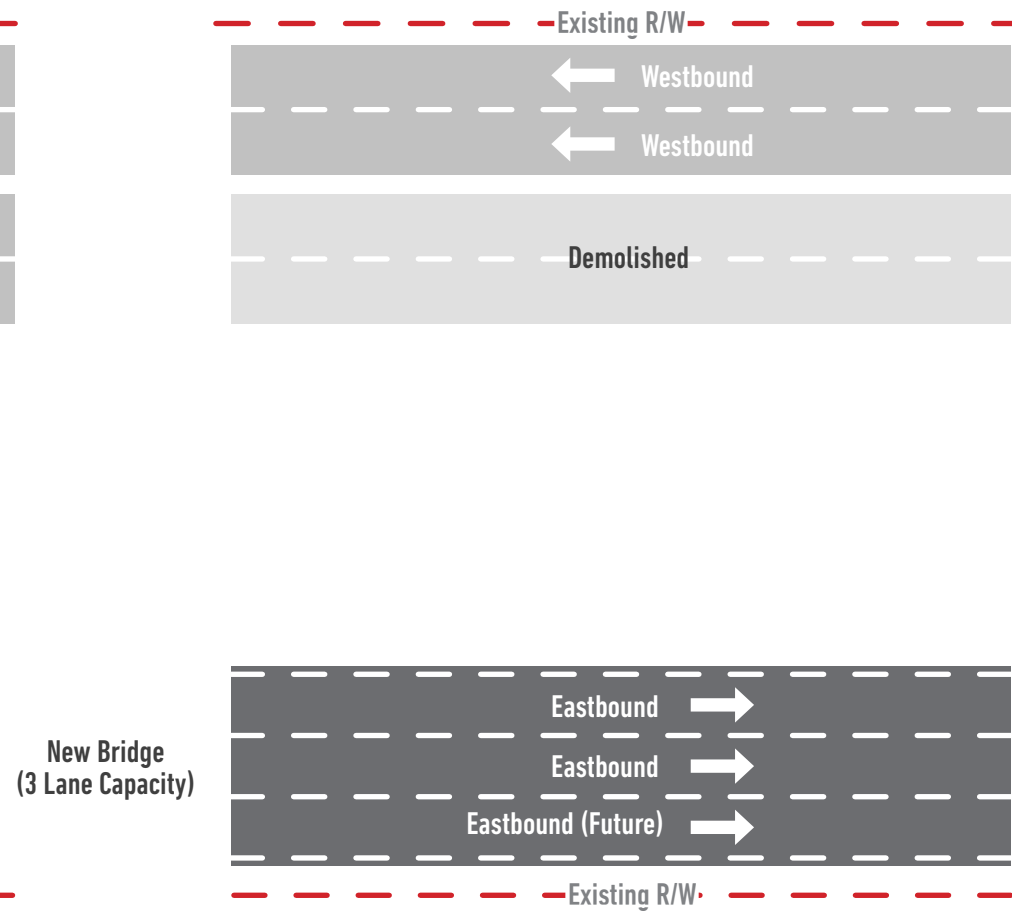
- 1 Implement adaptive signal upgrades on US Highway 278 to Interstate 95
- 2 Design corridor enhancements from Moss Creek to Mackay Creek Bridge
- 3 Mitigate conditions of former gas station site
- 4 Upgrade to adaptive signal systems on Bluffton Parkway
- 5 Relocate Pinckney Island Ferry Embarkation

BRIDGE PROJECT OVERVIEW

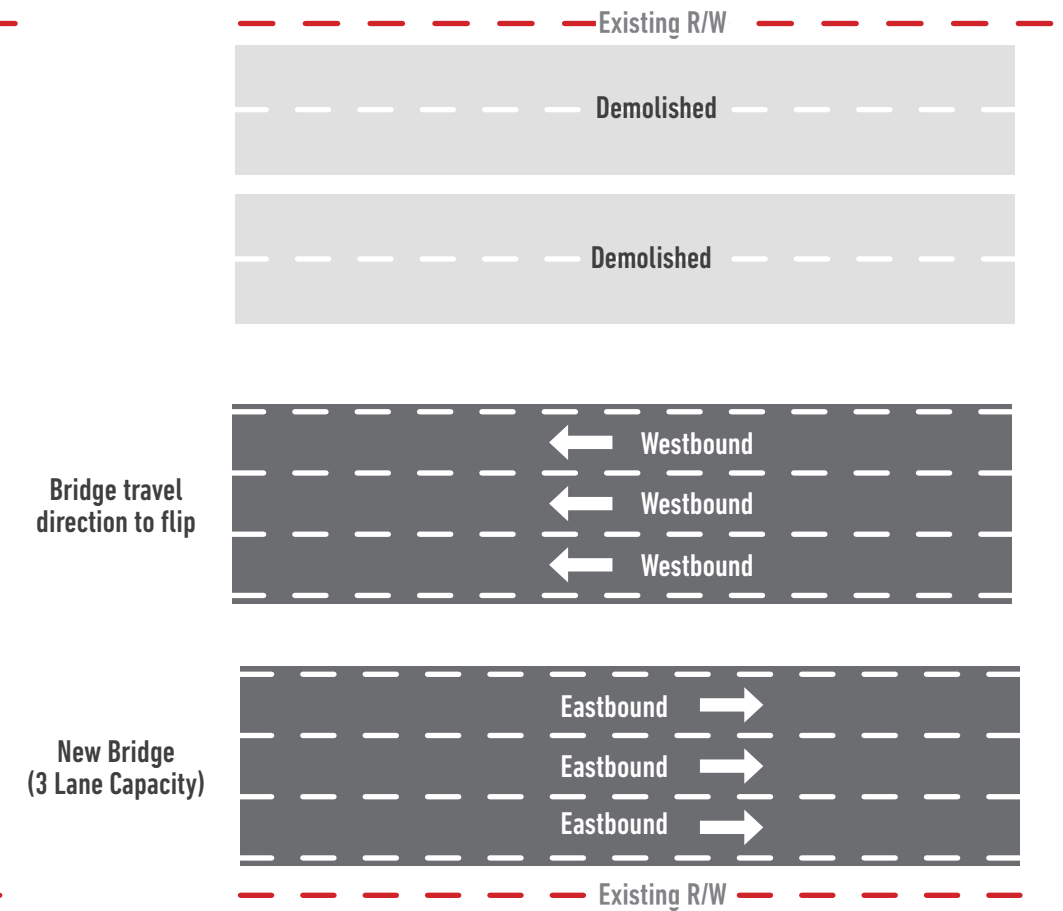
Today Existing Bridges



Near-term New On-Island Bridge



Future New Off-Island Bridge



| MASTER PLAN OBJECTIVE

OBJECTIVE:

Develop a comprehensive William Hilton Parkway Gateway Corridor Master Plan that will **define the future of U.S. 278** from the Moss Creek western limits of the island through the historic Stoney Community and across the island's main gateway

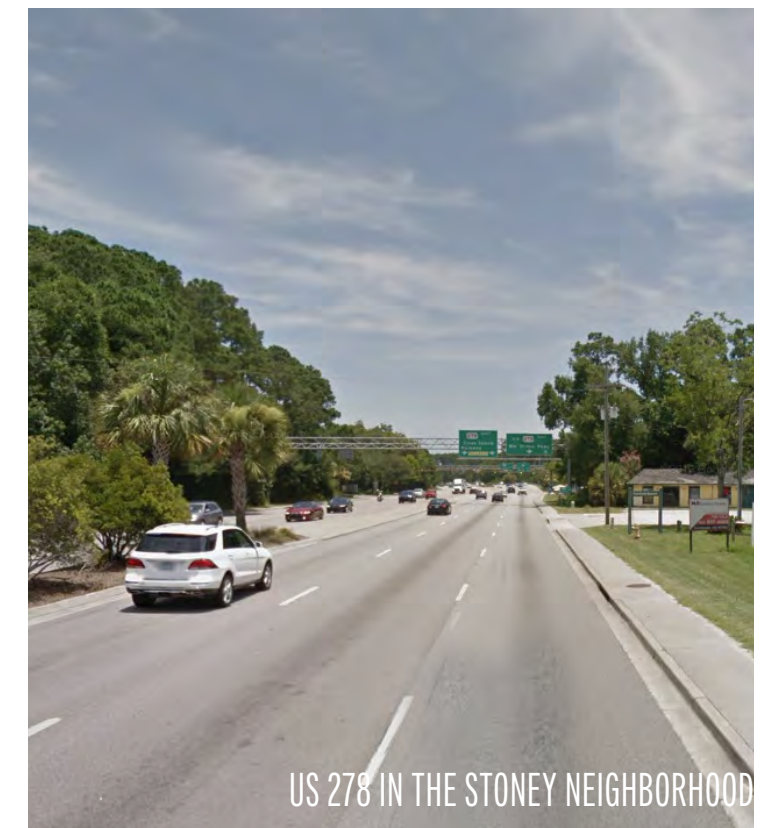
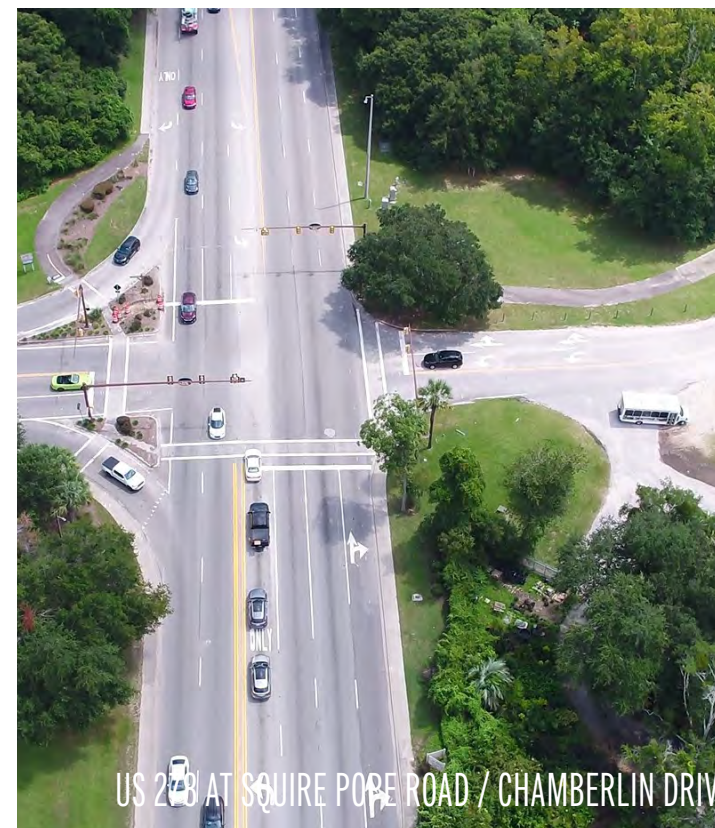
CONSULTANT TEAM ROLE:

Use **local knowledge** to create **community-based** solutions to **enhance** safety, community preservation, and character

| CORRIDOR GUIDING PRINCIPLES

1

Fix transportation issues in the corridor to enhance safety and quality of life for all residents, workers and visitors



| CORRIDOR GUIDING PRINCIPLES

1

Fix transportation issues in the corridor to enhance safety and quality of life for all residents, workers and visitors

2

Improve safety and quality of life for the residents /neighborhoods / businesses directly impacted by the corridor improvements



| CORRIDOR GUIDING PRINCIPLES

1

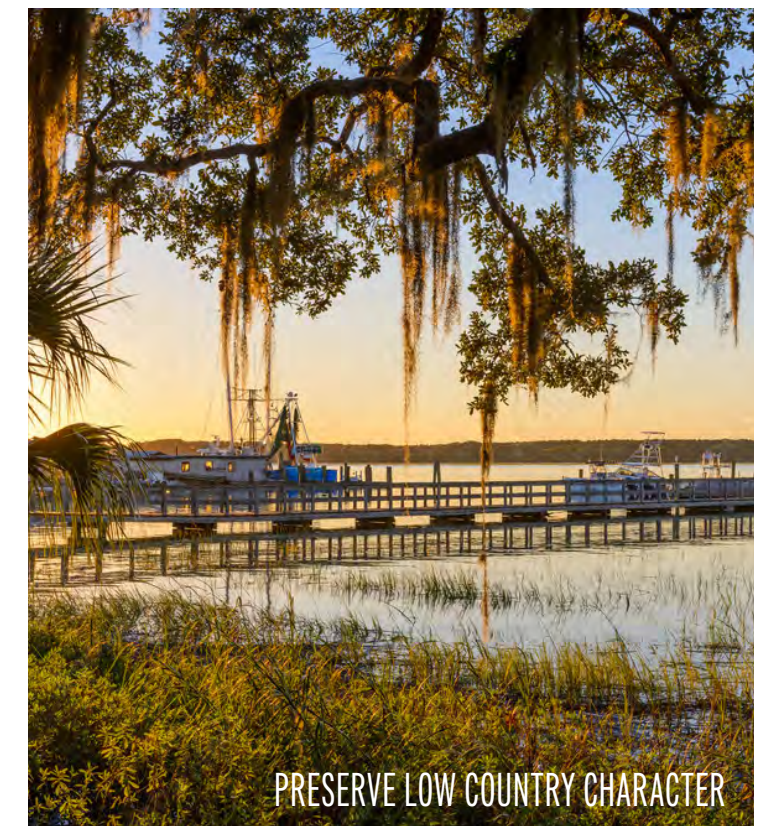
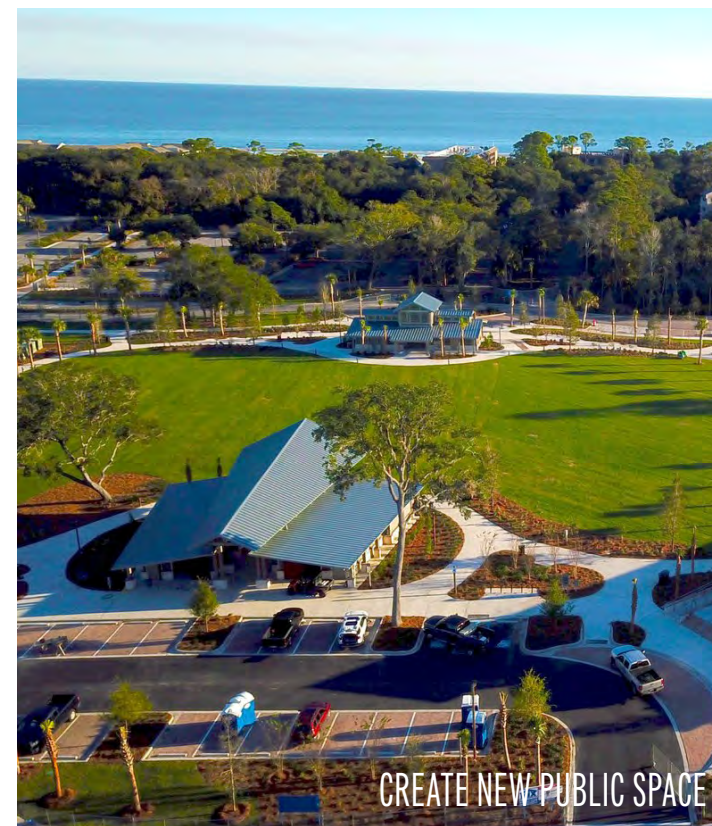
Fix transportation issues in the corridor to enhance safety and quality of life for all residents, workers and visitors

2

Improve safety and quality of life for the residents / neighborhoods / businesses directly impacted by the corridor improvements

3

Create a gateway to Hilton Head Island that the region will be proud of



| CORRIDOR GUIDING PRINCIPLES

1

Fix transportation issues in the corridor to enhance safety and quality of life for all residents, workers and visitors

2

Improve safety and quality of life for the residents / neighborhoods / businesses directly impacted by the corridor improvements

3

Create a gateway to Hilton Head Island that the region will be proud of

4

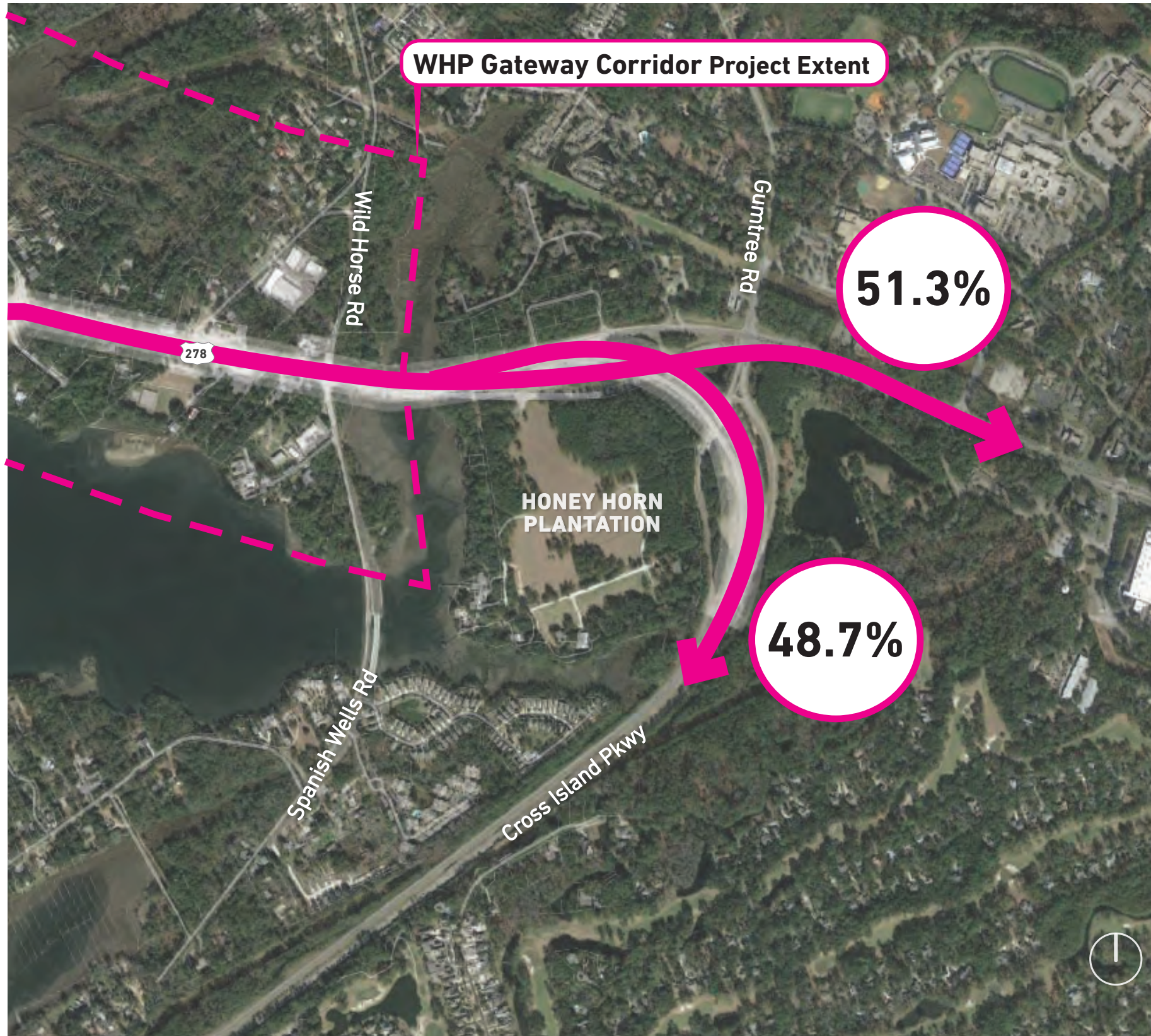
Improve hurricane / emergency evacuation route



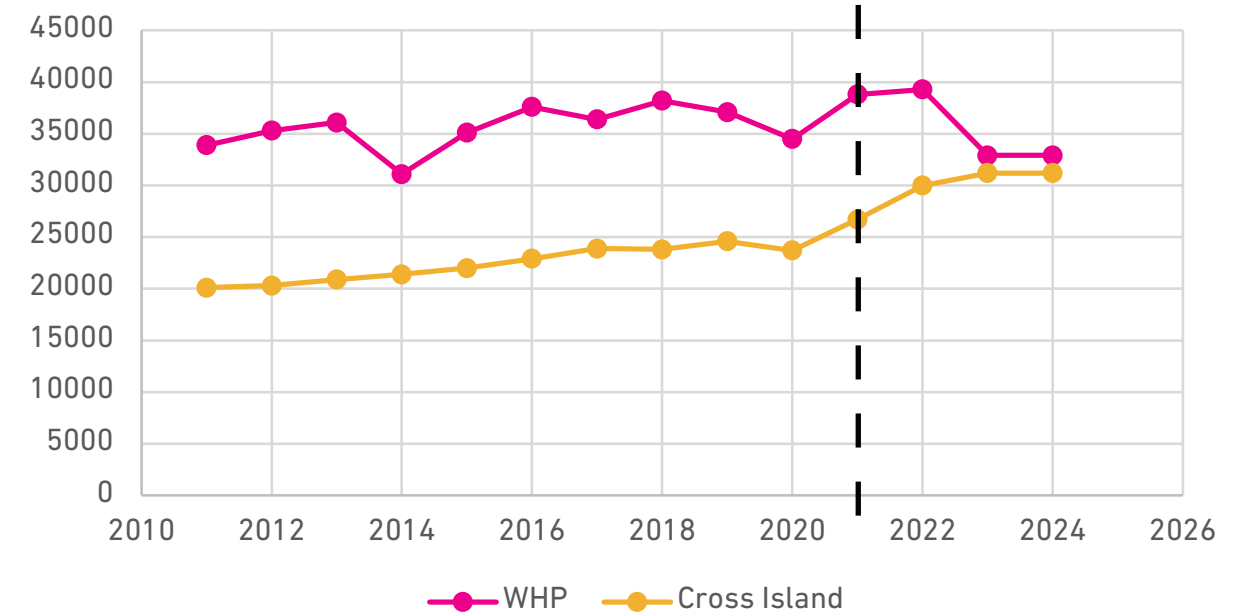
2024 SCDOT AVERAGE ANNUAL DAILY TRAFFIC VOLUMES



2024 SCDOT AVERAGE ANNUAL DAILY TRAFFIC VOLUMES

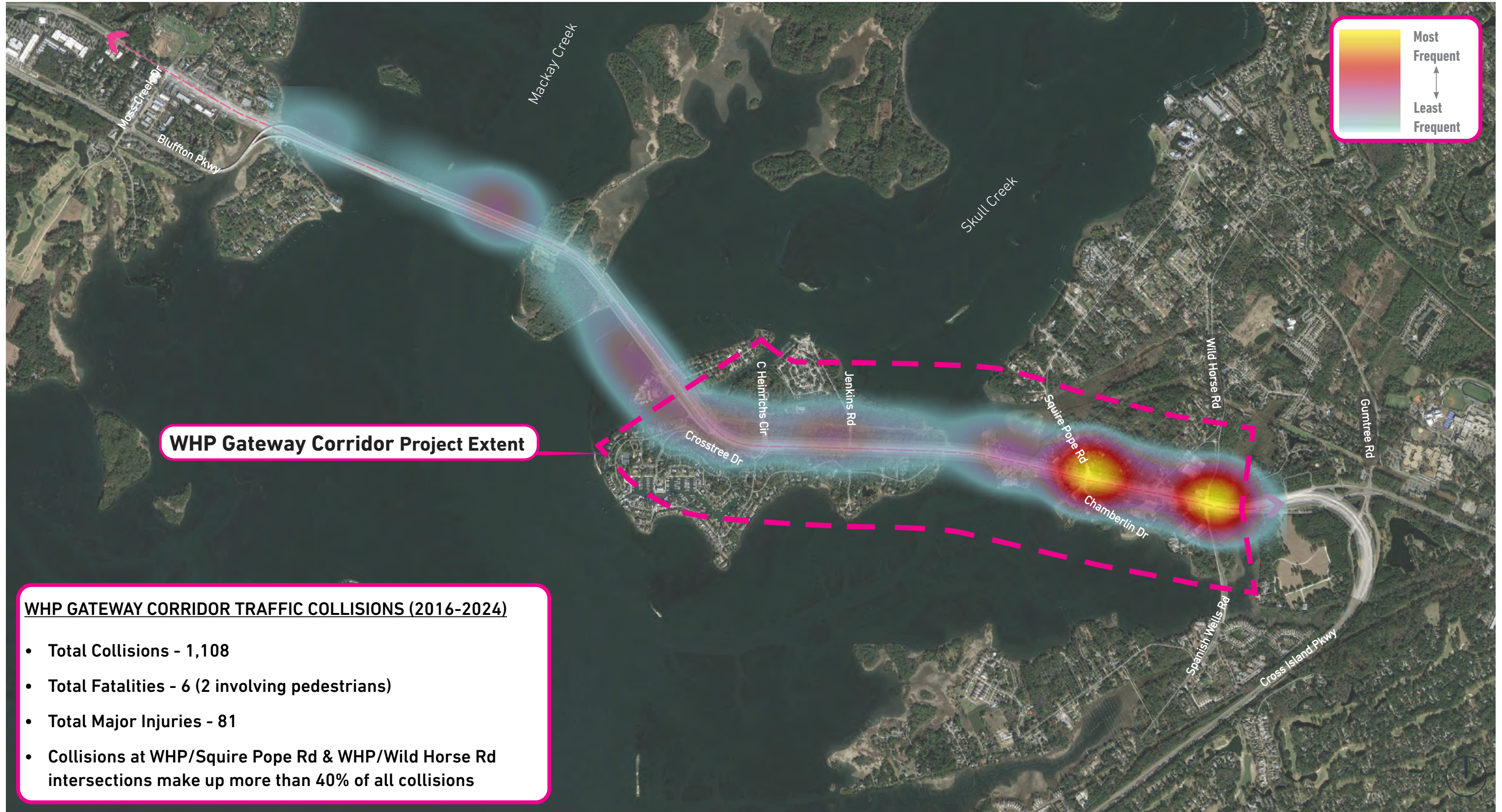


Average Daily Traffic Volumes - 2011 - 2024



- Traffic trends show an increasing use of the Cross Island Parkway with the removal of the toll in 2021
- Traffic volumes are near balanced between William Hilton Parkway and the Cross Island Parkway

PROJECT INFLUENCES



WHP Gateway Corridor Project Extent

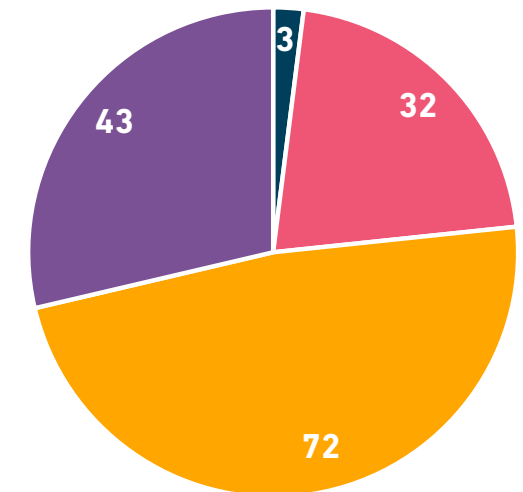
WHP GATEWAY CORRIDOR TRAFFIC COLLISIONS (2016-2024)

- Total Collisions - 1,108
- Total Fatalities - 6 (2 involving pedestrians)
- Total Major Injuries - 81
- Collisions at WHP/Squire Pope Rd & WHP/Wild Horse Rd intersections make up more than 40% of all collisions

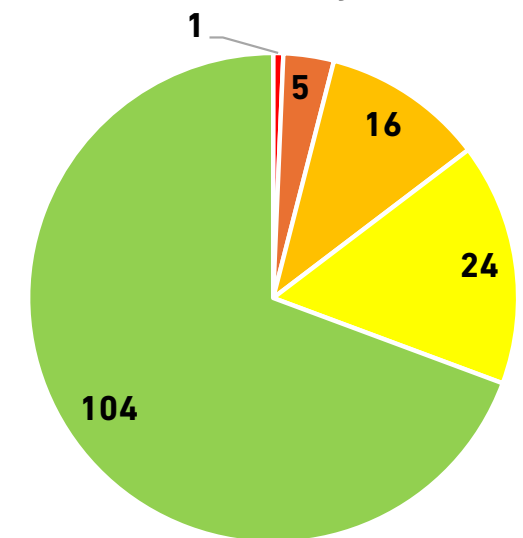
CRASH DATA - SQUIRE POPE ROAD / CHAMBERLIN DRIVE



Time of Day



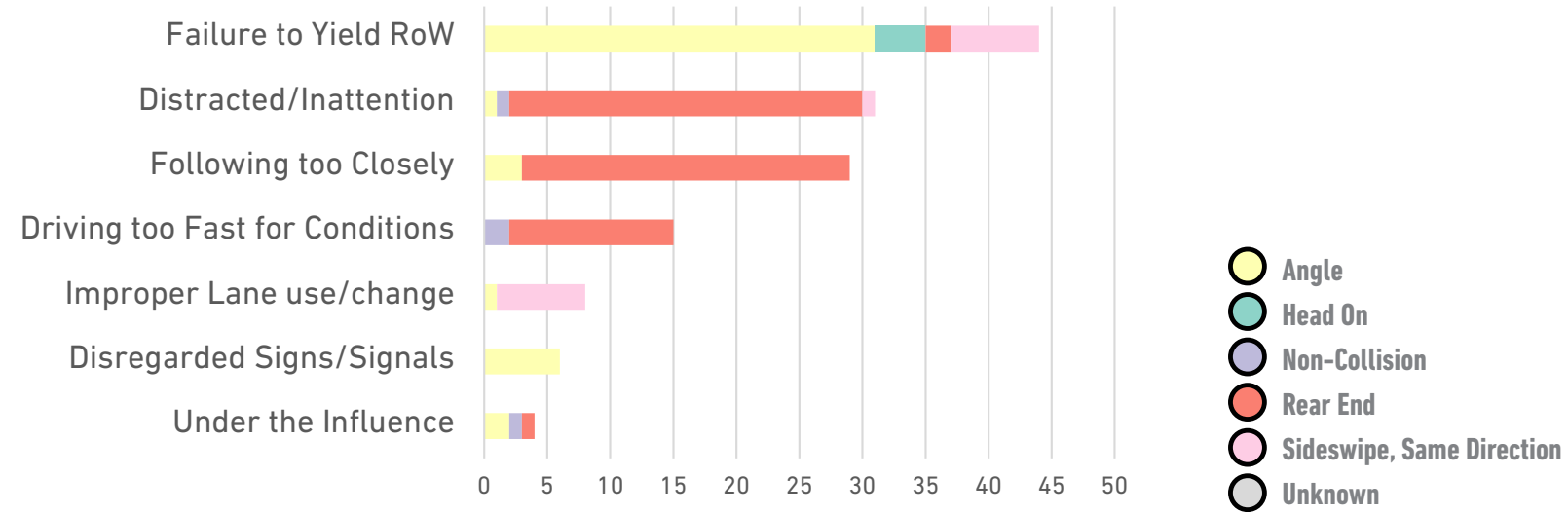
Severity



CRASH DATA - SQUIRE POPE ROAD / CHAMBERLIN DRIVE

DATA RANGE: 10/2018 - 06/2025

Probable Cause



Manner of Collision

Driver Action	Angle	Head On	Non Collision	Rear End	Sideswipe, Same Direction	Grand Total
Under the Influence	2		1	1		4
Disregarded Signs/Signals	6					6
Improper Lane use/change	1				7	8
Driving too Fast for Conditions			2	13		15
Following too Closely	3			26		29
Distracted/Inattention	1		1	28	1	31
Failure to Yield RoW	31	4		2	7	44
Grand Total	48	4	8	75	15	150

Severity of Collision

	Angle	Head On	Non Collision	Rear End	Sideswipe, Same Direction	Grand Total
Fatal	1					1
Serious Injury	3	1	1			5
Minor Injury	9	3		4		16
Possible Injury	14			10		24
No Injury	21		7	61	15	104
Grand Total	48	4	8	75	15	150

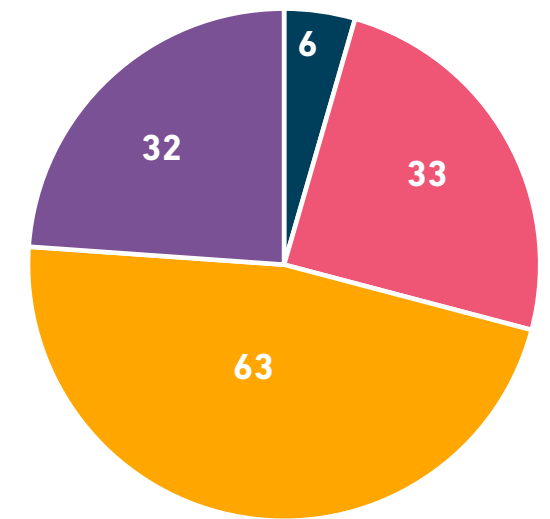
| CRASH DATA SUMMARY – SQUIRE POPE ROAD / CHAMBERLIN DRIVE

- 50% of the reported crashes are rear-end crashes
- Angle crashes, typically a left-turn and through movement conflict, make up 32% of the total crash types.
- The top three probable causes for crashes:
 - Distracted/Inattention (27%)
 - Failure to Yield ROW (24%)
 - Driving too fast for conditions (23%)

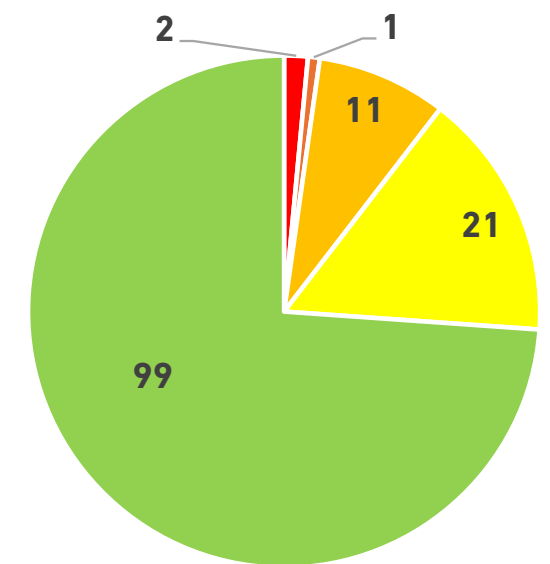
CRASH DATA - SPANISH WELLS ROAD / WILD HORSE ROAD



Time of Day



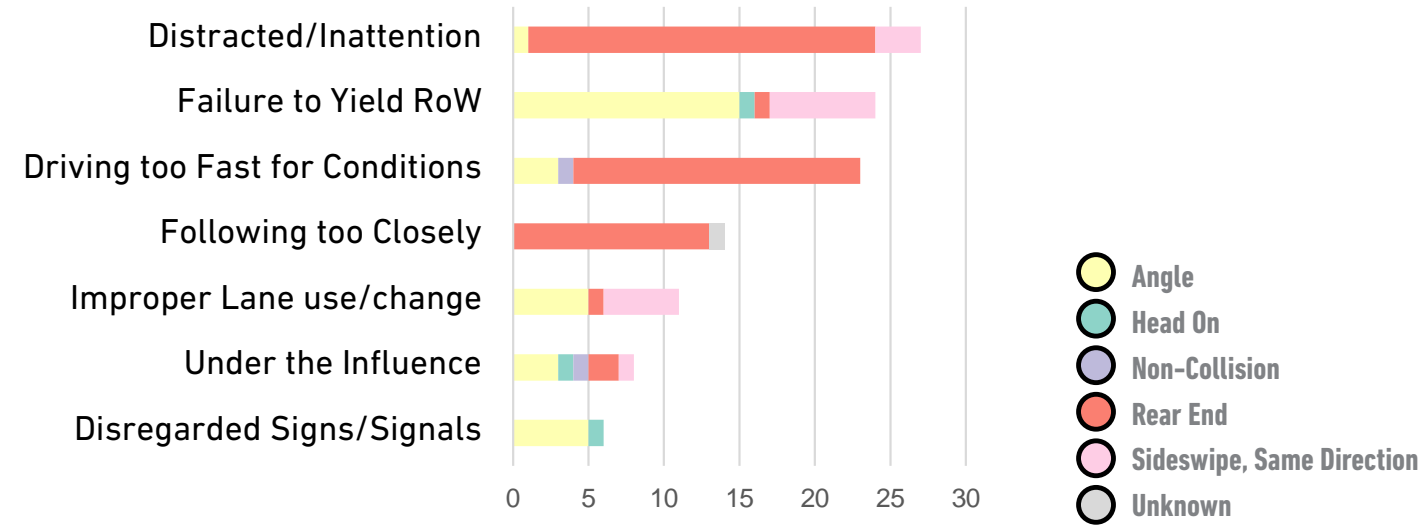
Severity



CRASH DATA - SPANISH WELLS ROAD / WILD HORSE ROAD

DATA RANGE: 10/2018 - 06/2025

Probable Cause



Manner of Collision

Driver Action	Angle	Head On	Non-Collision	Rear End	Sideswipe, Same Direction	Unknown	Grand Total
Other Improper Action	1	0	0	1	1	0	3
Disregarded Signs/Signals	5	1	0	0	0	0	6
Under the Influence	3	1	1	2	1	0	8
Improper Lane use/change	5	0	0	1	5	0	11
Following too Closely	0	0	0	13	0	1	14
Driving too Fast for Conditions	3	0	1	19	0	0	23
Failure to Yield RoW	15	1	0	1	7	0	24
Distracted/Inattention	1	0	0	23	3	0	27
Grand Total	37	4	11	63	18	1	134

Severity of Collision

	Angle	Head On	Non-Collision	Rear End	Sideswipe, Same Direction	Unknown	Grand Total
Fatal	0	0	2	0	0	0	2
Serious Injury	0	0	1	0	0	0	1
Minor Injury Possible	7	0	1	2	1	0	11
Injury	7	3	1	9	1	0	21
No Injury	23	1	6	52	16	1	99
Grand Total	37	4	11	63	18	1	134

| CRASH DATA SUMMARY – SPANISH WELLS ROAD / WILD HORSE ROAD

- 47% of the reported crashes are rear-end crashes
- Angle crashes, typically a left-turn and through movement conflict, make up 28% of the total crash types.
- The top three probable causes for crashes:
 - Distracted/Inattention (27%)
 - Failure to Yield ROW (24%)
 - Driving too fast for conditions (23%)

| SUMMARY OF IMPROVEMENTS



Improve level of service and vehicular thru-put at problematic intersections



Enhance pedestrian pathways and create better connectivity in corridor



Provide streetscape improvements (landscape, medians, grading, signage, art)



Reconfigure Squire Pope Road / Chamberlin Drive intersection to support continuous on-island traffic flow



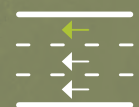
Reconfigure Wild Horse Road / Spanish Wells Road intersection to support continuous on-island traffic flow



Establish Gullah Geechee Heritage Park



Construct additional eastbound travel lane



Construct additional westbound travel lane

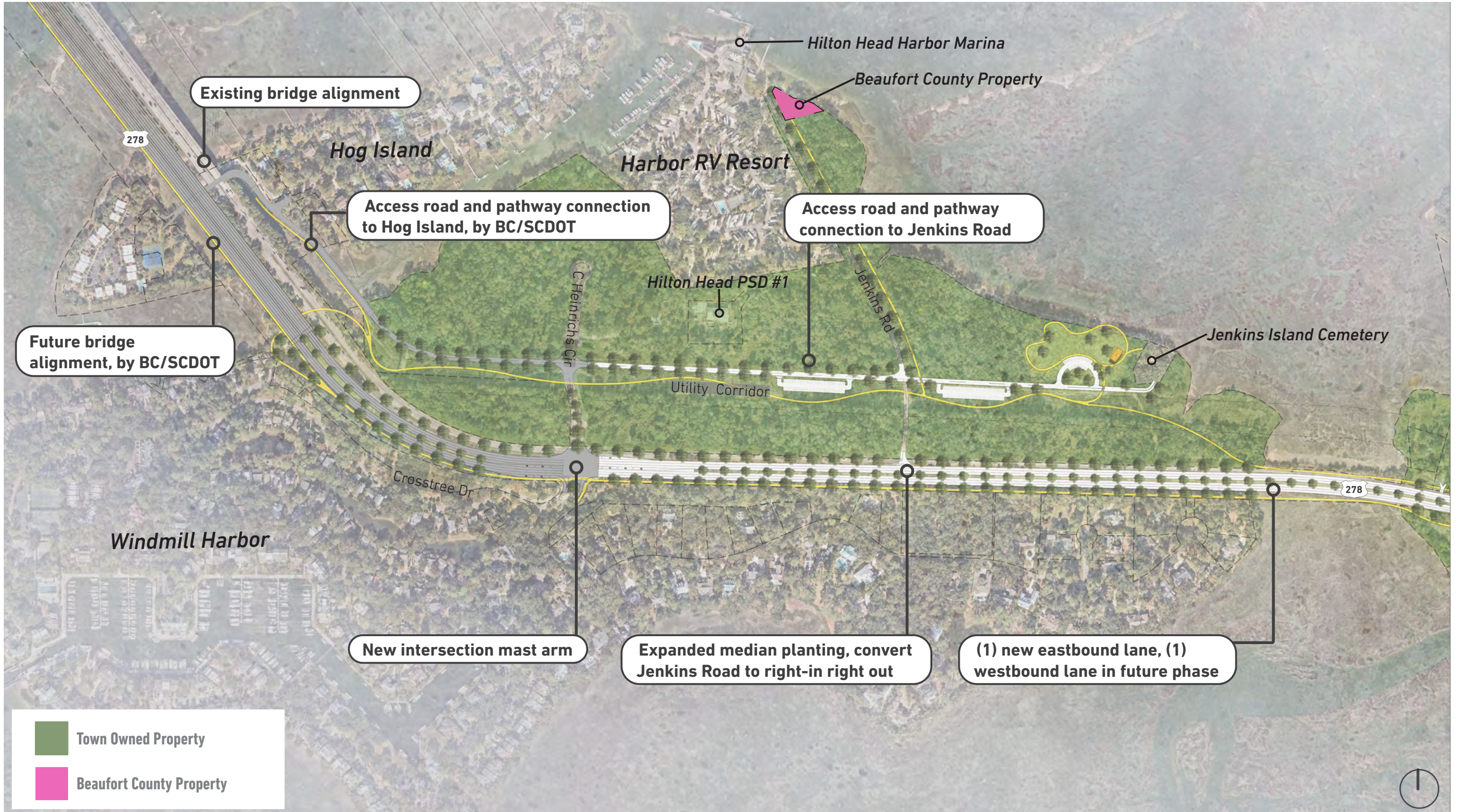
An aerial photograph of a road winding through a dense, green forest. The road is a two-lane highway with a dashed white center line and solid white edge lines. Several cars are visible on the road, including a white car in the foreground and a dark car further down. The forest is thick and lush, with many trees of varying heights. In the background, a body of water is visible, and the horizon is flat. The entire image has a green color overlay.

JENKINS ISLAND

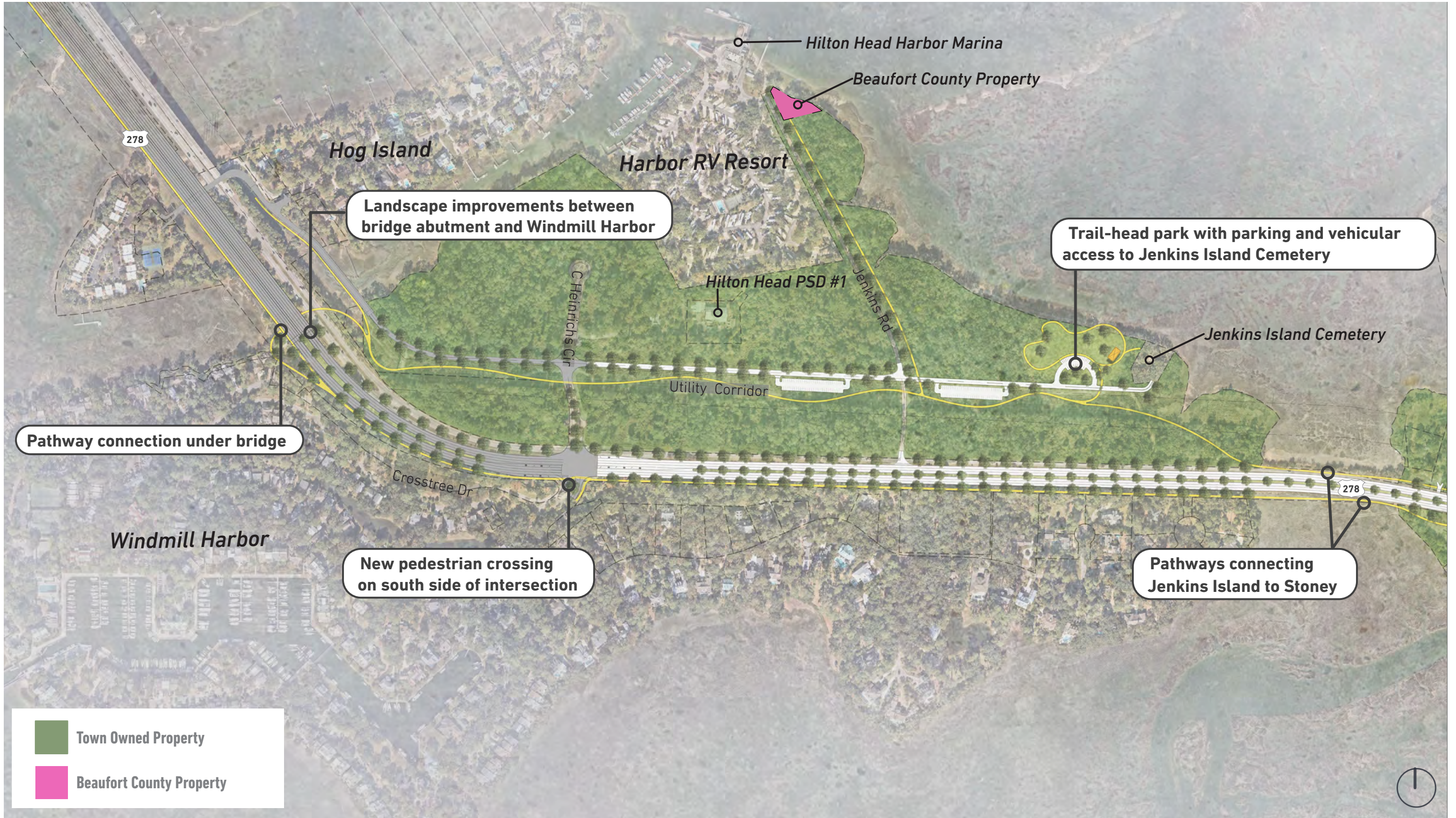
JENKINS ISLAND KEY MAP



JENKINS ISLAND - ROADWAY IMPROVEMENTS



JENKINS ISLAND - PEDESTRIAN IMPROVEMENTS



An aerial photograph of a road corridor, likely a highway or main road, running vertically through a lush green landscape. The road has multiple lanes and several vehicles are visible. To the right of the road, there is a large, irregularly shaped water body, possibly a lake or a large pond, surrounded by dense vegetation. The overall scene is dominated by green tones, suggesting a natural or undeveloped area. The text 'STONEY HISTORIC NEIGHBORHOOD CORRIDOR' is overlaid in white, bold, sans-serif font across the center of the image.

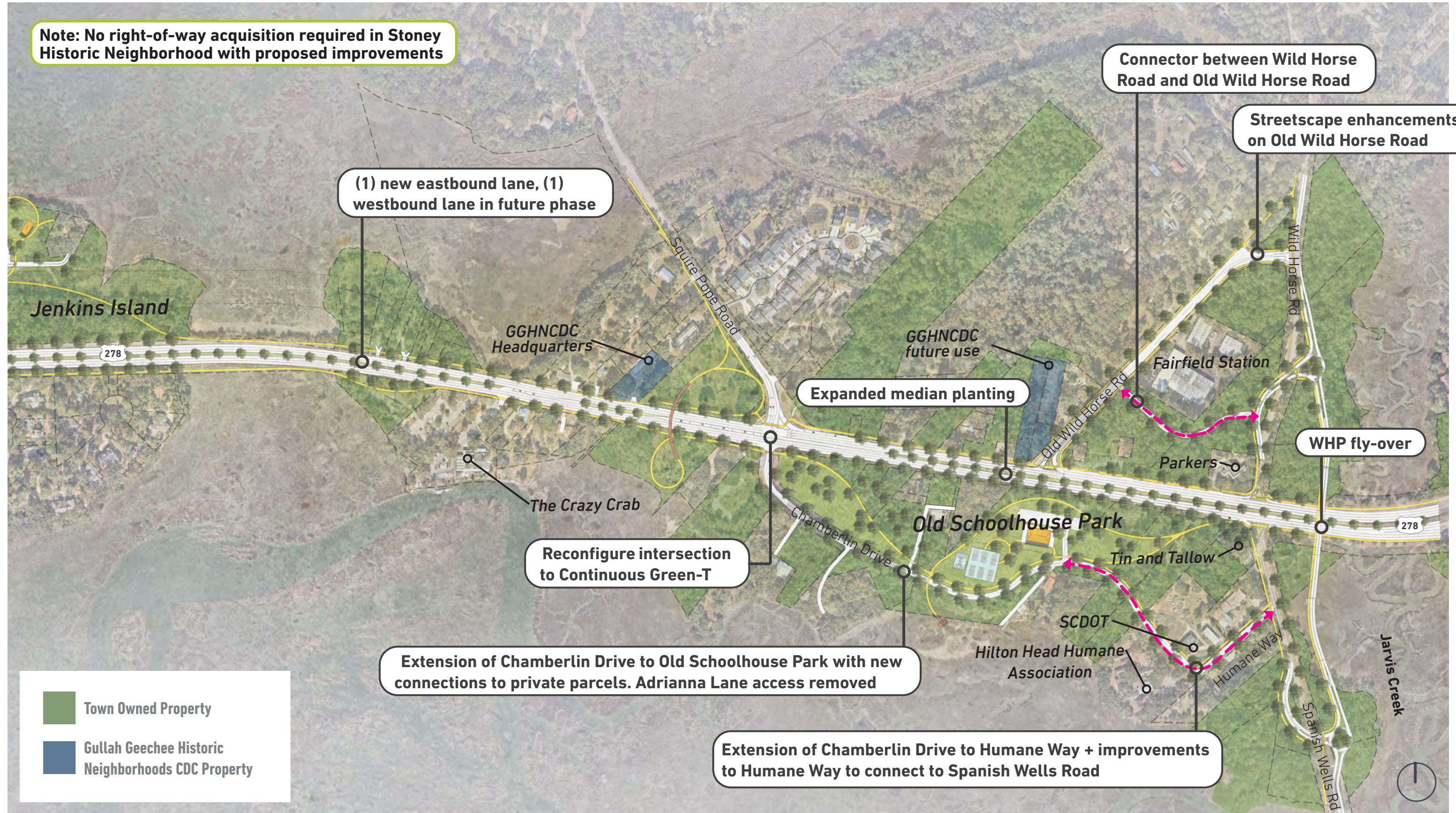
STONEY HISTORIC NEIGHBORHOOD CORRIDOR

STONEY HISTORIC NEIGHBORHOOD KEY MAP



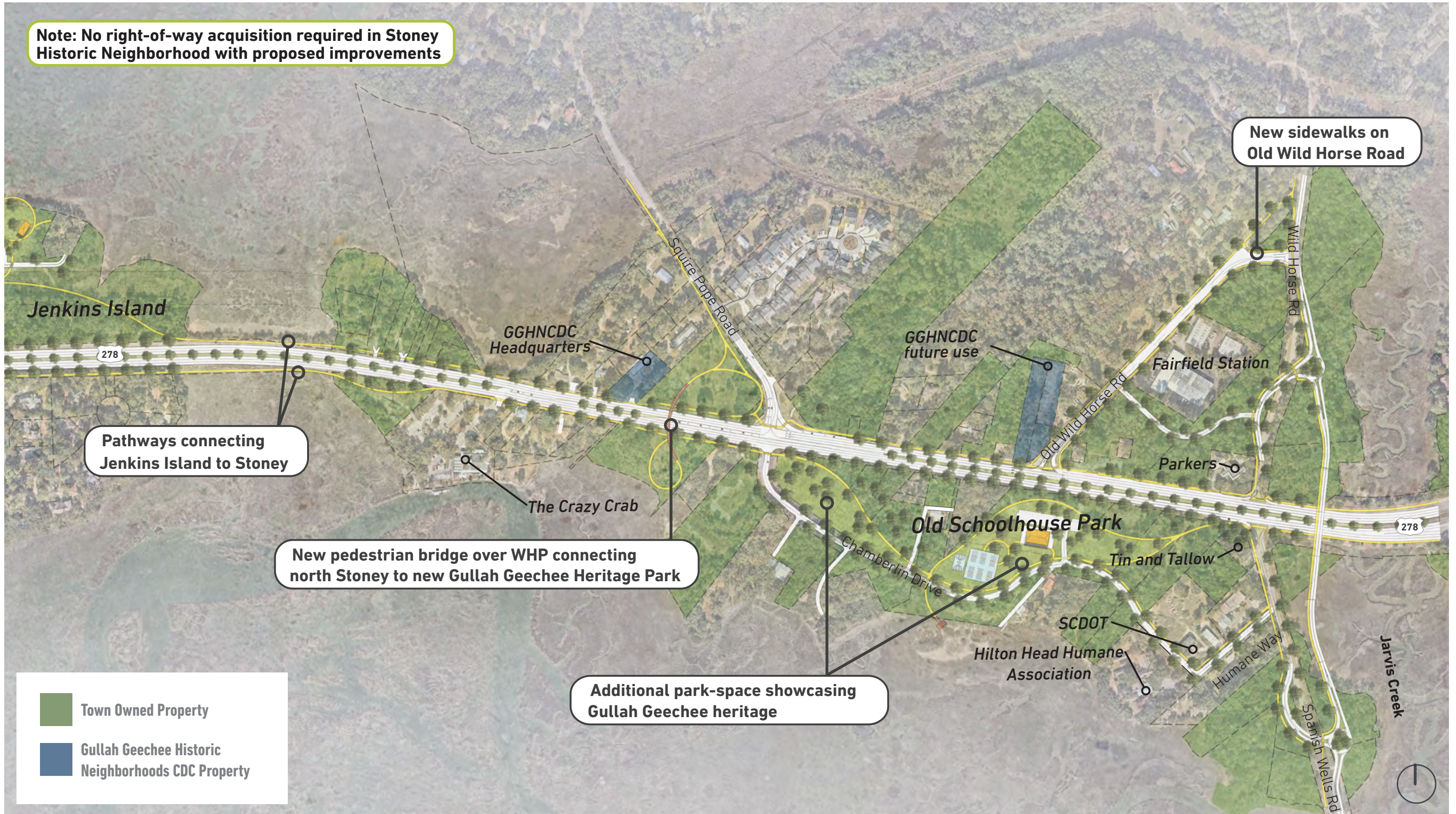
STONEY HISTORIC NEIGHBORHOOD - ROADWAY IMPROVEMENTS

Note: No right-of-way acquisition required in Stoney Historic Neighborhood with proposed improvements



STONEY HISTORIC NEIGHBORHOOD - PEDESTRIAN IMPROVEMENTS

Note: No right-of-way acquisition required in Stoney Historic Neighborhood with proposed improvements



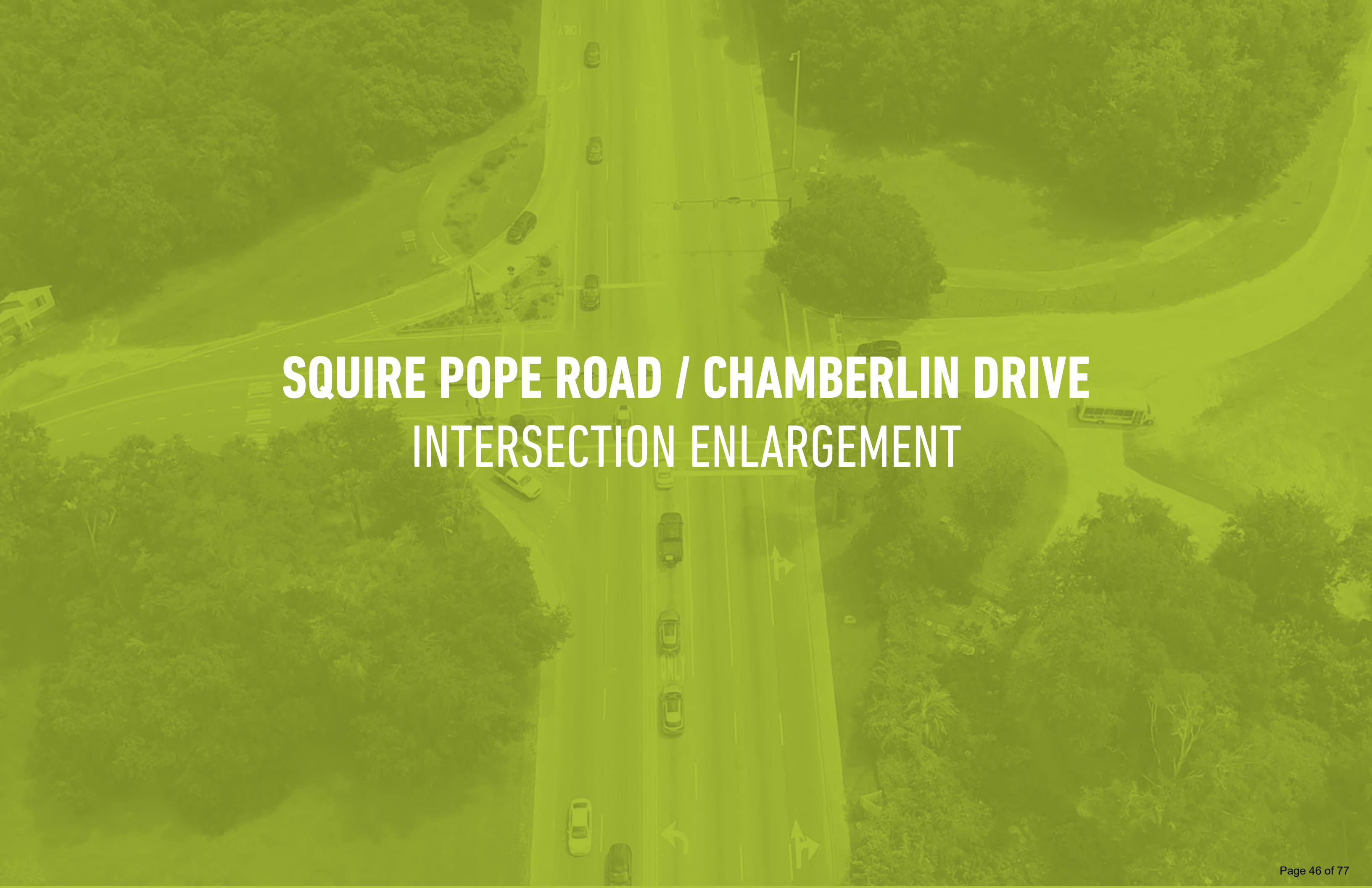
New sidewalks on Old Wild Horse Road

Pathways connecting Jenkins Island to Stoney

New pedestrian bridge over WHP connecting north Stoney to new Gullah Geechee Heritage Park

Additional park-space showcasing Gullah Geechee heritage

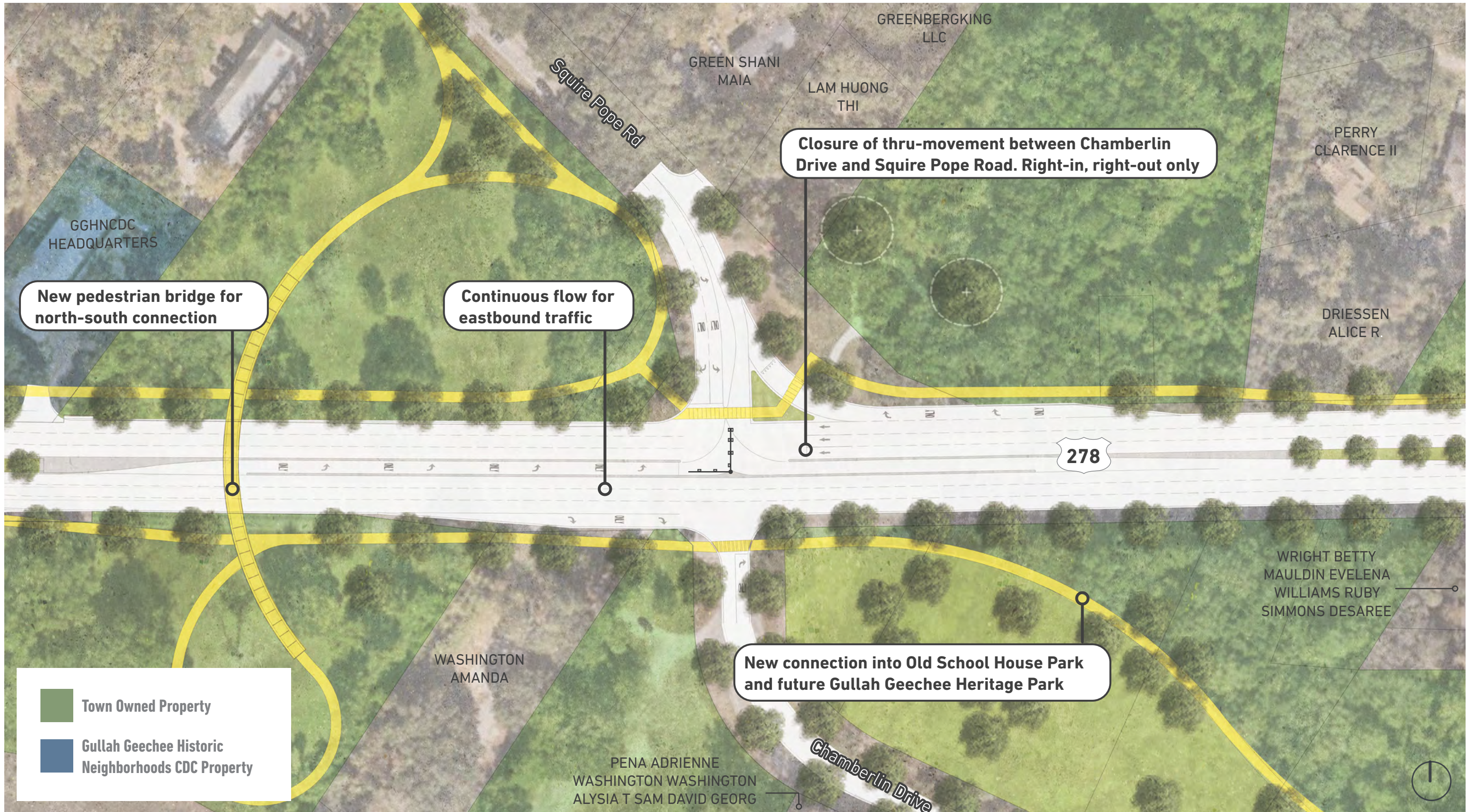
- Town Owned Property
- Gullah Geechee Historic Neighborhoods CDC Property

An aerial photograph of a road intersection, overlaid with a semi-transparent green filter. The image shows a multi-lane road with traffic lights and several cars. The surrounding area is filled with trees and some buildings. The text is centered over the intersection.

SQUIRE POPE ROAD / CHAMBERLIN DRIVE INTERSECTION ENLARGEMENT

| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Eastbound Continuous Green-T Improvements



| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Eastbound Continuous Green-T Improvements



| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Eastbound Continuous Green-T Improvements



PEDESTRIAN BRIDGE PRECEDENTS

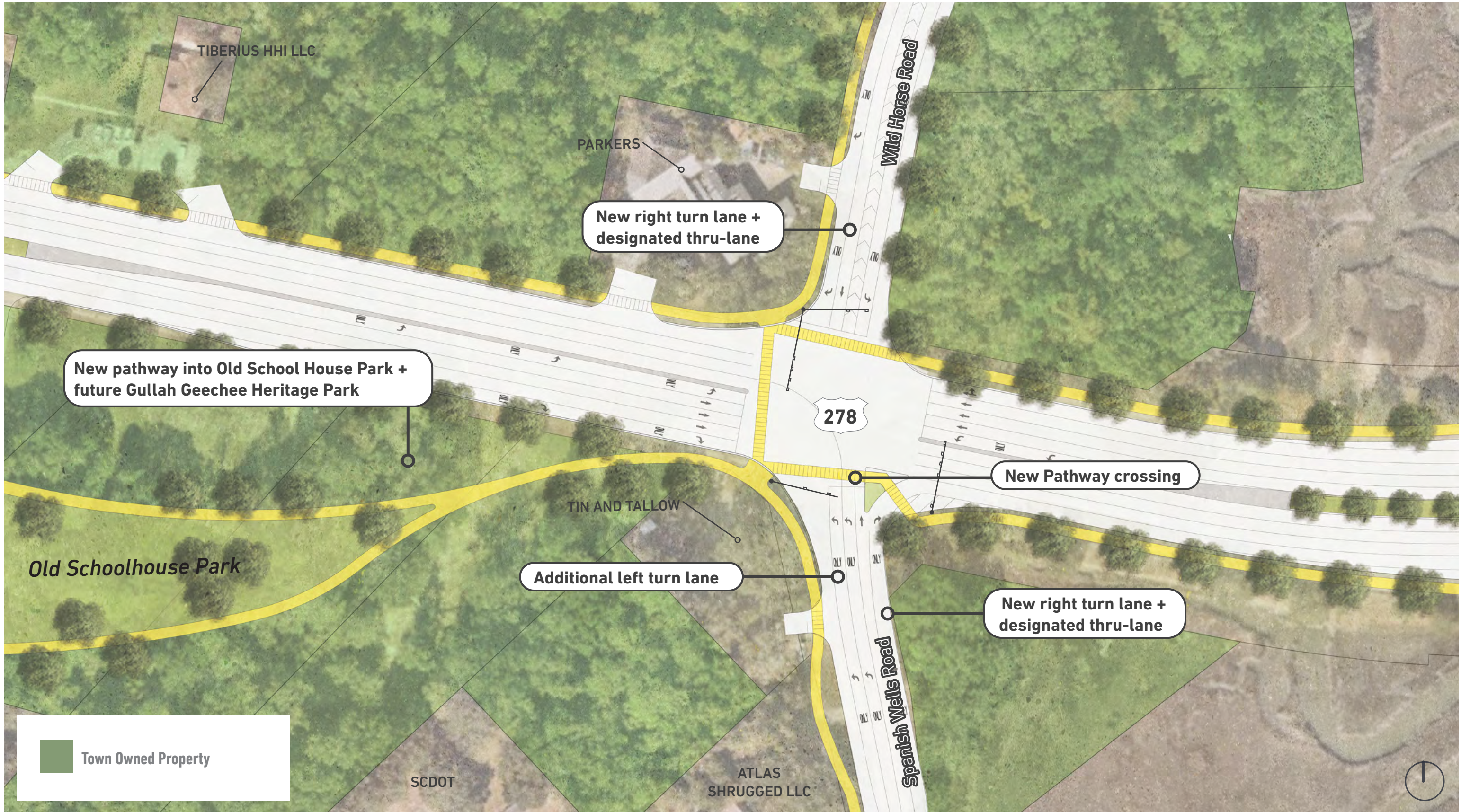


An aerial photograph of a road intersection, overlaid with a semi-transparent green filter. The image shows a multi-lane road with traffic lights and several vehicles. The text 'SPANISH WELLS ROAD / WILD HORSE ROAD INTERSECTION ENLARGEMENT' is centered in white, bold, uppercase letters. The background shows dense green trees and a building on the left side.

SPANISH WELLS ROAD / WILD HORSE ROAD INTERSECTION ENLARGEMENT

SPANISH WELLS ROAD / WILD HORSE ROAD

Baseline Improvements



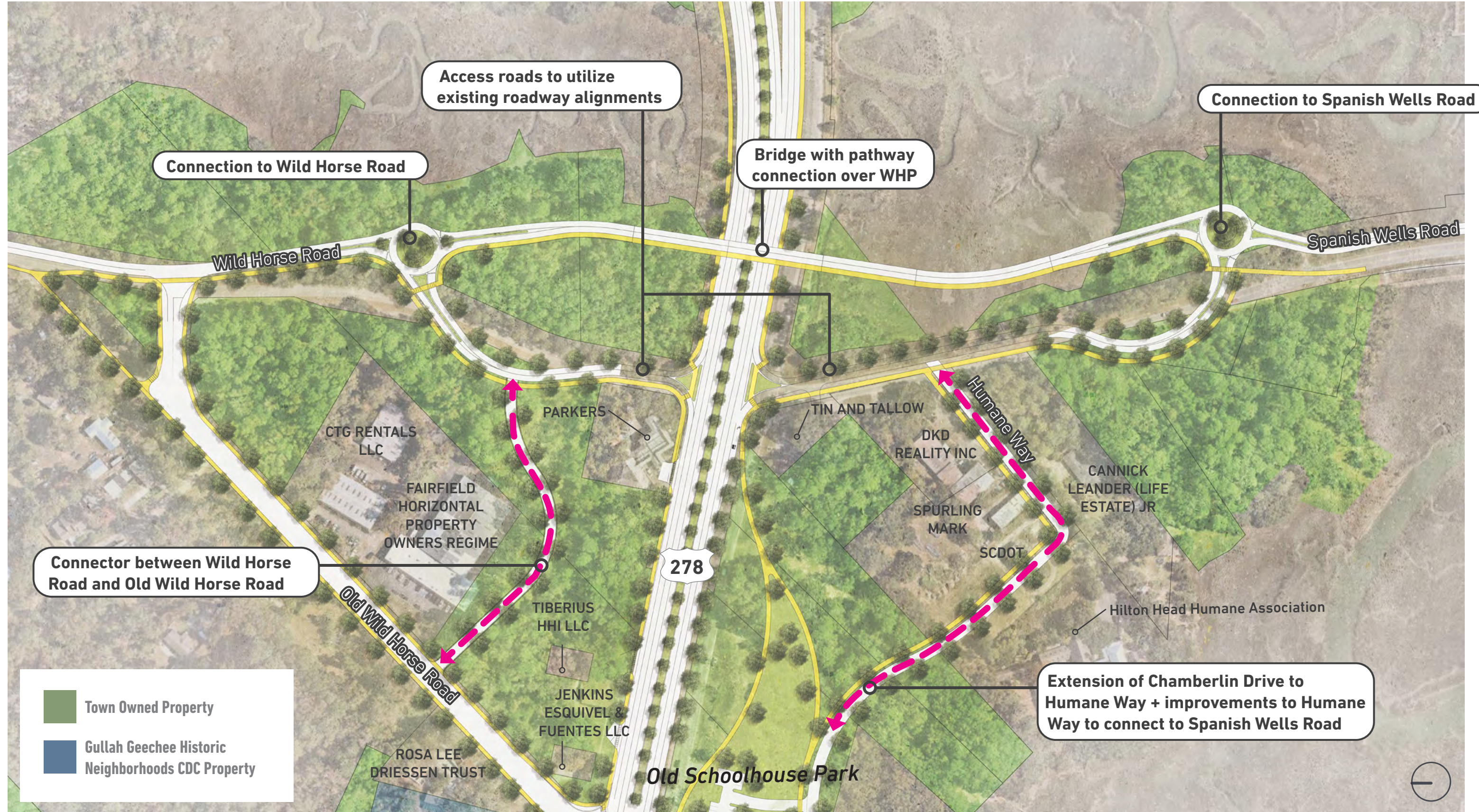
SPANISH WELLS ROAD / WILD HORSE ROAD

Baseline Improvements



SPANISH WELLS ROAD / WILD HORSE ROAD

Fly-over (Hybrid Cloverleaf Configuration)



| SPANISH WELLS ROAD / WILD HORSE ROAD

Fly-over (Hybrid Cloverleaf Configuration)



| FLY-THROUGH ANIMATION

[LINK](#)

Click on the link to the left to view a flyover video of the proposed project. If the link does not redirect you to the video, try updating your browser.



OLD WILD HORSE ROAD CORRIDOR IMPROVEMENTS

OLD WILD HORSE ROAD - DESIGN VISION



Provide curb & gutter in-lieu of drainage ditch

Eliminate pathway inconsistencies

Provide pathway connectivity on east side of roadway to better serve businesses

Provide planting to improve aesthetic

OLD WILD HORSE ROAD - DESIGN VISION



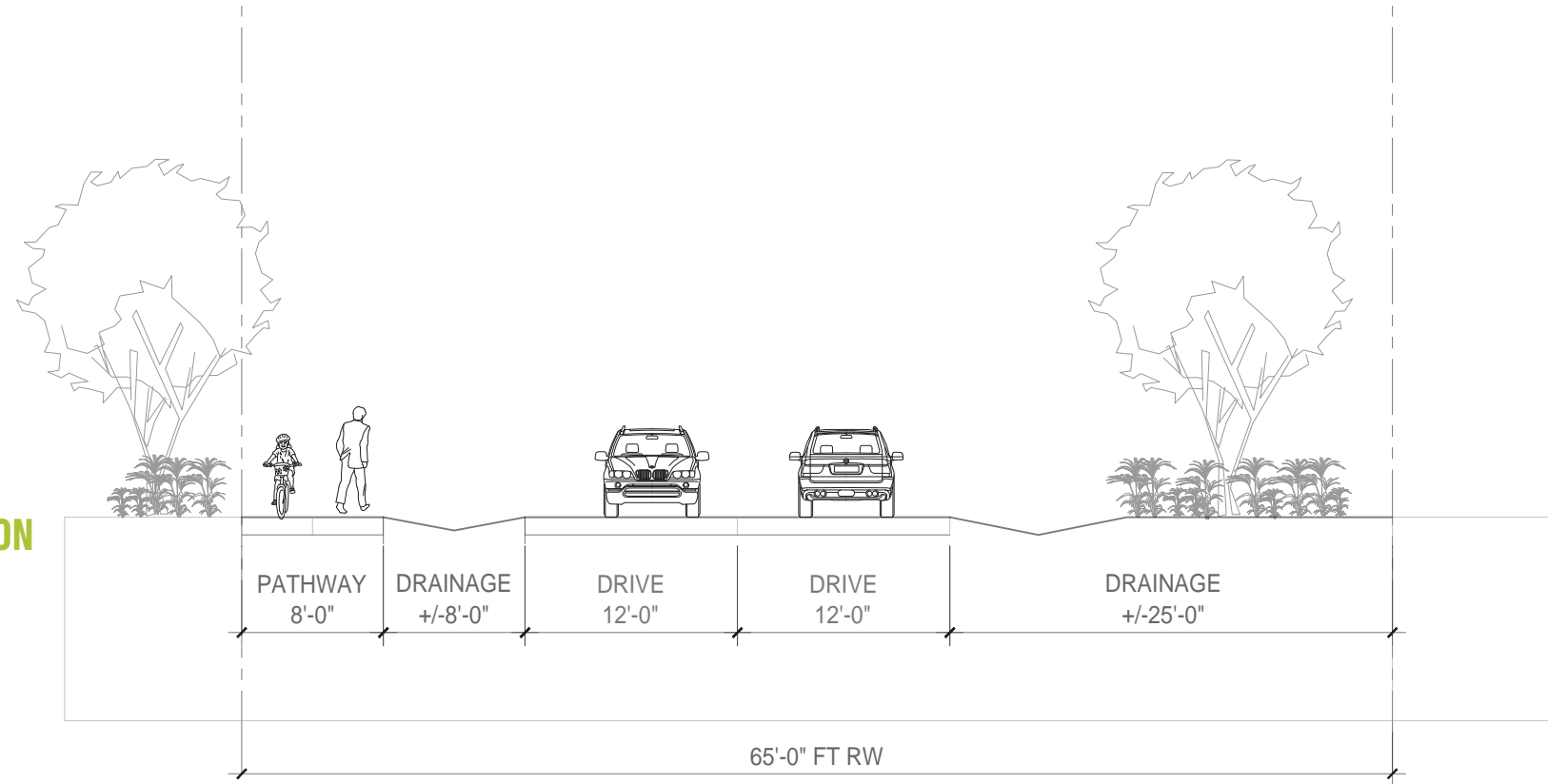
New sidewalk, to meander where possible

New curb and gutter

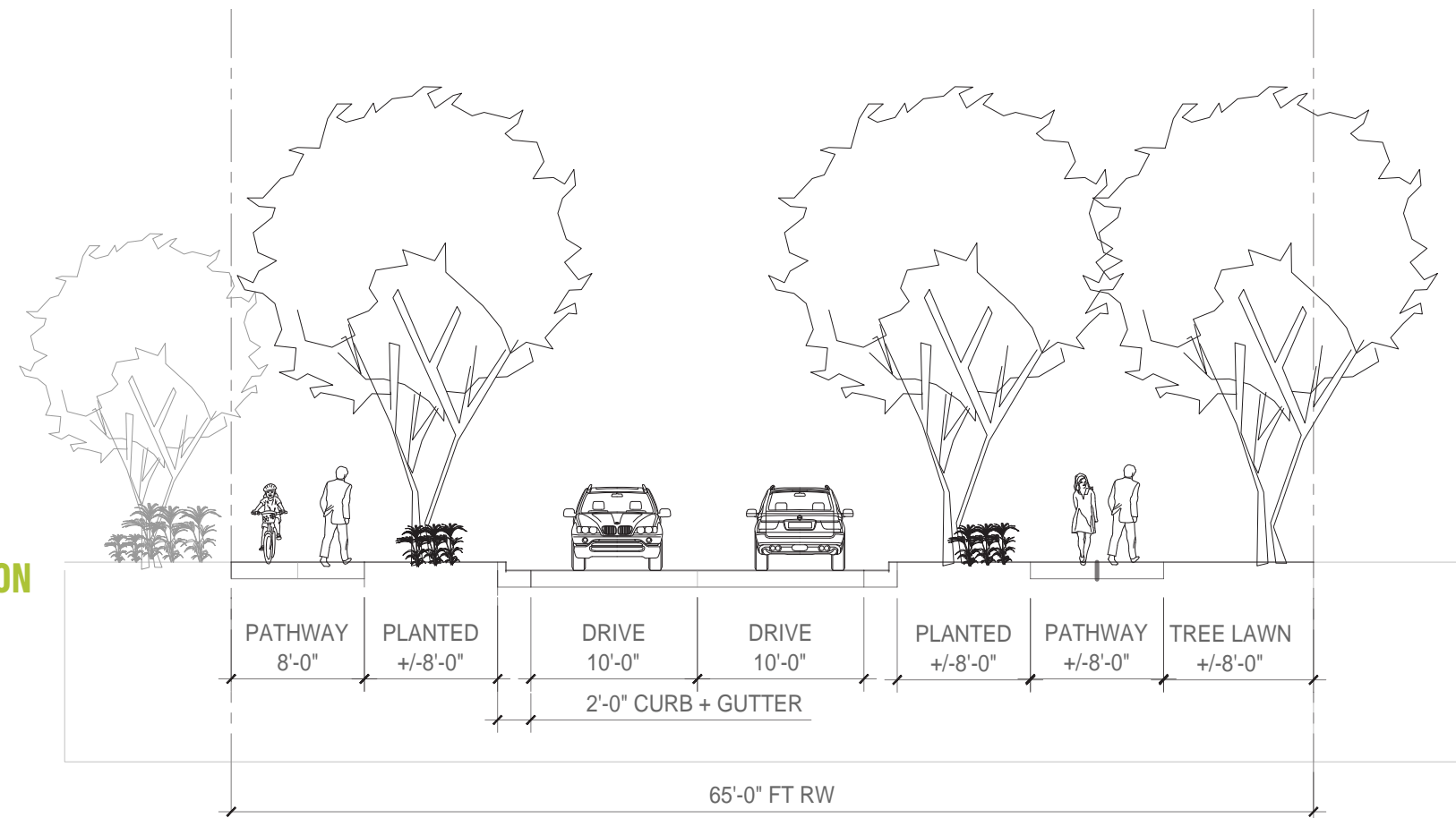
Planted tree lawn buffer

OLD WILD HORSE ROAD - DESIGN VISION

EXISTING STREET SECTION



PROPOSED STREET SECTION



An aerial photograph of a river valley, overlaid with a semi-transparent green filter. The word "ANALYSIS" is written in large, white, bold, sans-serif capital letters in the center of the image. The landscape shows a winding river, a road, and various land parcels.

ANALYSIS

WILLIAM HILTON PARKWAY GATEWAY CORRIDOR MASTER PLAN

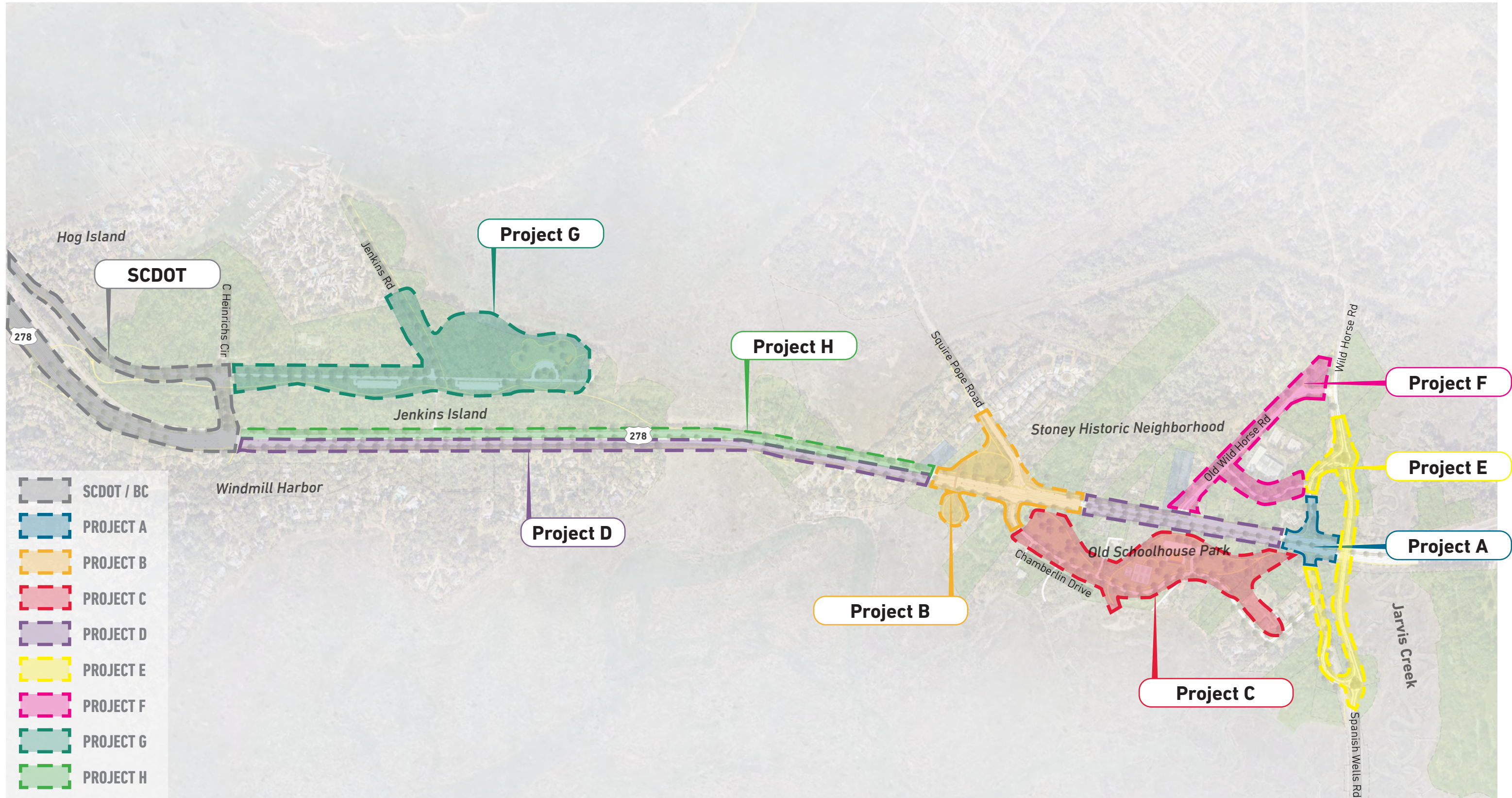


| PERFORMANCE MATRIX

ELEMENT	PERFORMANCE	OPERATIONAL BENEFIT	
		INTERSECTION	CORRIDOR
Baseline improvements at Spanish Wells Rd / Wild Horse Rd intersection	Provides congestion relief for the Spanish Wells Road and Wild Horse Road approaches. WHP will see limited benefit from this improvement.	4	2
Eastbound Continuous Green-T at Squire Pope Rd / Chamberlin Dr intersection + pedestrian bridge	Reduces WHP delay by creating continuous eastbound movement. Reduces delay for westbound by removing frequency of signal stops.	8	4
Additional eastbound travel lane (From bridge to Squire Pope Road)	Reduces congestion during the AM peak hours. Delay for the eastbound and side street movements will also be reduced	3	8
Fly-over bridge at Spanish Wells Rd / Wild Horse Rd intersection	WHP will benefit significantly as the majority of through-put delay will be removed for eastbound movements. Westbound delay will improve but will be controlled by future bridge performance and other improvements to US 278	10	9
Additional westbound travel lane (From Squire Pope Road to Bridge)	Reduces congestion during the PM peak hours. Delay for the westbound and side street movements will also be reduced	3	8



PROJECTS



PROJECTS OVERVIEW

PROJECT	DESCRIPTION	ESTIMATED COST
PROJECT A (INTERSECTION - SHORT TERM IMPROVEMENT)	Implement baseline improvements at Spanish Wells Road and Wild Horse Road intersection	\$4,200,000
PROJECT B (INTERSECTION - SHORT TERM IMPROVEMENT)	Implement Eastbound Continuous Green-T at Squire Pope Road / Chamberlin Drive intersection. Construct pedestrian bridge west of Squire Pope Road / Chamberlin Drive intersection	\$14,400,000
PROJECT C (ROAD CONNECTION + PARK IMPROVEMENT)	Develop Gullah Geechee Heritage Park Extend Chamberlin Drive to connect with Spanish Wells Road	\$5,700,000
PROJECT D (ROAD EXPANSION + PATHWAY IMPROVEMENTS)	Construct an additional eastbound travel lane from bridge to Squire Pope Road / Chamberlin Drive intersection Implement corridor pathway, landscape, wayfinding, placemaking improvements	\$37,600,000
PROJECT E (INTERSECTIONS - LONG TERM IMPROVEMENT)	Construct Fly-over Bridge at Spanish Wells Road / Wild Horse Road intersection. Implement roundabouts at fly-over bridge connection points to WHP	\$35,500,000
PROJECT F (STREETSCAPE IMPROVEMENT)	Implement Old Wild Horse Road streetscape enhancements	\$4,200,000
PROJECT G (INTERSECTIONS - LONG TERM IMPROVEMENT)	Construct Jenkins Island access road, parking lots, cemetery improvements	\$7,800,000
PROJECT H (ROAD EXPANSION)	Construct additional westbound travel lane from Squire Pope / Chamberlin intersection to bridge	\$13,400,000
	SUB TOTAL	\$122,800,000

SCDOT/BC PROJECT

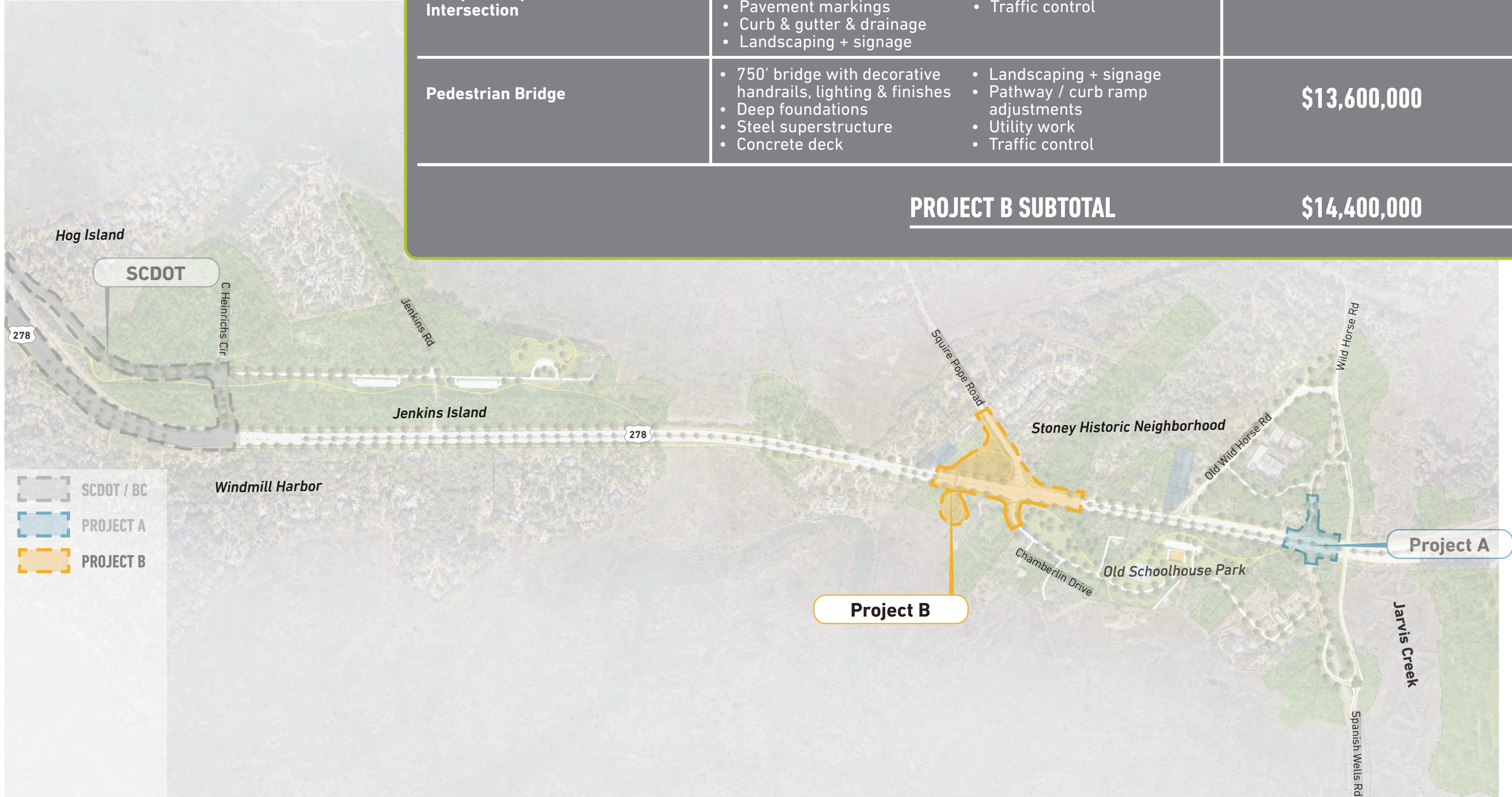


PROJECT A

ELEMENT	COMPONENTS	ESTIMATED COST
Baseline Improvements at Spanish Wells / Wild Horse intersection	<ul style="list-style-type: none"> • Additional pavement / turn lane capacity • Curb & gutter & drainage • Pavement markings • Landscaping • Pathway / curb ramp adjustments • Utility work • Traffic control 	\$4,200,000
PROJECT A SUBTOTAL		\$4,200,000



PROJECT B

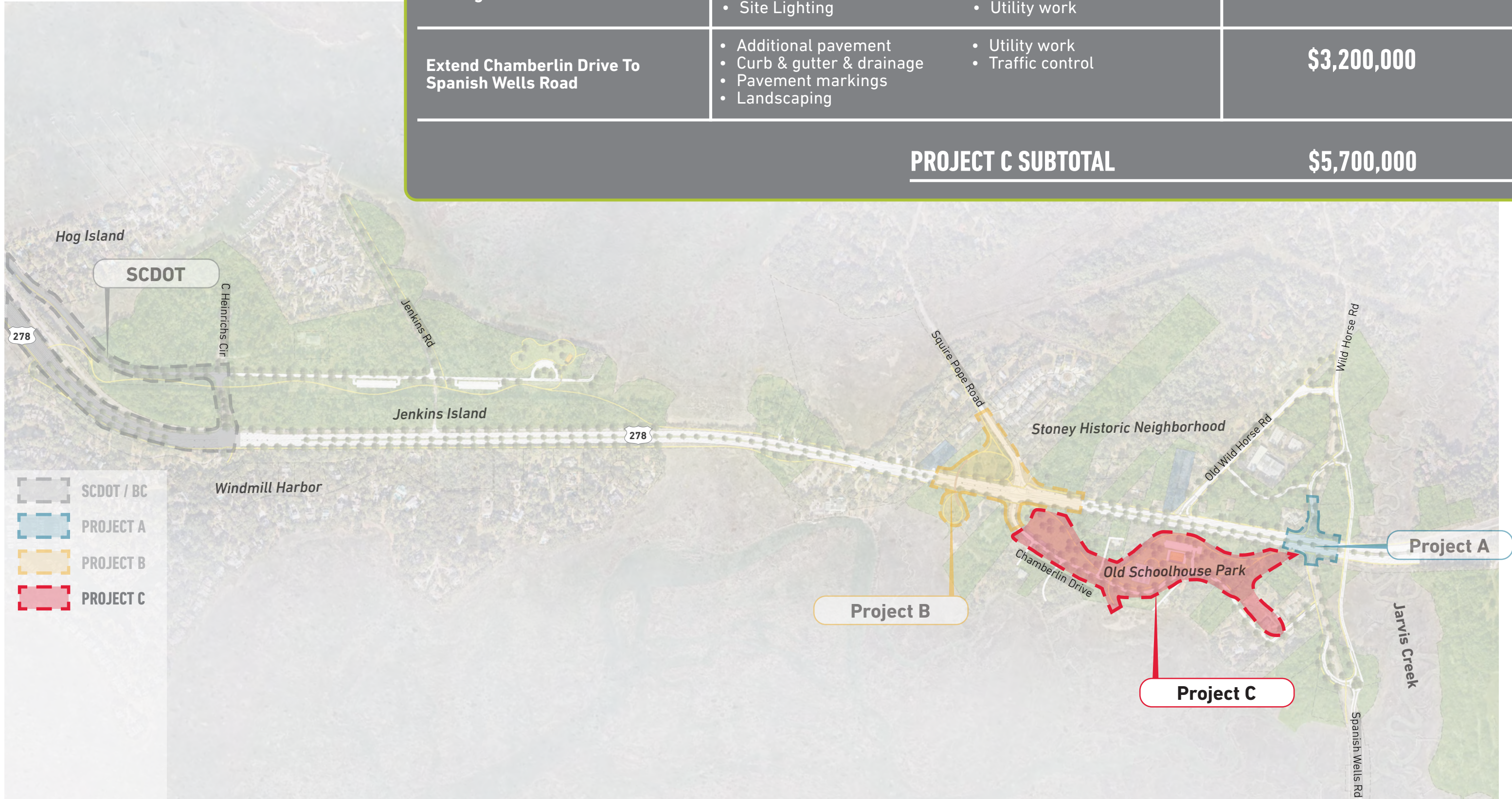


SCDOT / BC
PROJECT A
PROJECT B

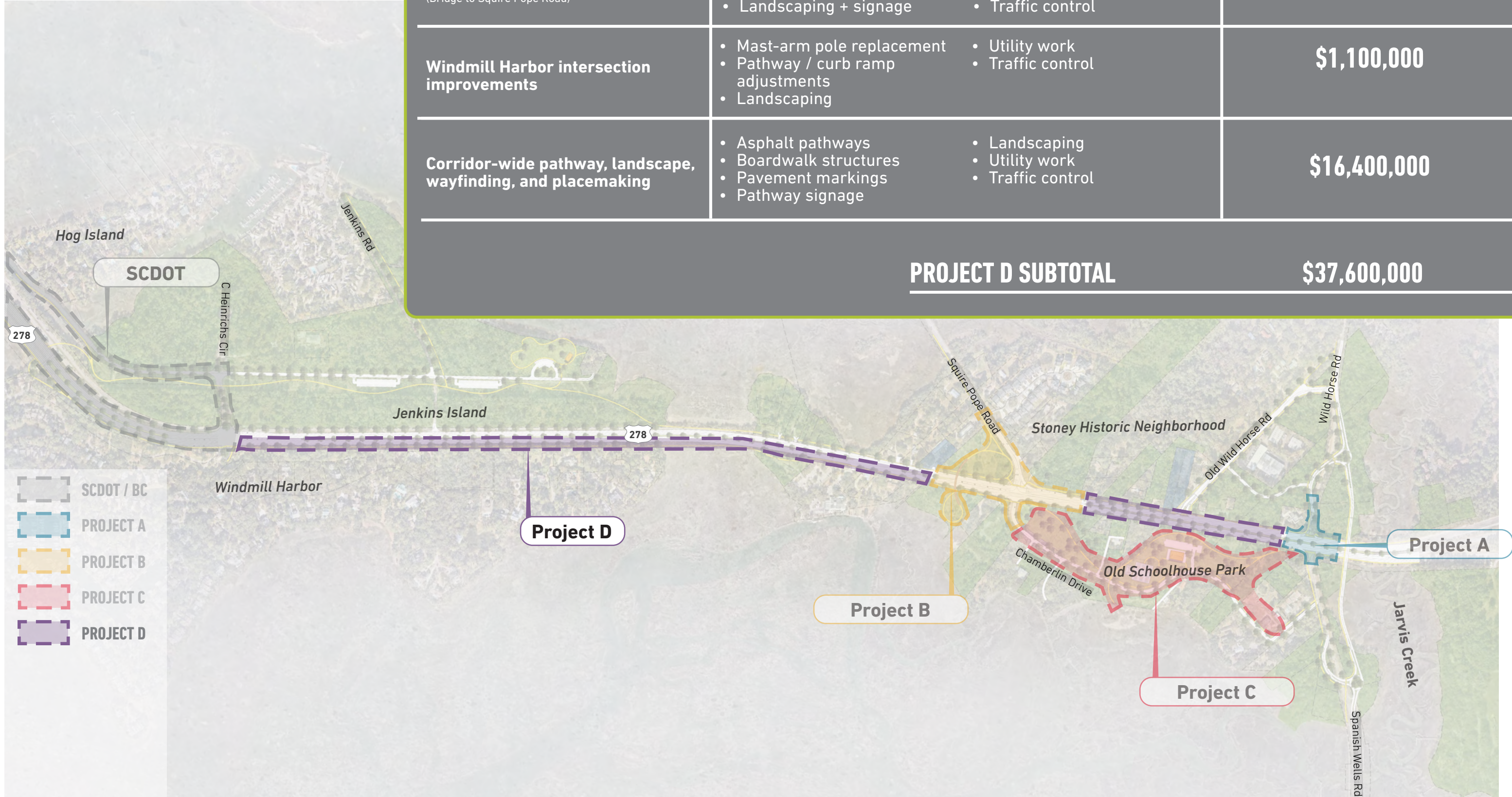
ELEMENT	COMPONENTS	ESTIMATED COST	
Eastbound Continuous Green-T at Squire Pope / Chamberlin Intersection	<ul style="list-style-type: none"> • Additional pavement / turn lane capacity • Raised concrete medians • Pavement markings • Curb & gutter & drainage • Landscaping + signage 	<ul style="list-style-type: none"> • Pathway / curb ramp adjustments • Utility work • Traffic control 	\$800,000
Pedestrian Bridge	<ul style="list-style-type: none"> • 750' bridge with decorative handrails, lighting & finishes • Deep foundations • Steel superstructure • Concrete deck 	<ul style="list-style-type: none"> • Landscaping + signage • Pathway / curb ramp adjustments • Utility work • Traffic control 	\$13,600,000
PROJECT B SUBTOTAL		\$14,400,000	

PROJECT C

ELEMENT	COMPONENTS	ESTIMATED COST
Develop Gullah Geechee Heritage Park	<ul style="list-style-type: none"> • Pathways/ boardwalks • Permeable parking area • Shelter • Site Lighting • Landscaping • Environmental graphics / signage elements • Utility work 	\$2,500,000
Extend Chamberlin Drive To Spanish Wells Road	<ul style="list-style-type: none"> • Additional pavement • Curb & gutter & drainage • Pavement markings • Landscaping • Utility work • Traffic control 	\$3,200,000
PROJECT C SUBTOTAL		\$5,700,000



PROJECT D



- SCDOT / BC SCDOT / BC
- PROJECT A PROJECT A
- PROJECT B PROJECT B
- PROJECT C PROJECT C
- PROJECT D PROJECT D

ELEMENT	COMPONENTS	ESTIMATED COST
Additional Eastbound Travel Lane (Bridge to Squire Pope Road)	<ul style="list-style-type: none"> • Additional pavement • Curb & gutter & drainage • Pavement markings • Landscaping + signage • Pathway / curb ramp adjustments • Utility work • Traffic control 	\$20,100,000
Windmill Harbor intersection improvements	<ul style="list-style-type: none"> • Mast-arm pole replacement • Pathway / curb ramp adjustments • Landscaping • Utility work • Traffic control 	\$1,100,000
Corridor-wide pathway, landscape, wayfinding, and placemaking	<ul style="list-style-type: none"> • Asphalt pathways • Boardwalk structures • Pavement markings • Pathway signage • Landscaping • Utility work • Traffic control 	\$16,400,000
PROJECT D SUBTOTAL		\$37,600,000

PROJECT E

ELEMENT	COMPONENTS	ESTIMATED COST
Fly-over Bridge at Spanish Wells / Wild Horse intersection	<ul style="list-style-type: none"> • Bridge with pathway, handrails & lighting • MSE walls • Concrete retaining walls • Curb & gutter & drainage 	<ul style="list-style-type: none"> • Landscaping + signage • Pathway / curb ramp adjustments • Utility work • Traffic control
PROJECT E SUBTOTAL		\$35,500,000



PROJECT F

ELEMENT	COMPONENTS	ESTIMATED COST
Old Wild Horse Road Improvements	<ul style="list-style-type: none"> • Curb & gutter & drainage • Asphalt pathways • Pavement markings • Landscaping • Utility work • Traffic control 	\$4,200,000
PROJECT F SUBTOTAL		\$4,200,000



PROJECT G

ELEMENT	COMPONENTS	ESTIMATED COST
Jenkins Island Access Road, Parking, Cemetery Park	<ul style="list-style-type: none"> • Additional pavement • Curb & gutter & drainage • Pavement markings • Landscaping • Park improvements • Utility work • Traffic control • Parking lots 	\$7,800,000
PROJECT G SUBTOTAL		\$7,800,000



PROJECT H

ELEMENT	COMPONENTS	ESTIMATED COST
Additional Westbound Travel Lane (Squire Pope Road to Bridge)	<ul style="list-style-type: none"> • Additional pavement • Curb & gutter & drainage • Pavement markings • Landscaping + signage • Pathway / curb ramp adjustments • Utility work • Traffic control 	\$13,400,000
PROJECT H SUBTOTAL		\$13,400,000



FULL PROJECT BUILD OUT

ESTIMATED COST

\$122,800,000



| ADDITIONAL TRANSPORTATION SYSTEM IMPROVEMENT PROJECTS

- **Gumtree Road Intersection**
- **Gumtree Road Improvements at Bus Drive and School Drive**
- **Wilborn Road Intersection**
- **Wilborn Road Improvements at Bus Drive and School Drive**
- **Main Street Improvements**
- **Palmetto Bay Road Improvements at Arrow Road / Point Comfort Road**
- **Sea Pines Circle Improvements**



THANK YOU!