



Town of Hilton Head Island

Town Council Workshop Meeting

Tuesday, July 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. 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 Netzing, Engineering Director
CC: Marc Orlando, ICMA-CM, Town Manager
Shawn Leininger, AICP, Deputy Town Manager
DATE: July 28, 2026
SUBJECT: William Hilton Parkway Gateway Corridor Master Plan Workshop

PURPOSE:

Town Council review updates to the proposed William Hilton Parkway Gateway Corridor Master Plan.

BACKGROUND:

Since Town Council's March 4, 2025, approval of the joint resolution with Beaufort County regarding the project scope and funding strategy (Attachment 1), Town staff have 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.

Town Council reviewed the draft William Hilton Parkway Gateway Corridor Master Plan at a workshop on April 28, 2026. Based on Town Council direction, Town staff have further refined the draft plan. At the July 28, 2026, Workshop the following items will be reviewed:

1. Summary of the Refinements to the Master Plan Since We Last Met
2. Project Extent Bridge Project Overview
3. Project Objective, Guiding Principles, and Influences
4. Summary of Improvements
5. Jenkins Island Improvements
6. Stoney Neighborhood Improvements

- a. Squire Pope Road / Chamberlin Drive Intersection
 - b. Wild Horse Road / Spanish Wells Road Intersection
- 7. Old Wild Horse Corridor Improvements
- 8. Analysis
 - a. Performance Matrix
 - b. Implementation Sequence
 - c. Additional Requests for SCDOT/Beaufort County
 - d. Projects Descriptions / Cost Estimates
 - e. Project Funding
 - f. Project Timeline
 - g. Additional Transportation System Improvement Projects

These refinements reflect prior Town Council guidance, incorporate regional coordination and stakeholder input, and uphold the community values previously established by Town Council. The proposed William Hilton Parkway Gateway Corridor Master Plan integrates multimodal performance, economic impact, and environmental stewardship and creates a successful corridor that delivers efficient, safe, and multimodal connections between primary economic centers, while supporting the movement of people and freight.

NEXT STEPS:

Based on the direction of Town Council, Town staff will finalize the William Hilton Parkway Gateway Corridor Master Plan for Town Council approval consideration at an upcoming meeting.

ATTACHMENTS:

- 1. Adopted Joint Resolution of the Town of Hilton Head Island and Beaufort County to Redefine the US278 Corridor Project
- 2. 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

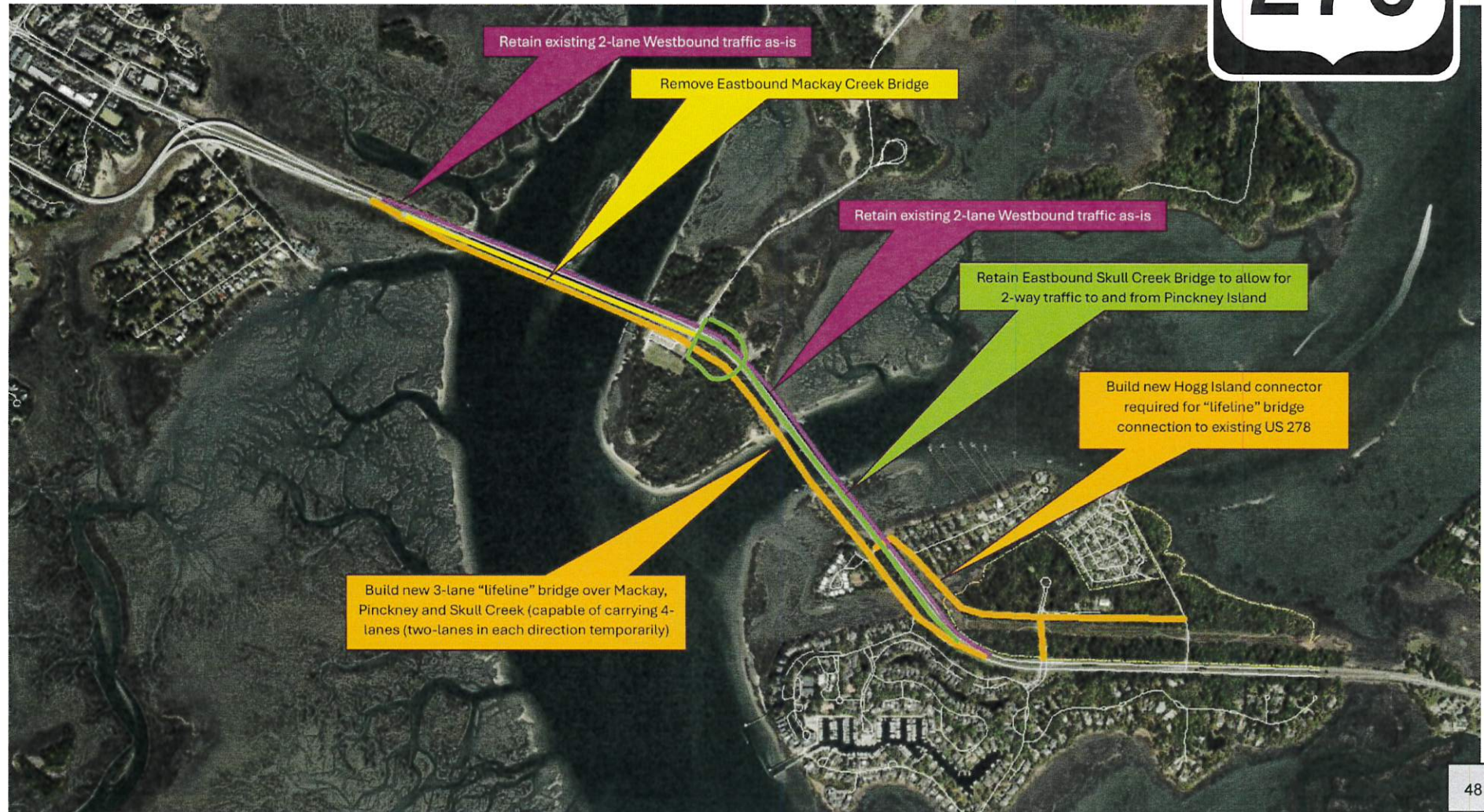


EXHIBIT B



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

Post Office Box 191
955 Park Street, Room 309
Columbia, SC 29202-0191



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855-GO-SCDOT (855-467-2368)

William Hilton Parkway Gateway Corridor Master Plan

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| SINCE WE LAST MET

Safety and Operations Clarity

- Updated traffic projections using latest 2025 SCDOT data
- Added Squire Pope movement diagrams and intersection analysis
- Finalized traffic simulation modeling
- Reinforced proposed 40 MPH speed limit
- Prioritized dangerous intersections within implementation sequencing

Outreach + Property Impact Study

- Reinforced direct access to/from WHP for Stewart properties and proposed pedestrian bridge crossing
- Confirmed no right-of-way impacts to privately held properties, including the Humane Association and the Stewart family
- Acknowledged additional corridor needs outside the study scope (Gum Tree, CIP Merge, Wilborn, etc.)

Implementation Clarity

- Reviewed and further separated project components to clarify costs
- Provided funding strategy overview
- Improved overall project documentation and presentation materials

PROJECT EXTENT + KEY ZONES

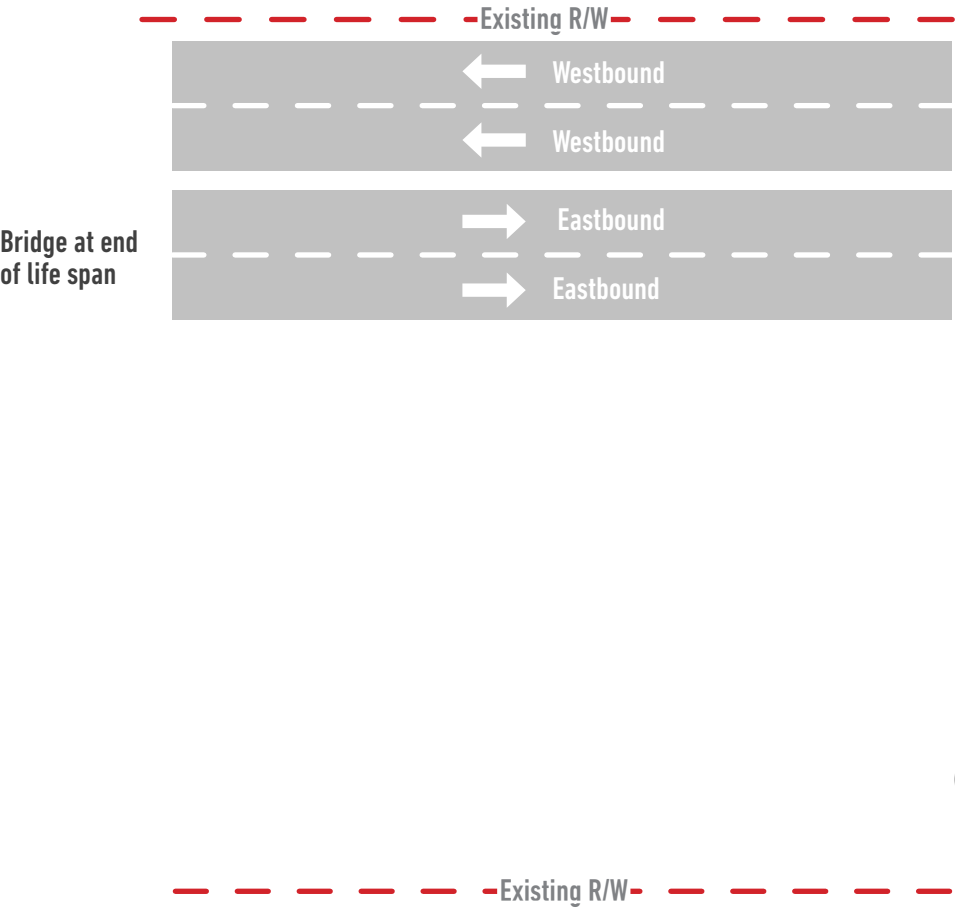


BRIDGE PROJECT OVERVIEW

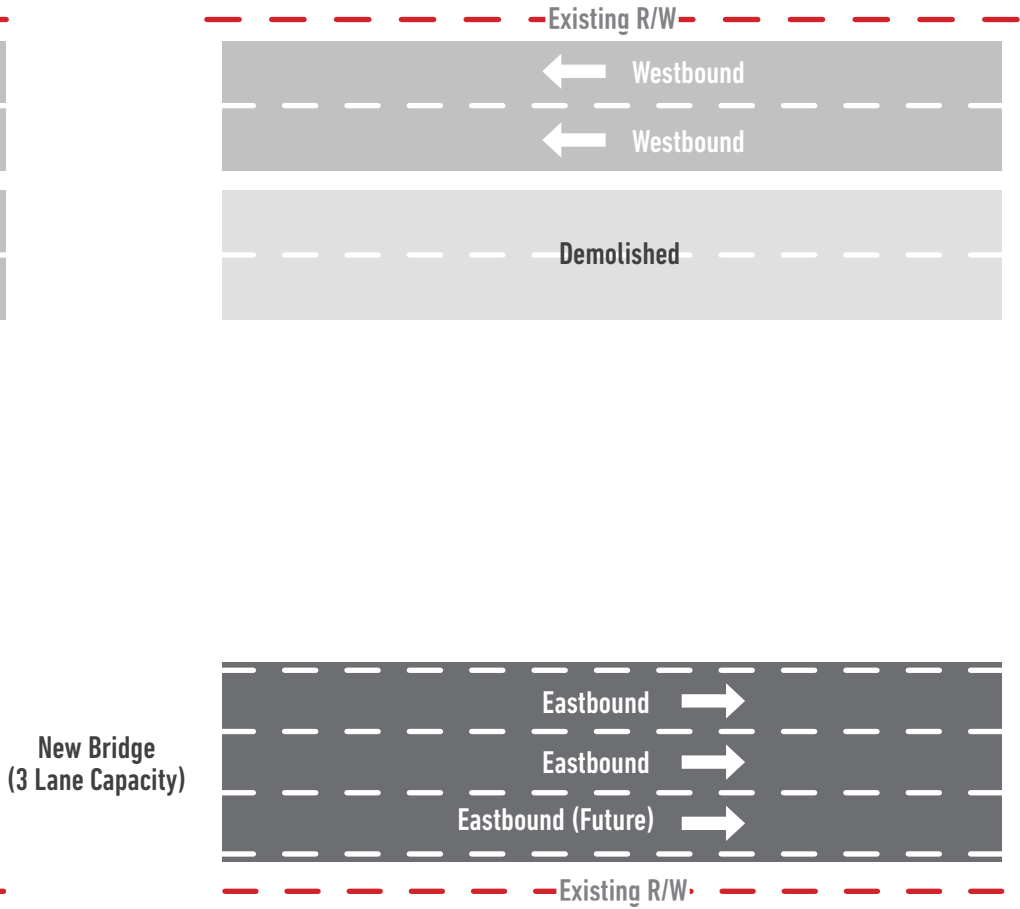


BRIDGE PROJECT OVERVIEW

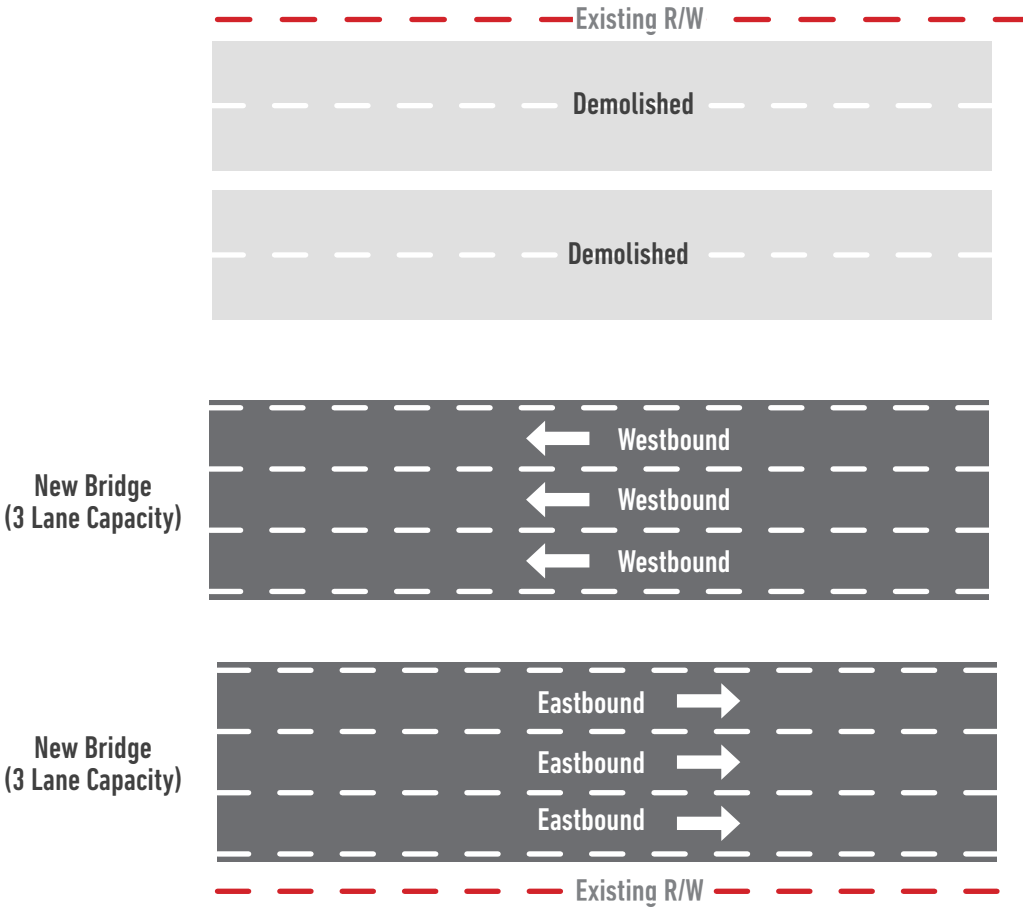
Today Existing Bridges



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** that enhance safety, community preservation, and character

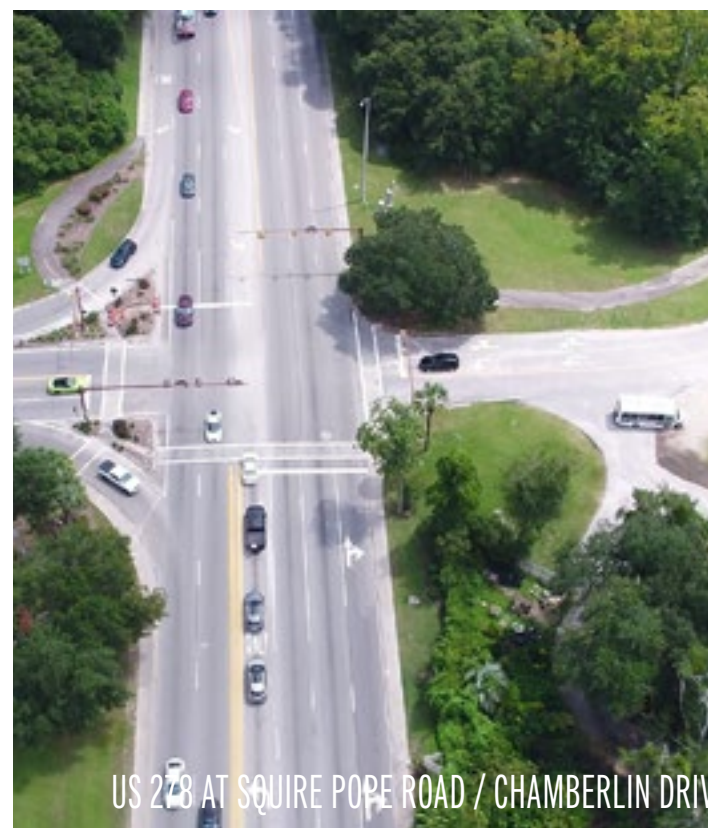
| CORRIDOR GUIDING PRINCIPLES

1

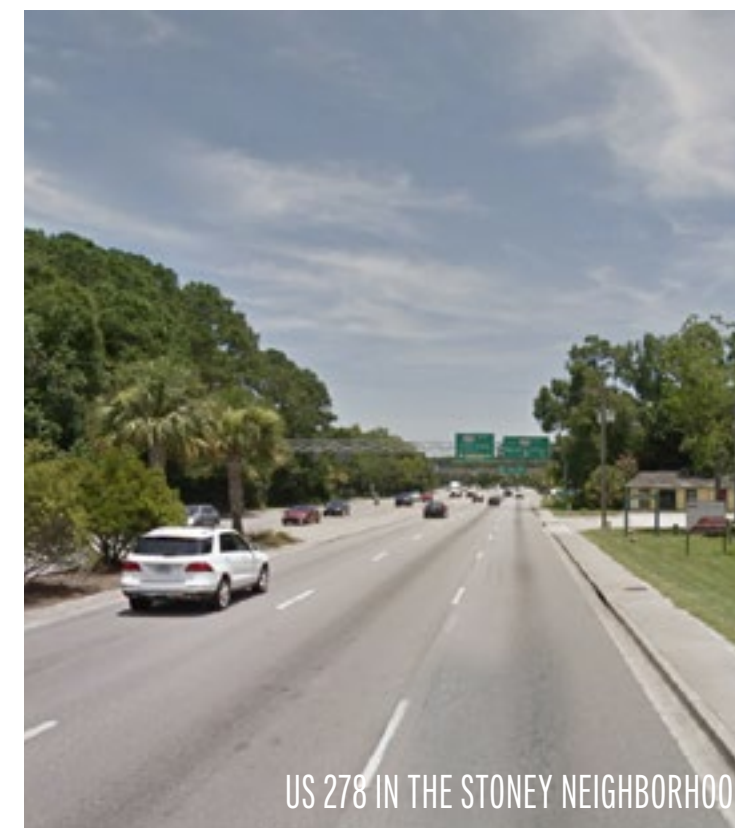
Fix transportation issues in the corridor to enhance safety and quality of life for all residents, workers and visitors



US 278 AT WILD HORSE ROAD / SPANISH WELLS ROAD



US 278 AT SQUIRE POPE ROAD / CHAMBERLIN DRIVE



US 278 IN THE STONEY NEIGHBORHOOD

| 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

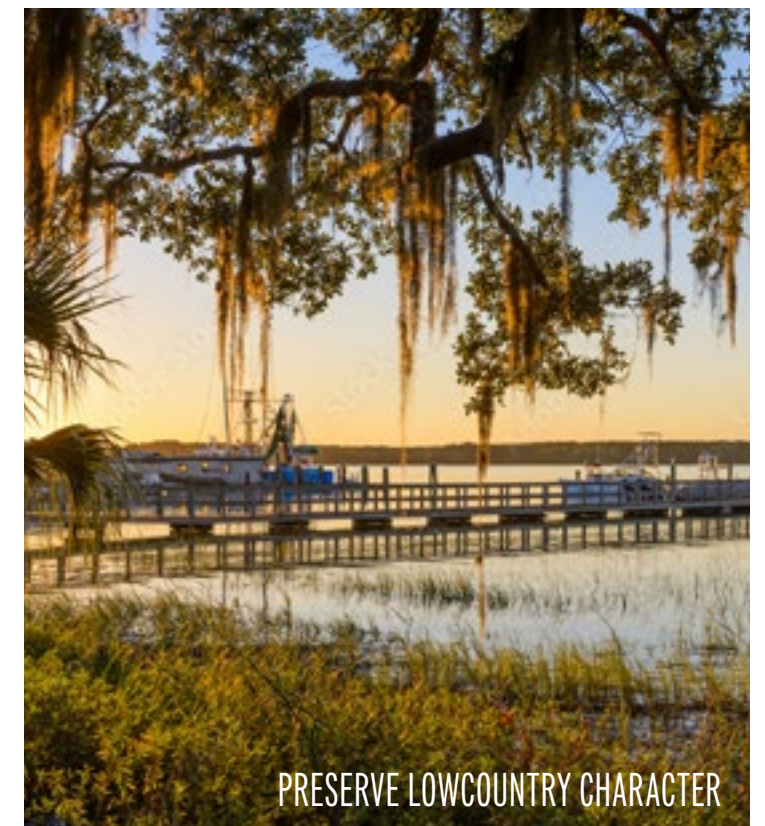
Fix transportation issues in the corridor to enhance safety and quality of life for all residents, workers and visitors

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



| WHAT DEFINES A SUCCESSFUL CORRIDOR?

SCDOT INTERPRETATION

SCDOT defines a successful corridor as one that delivers **efficient, safe, and multimodal connections** between primary economic centers, **while supporting the movement of people and freight.**

A successful corridor is not just about road capacity—it's **about integrated multimodal performance, economic impact, and environmental stewardship.**

| WHAT DEFINES A SUCCESSFUL CORRIDOR?

SCDOT CORE GOALS FOR A SUCCESSFUL CORRIDOR

Efficient connections: Provide reliable, high-quality links between major economic hubs, enabling seamless travel and trade.

Economic vitality: Enhance South Carolina's competitiveness by creating an interconnected, intermodal network for freight and goods.

Safety and security: Maintain a safe, secure, and efficient transportation system.

Resource protection: Protect and enhance natural, historical, and cultural resources along the corridor.

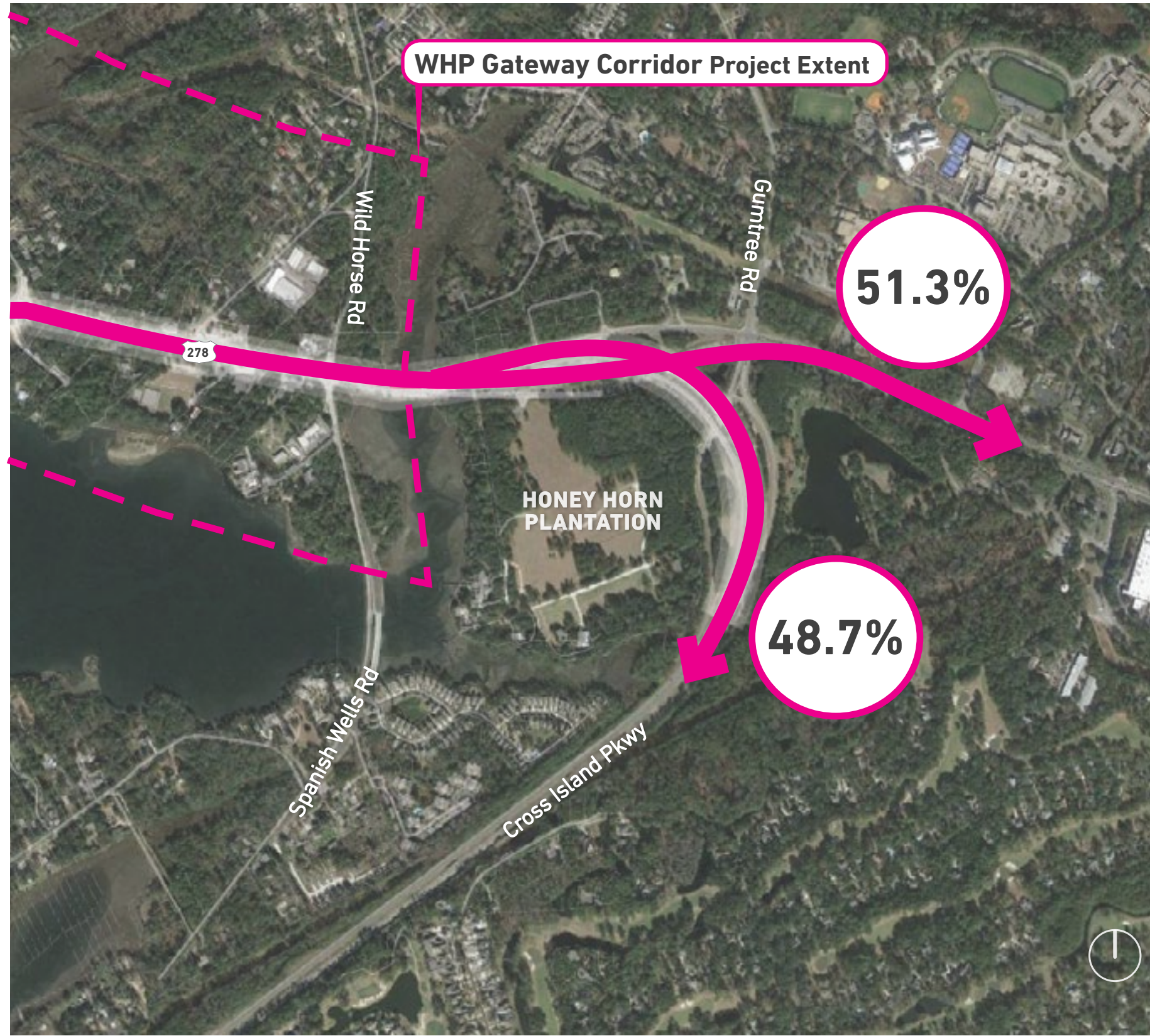
KEY METRICS FOR SCDOT

- Intersection, Approach, Movement Delay and Level of Service
- Collision Severity
- Crash Causational Factors
- Conflict Point Reduction
- Geometric Continuity
- Multimodal Accommodations

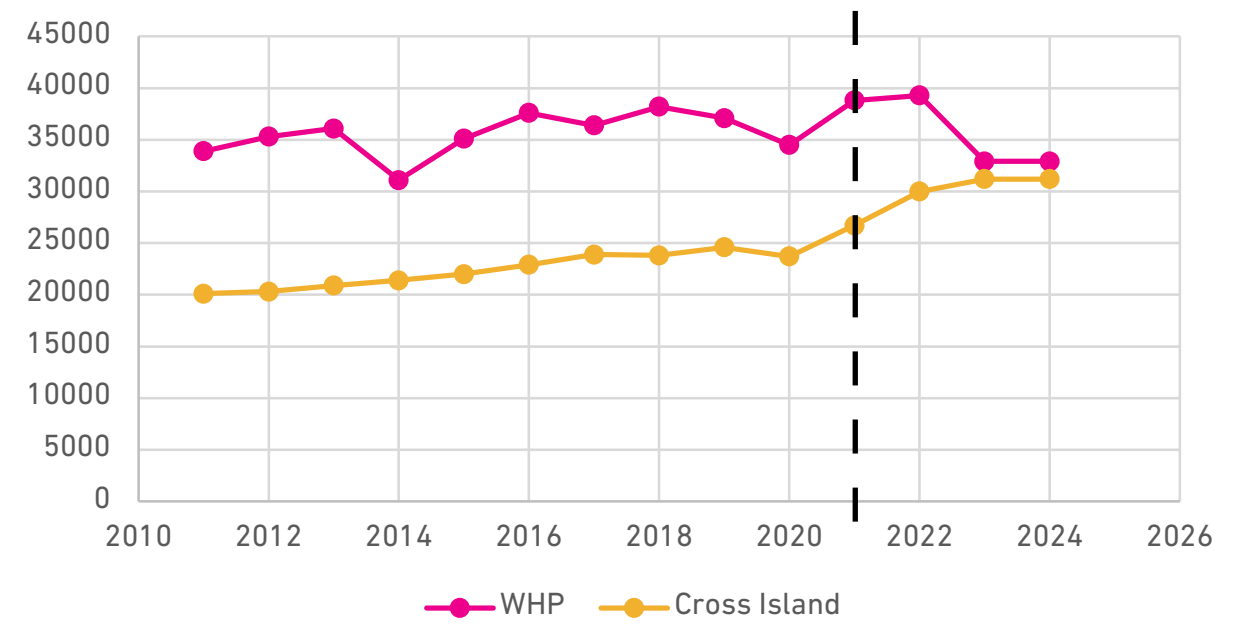
2024 SCDOT AVERAGE ANNUAL DAILY TRAFFIC VOLUMES



| 2024 SCDOT AVERAGE ANNUAL DAILY TRAFFIC VOLUMES

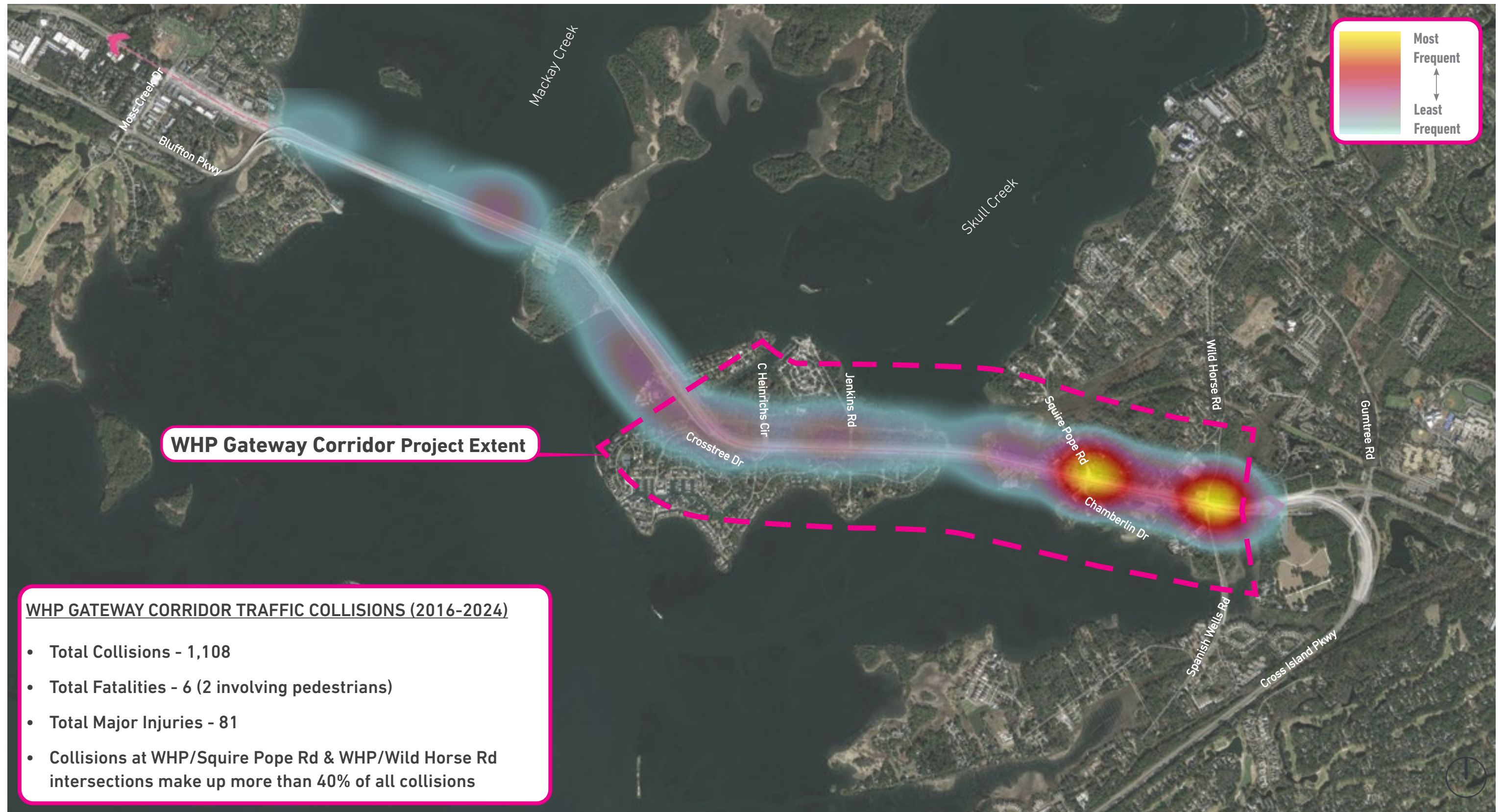


Average Daily Traffic Volumes - 2011 - 2024



- 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 - TRAFFIC SAFETY

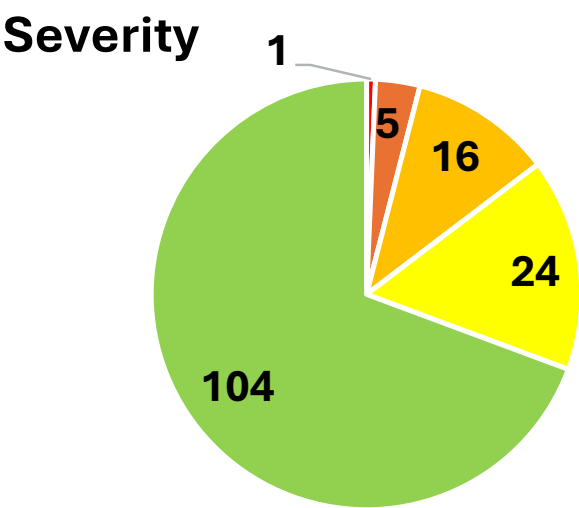


| INTERSECTION ASSESSMENT – SQUIRE POPE ROAD / CHAMBERLIN DRIVE

2016–2024 Traffic Data



- 50% of the reported crashes at the intersection 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 at the intersection are
 - Distracted/Inattention (27%)
 - Failure to Yield ROW (24%)
 - Driving too fast for conditions (23%)



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

INTERSECTION ASSESSMENT - SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Traffic engineers use **Turning Movement Counts (TMCs)** to quantify exactly how many vehicles, pedestrians, and cyclists enter, exit, and turn at intersections. This data is essential for designing safe roadways, optimizing traffic signals, managing congestion, and evaluating the need for new traffic control devices

Traffic Level of Service (LOS) is a standardized metric used by transportation engineers to evaluate and communicate road congestion, travel time delay, and driver maneuverability.

LEGEND

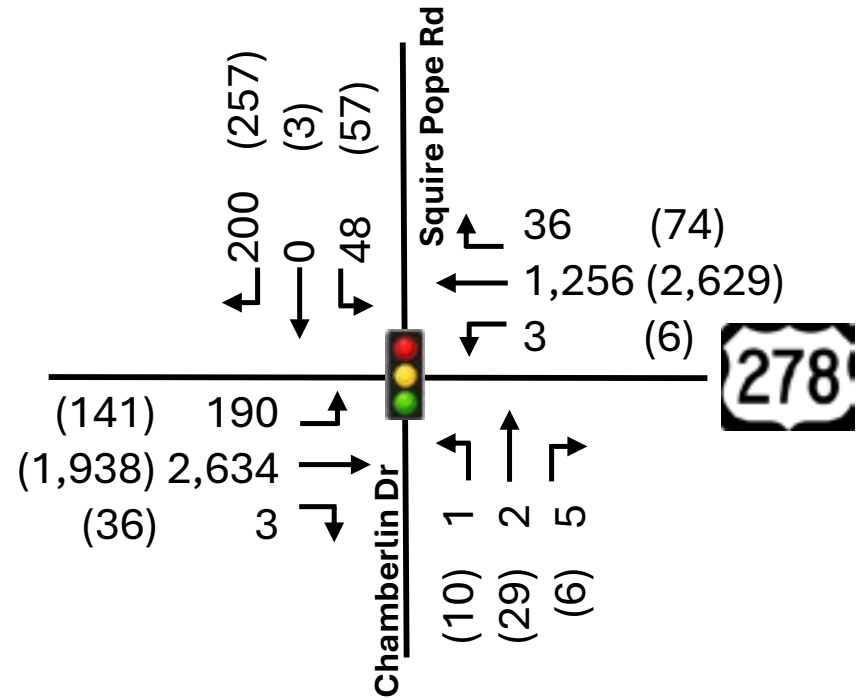
Intersection LOS A-C

Intersection LOS D-E

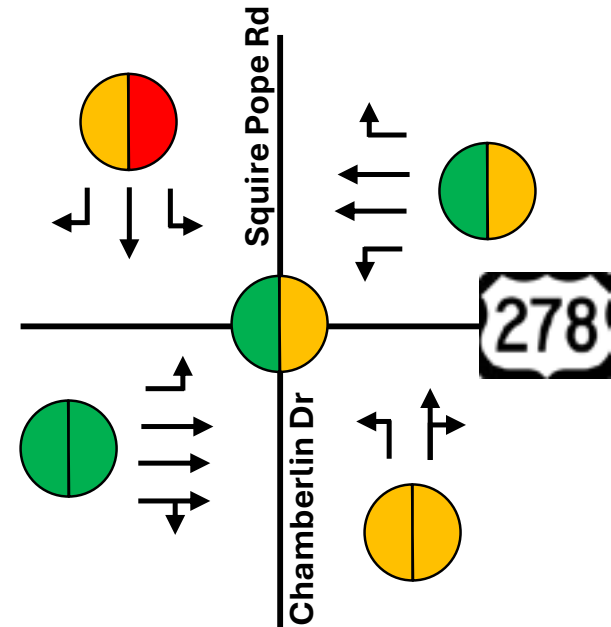
Intersection LOS F

AM LOS (Left)/PM LOS (Right)

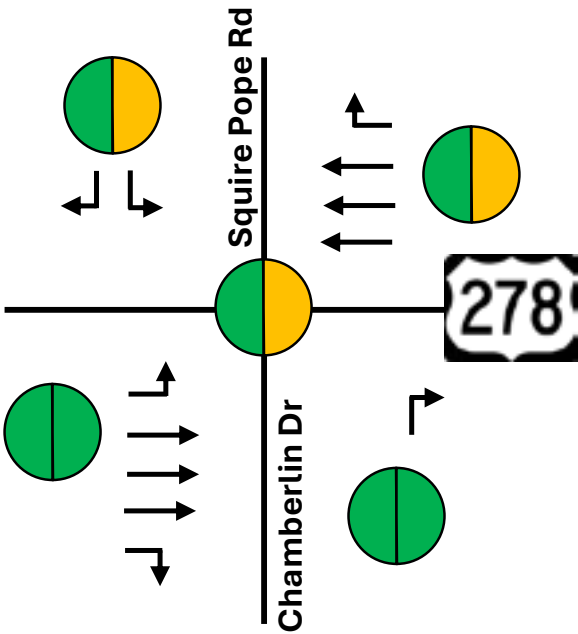
2025 AM & (PM) TURNING MOVEMENT VOLUMES



2025 EXISTING CONFIGURATION LEVEL OF SERVICE



Continuous Green T Configuration 2030 LEVEL OF SERVICE

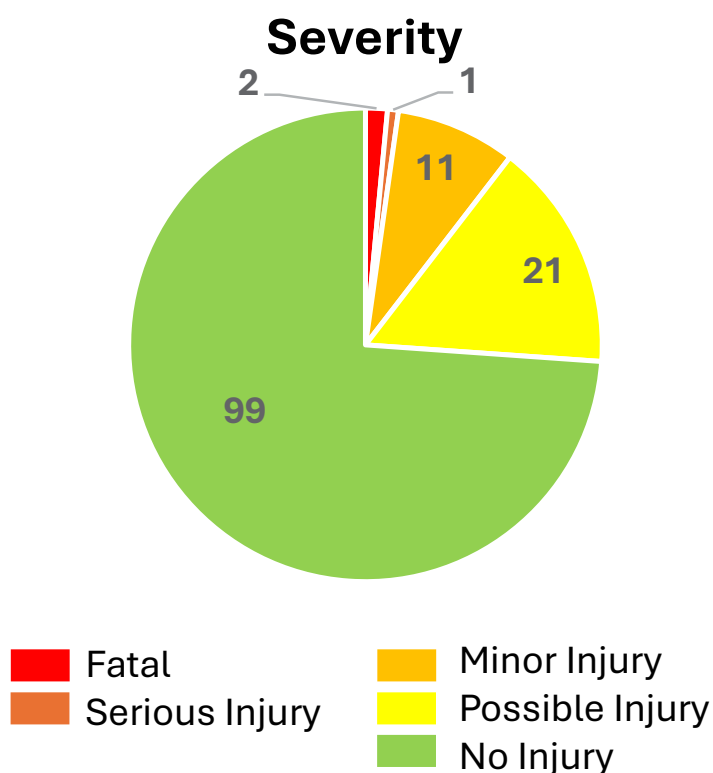


| INTERSECTION ASSESSMENT – SPANISH WELLS ROAD / WILD HORSE ROAD

2016–2024 Traffic Data



- 47% of the reported crashes at the intersection 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 at the intersection are
 - Distracted/Inattention (27%)
 - Failure to Yield ROW (24%)
 - Driving too fast for conditions (23%)



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

INTERSECTION ASSESSMENT - SPANISH WELLS ROAD / WILD HORSE ROAD

Traffic engineers use **Turning Movement Counts (TMCs)** to quantify exactly how many vehicles, pedestrians, and cyclists enter, exit, and turn at intersections. This data is essential for designing safe roadways, optimizing traffic signals, managing congestion, and evaluating the need for new traffic control devices

Traffic **Level of Service (LOS)** is a standardized metric used by transportation engineers to evaluate and communicate road congestion, travel time delay, and driver maneuverability.

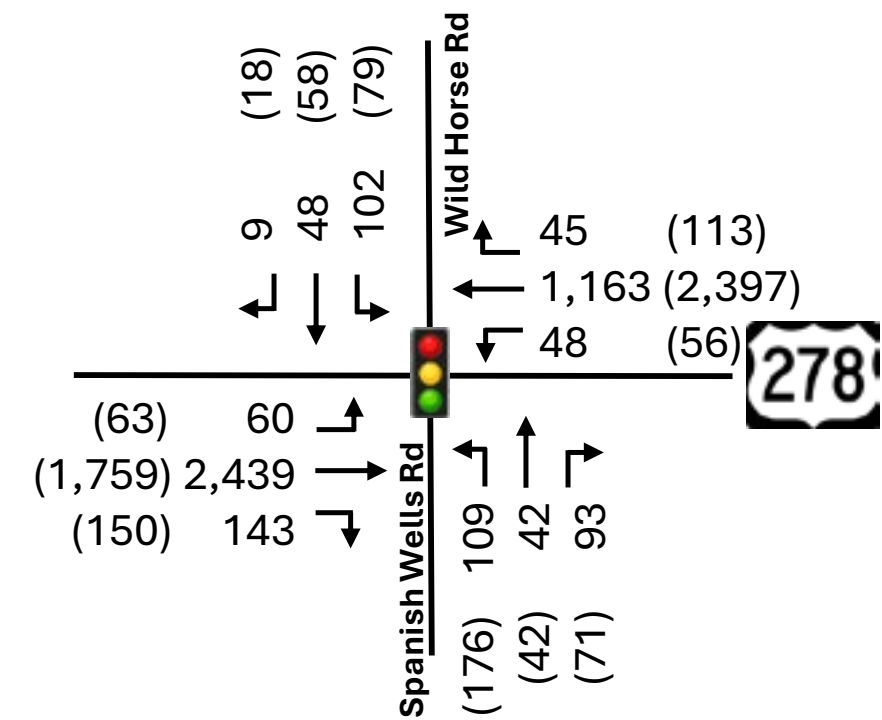
Intersection LOS A-C

Intersection LOS D-E

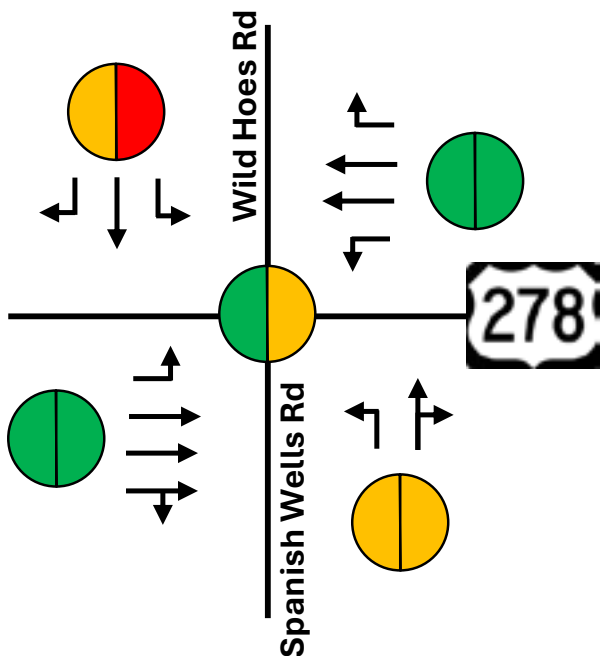
Intersection LOS F

AM LOS (Left)/PM LOS (Right)

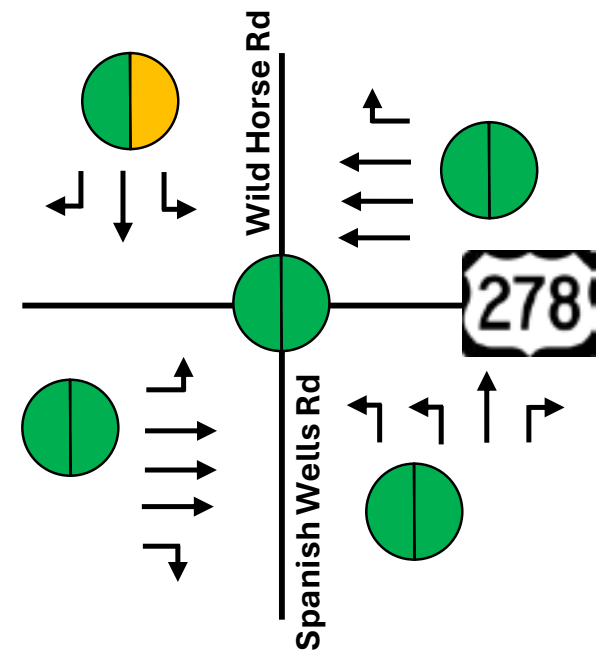
2025 AM & (PM) TURNING MOVEMENT VOLUMES



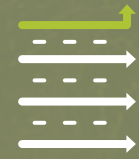
2025 EXISTING CONFIGURATION LEVEL OF SERVICE



Dual Left-Turn Configuration



| SUMMARY OF IMPROVEMENTS



Improve level of service and vehicular thru-put at problematic intersections with posted speed reduced to 40 mph



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



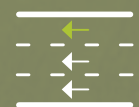
Reconfigure Wild Horse Road / Spanish Wells Road intersection to support continuous on-island traffic flow



Establish Gullah Geechee Heritage Park



Construct additional eastbound travel lane



Construct additional westbound travel lane

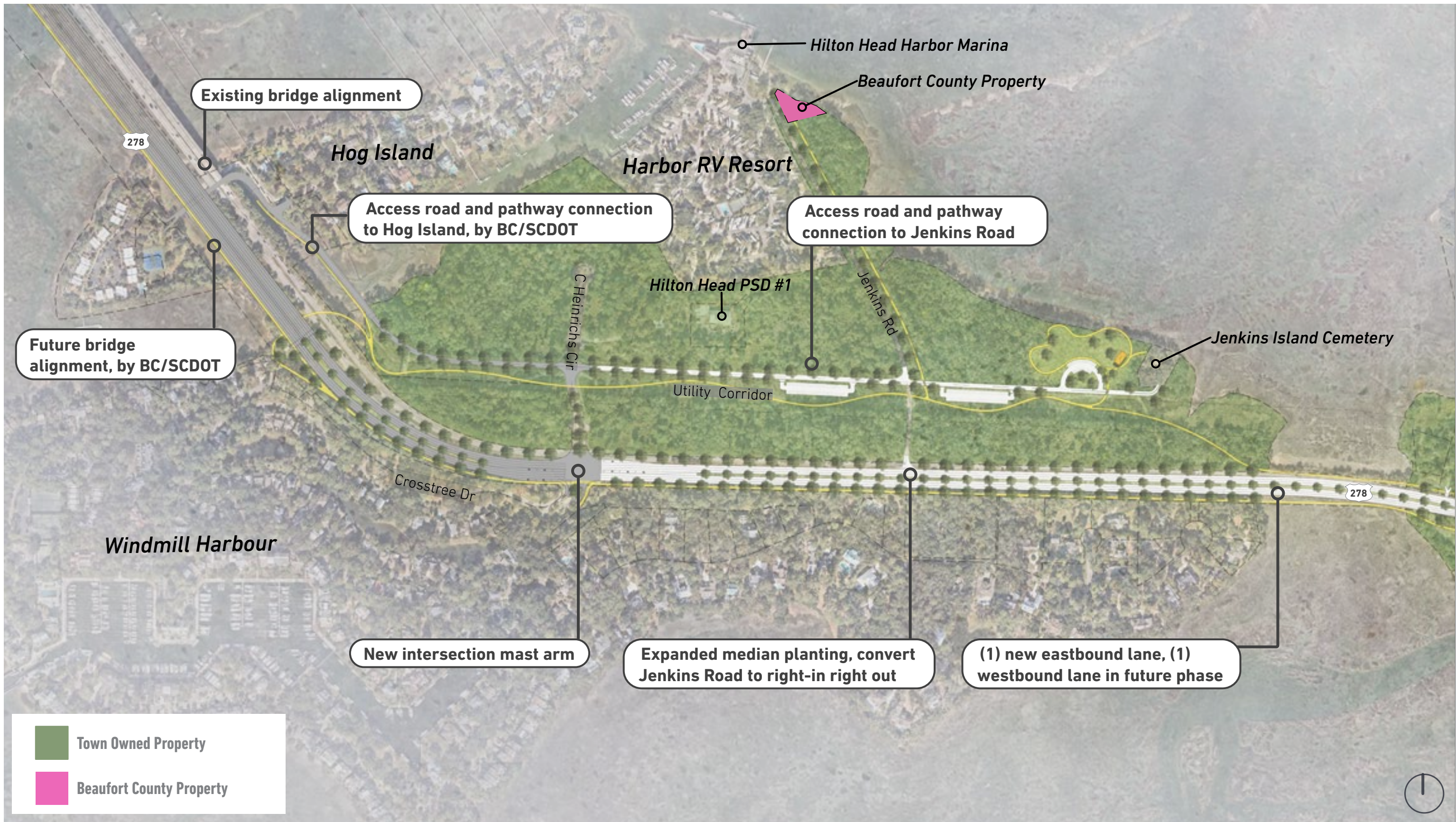
An aerial photograph of a two-lane road winding through a dense, lush green forest. The road is paved and has white lane markings. Several cars are visible on the road, traveling in both directions. The forest is thick with various types of trees, and the overall scene is captured from a high angle, looking down at the road and the surrounding wilderness. The sky is visible in the distance, showing some clouds.

JENKINS ISLAND

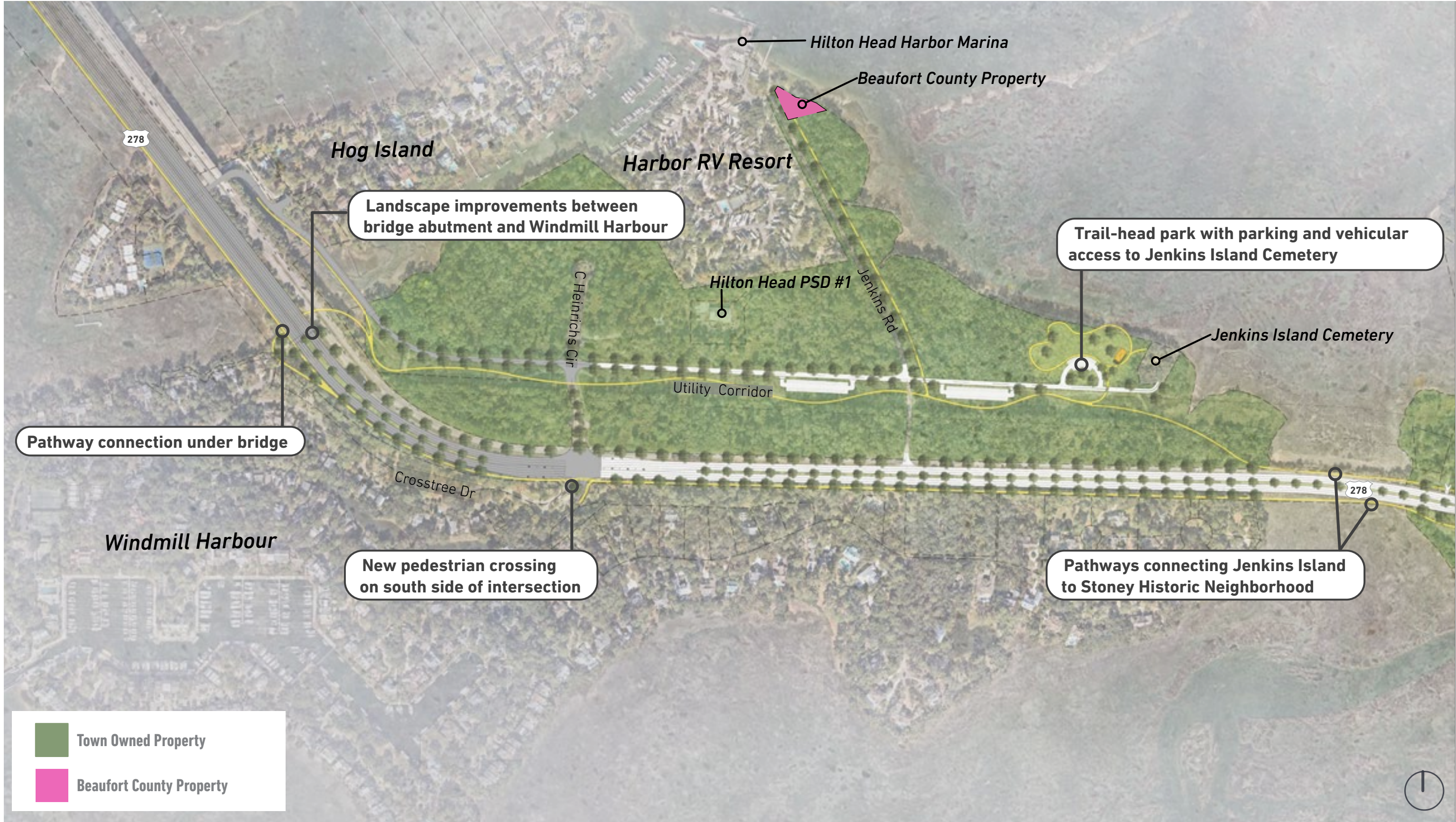
JENKINS ISLAND KEY MAP



JENKINS ISLAND - ROADWAY IMPROVEMENTS



JENKINS ISLAND - PEDESTRIAN IMPROVEMENTS





STONEY HISTORIC NEIGHBORHOOD CORRIDOR

STONEY HISTORIC NEIGHBORHOOD KEY MAP

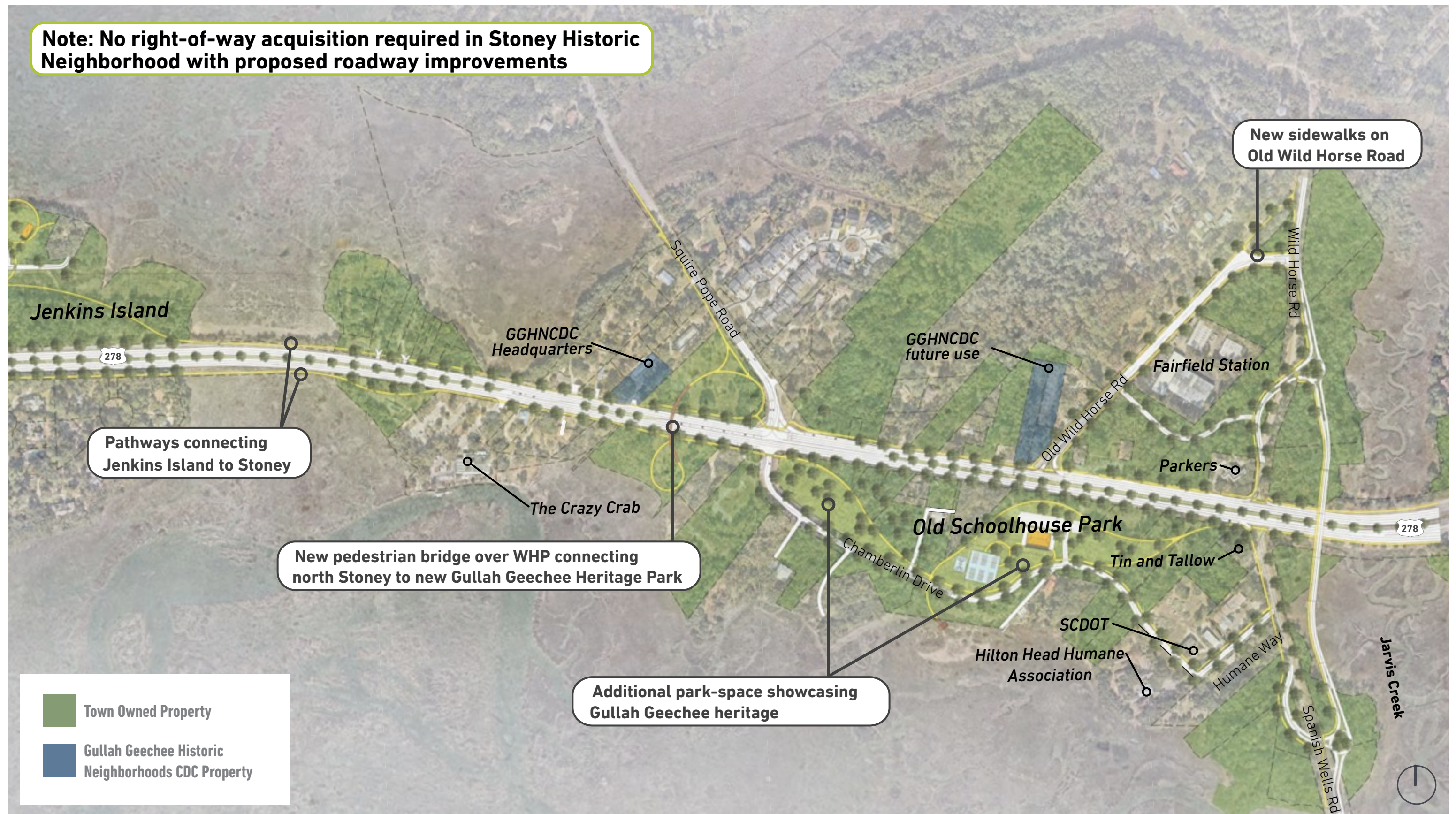


STONEY HISTORIC NEIGHBORHOOD - ROADWAY IMPROVEMENTS



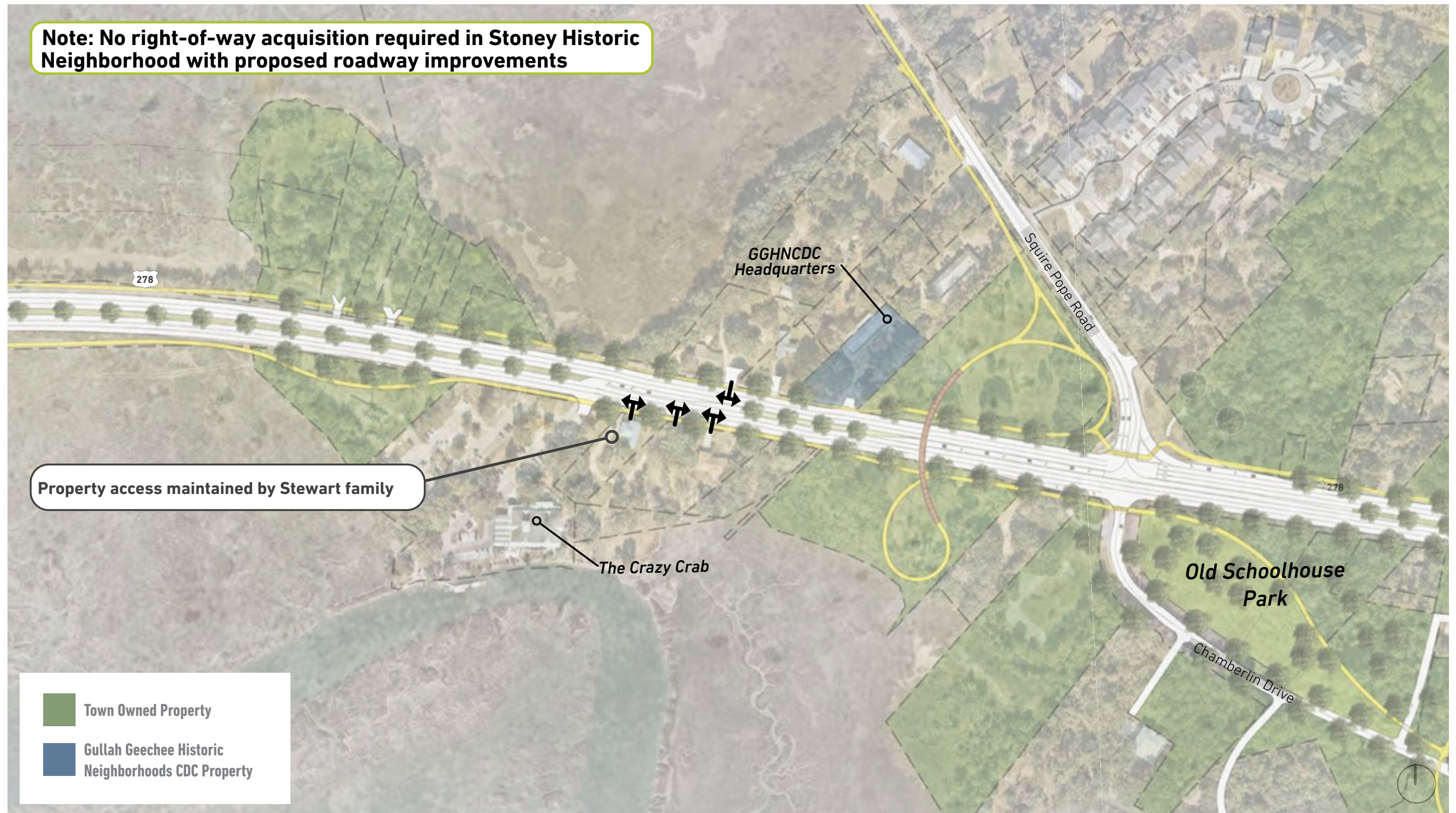
STONEY HISTORIC NEIGHBORHOOD - PEDESTRIAN IMPROVEMENTS

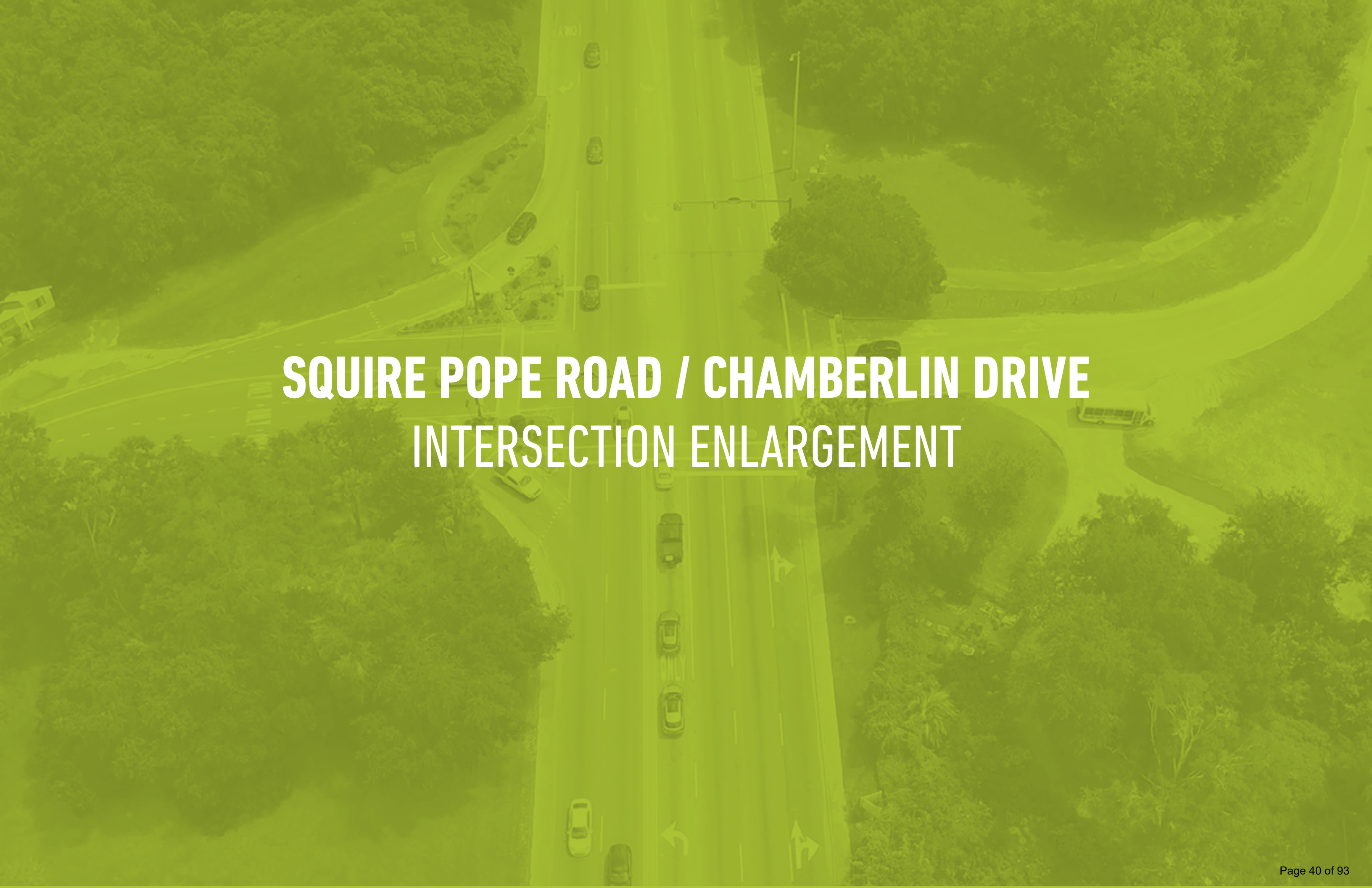
Note: No right-of-way acquisition required in Stoney Historic Neighborhood with proposed roadway improvements



STONEY HISTORIC NEIGHBORHOOD - ENLARGED PLAN

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

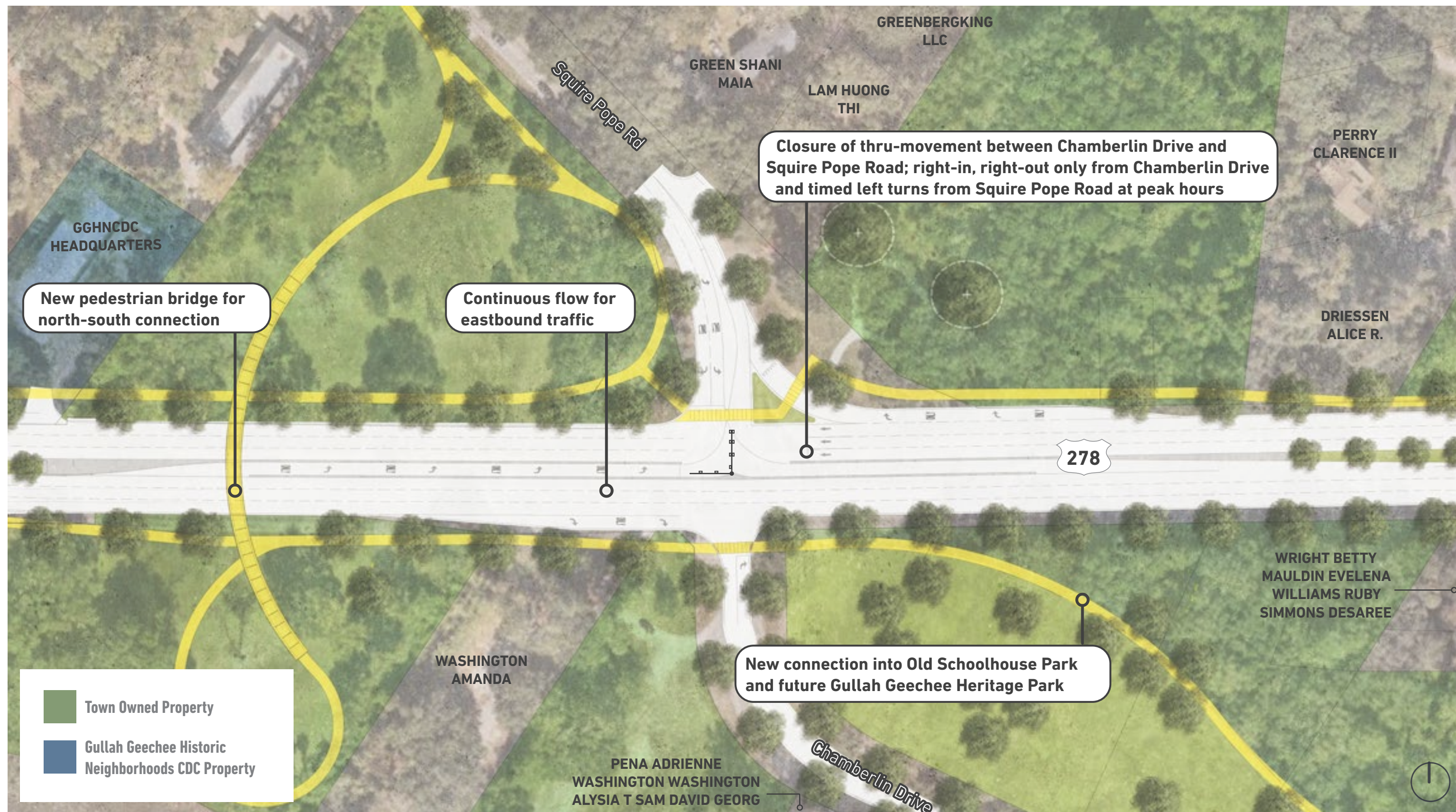


An aerial photograph of a road intersection, overlaid with a semi-transparent green filter. The image shows a multi-lane road running vertically, intersecting with a road running horizontally. Several cars are visible on the road. The surrounding area is filled with dense green trees and vegetation. The text "SQUIRE POPE ROAD / CHAMBERLIN DRIVE INTERSECTION ENLARGEMENT" is centered over the intersection in white, bold, sans-serif font.

SQUIRE POPE ROAD / CHAMBERLIN DRIVE INTERSECTION ENLARGEMENT

| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Continuous Green-T



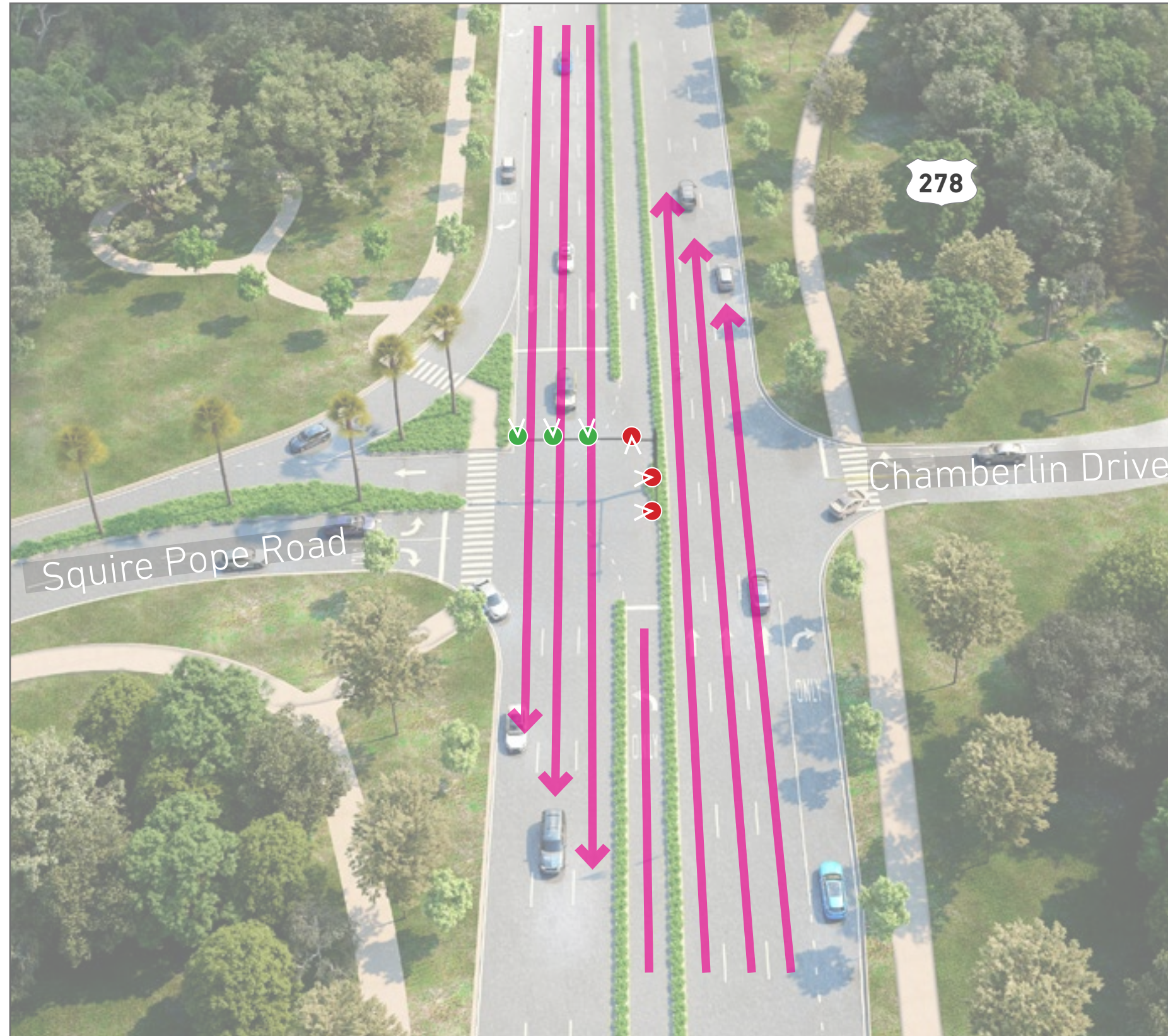
| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Continuous Green-T



| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Continuous Green-T: Signal Operations



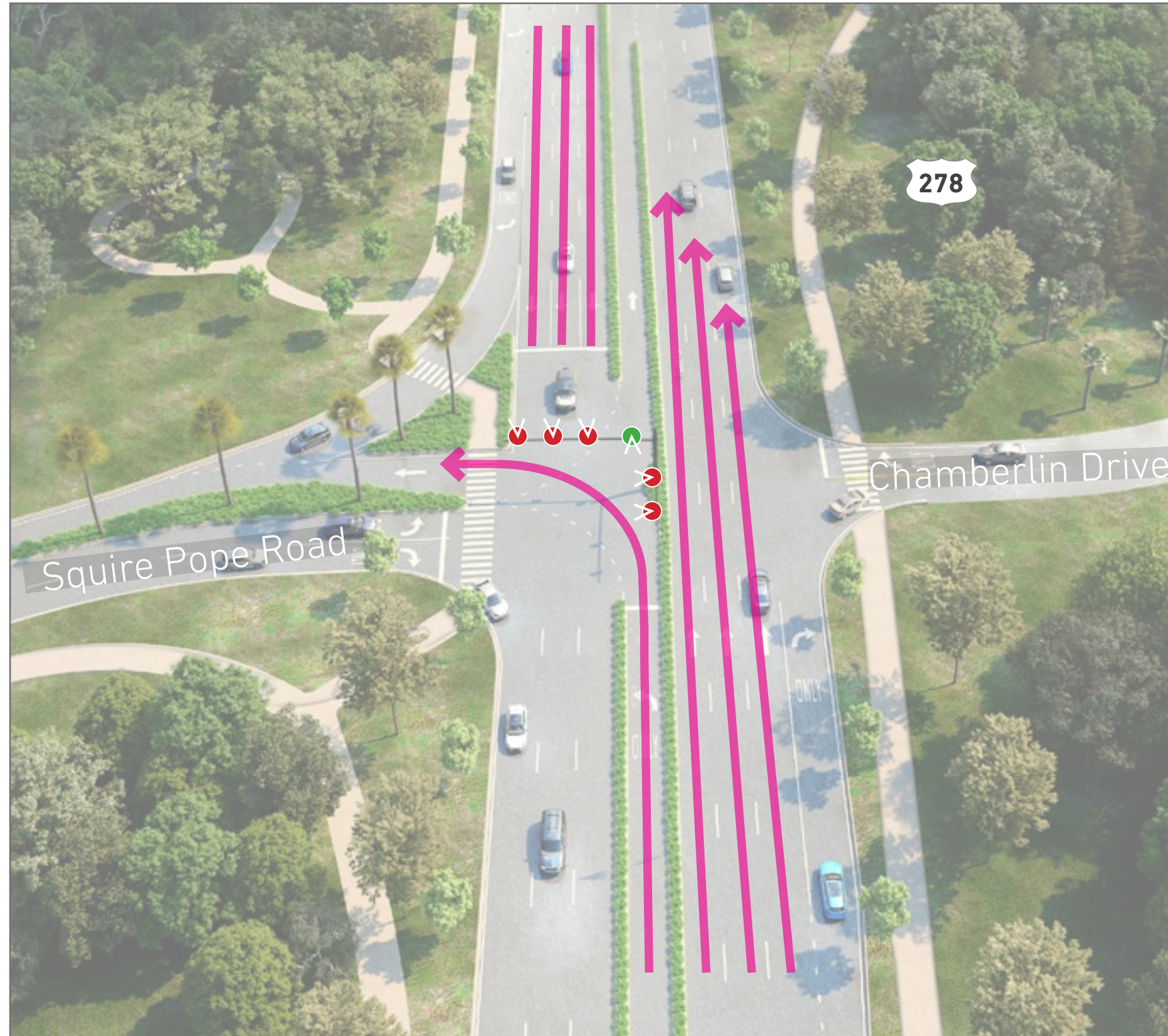
Adaptive 3-Phase Signal Operation

Phase 1: Major Road Left-Turn Yield / Opposing Through (Continuous Flow)

In this phase, traffic in one major-road direction continues straight through uninterrupted (often signaled by a green through arrow). Drivers turning left from the opposite major-road direction are given a protected or protected-permissive green arrow to safely cross the continuous flow.

| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Continuous Green-T: Signal Operations



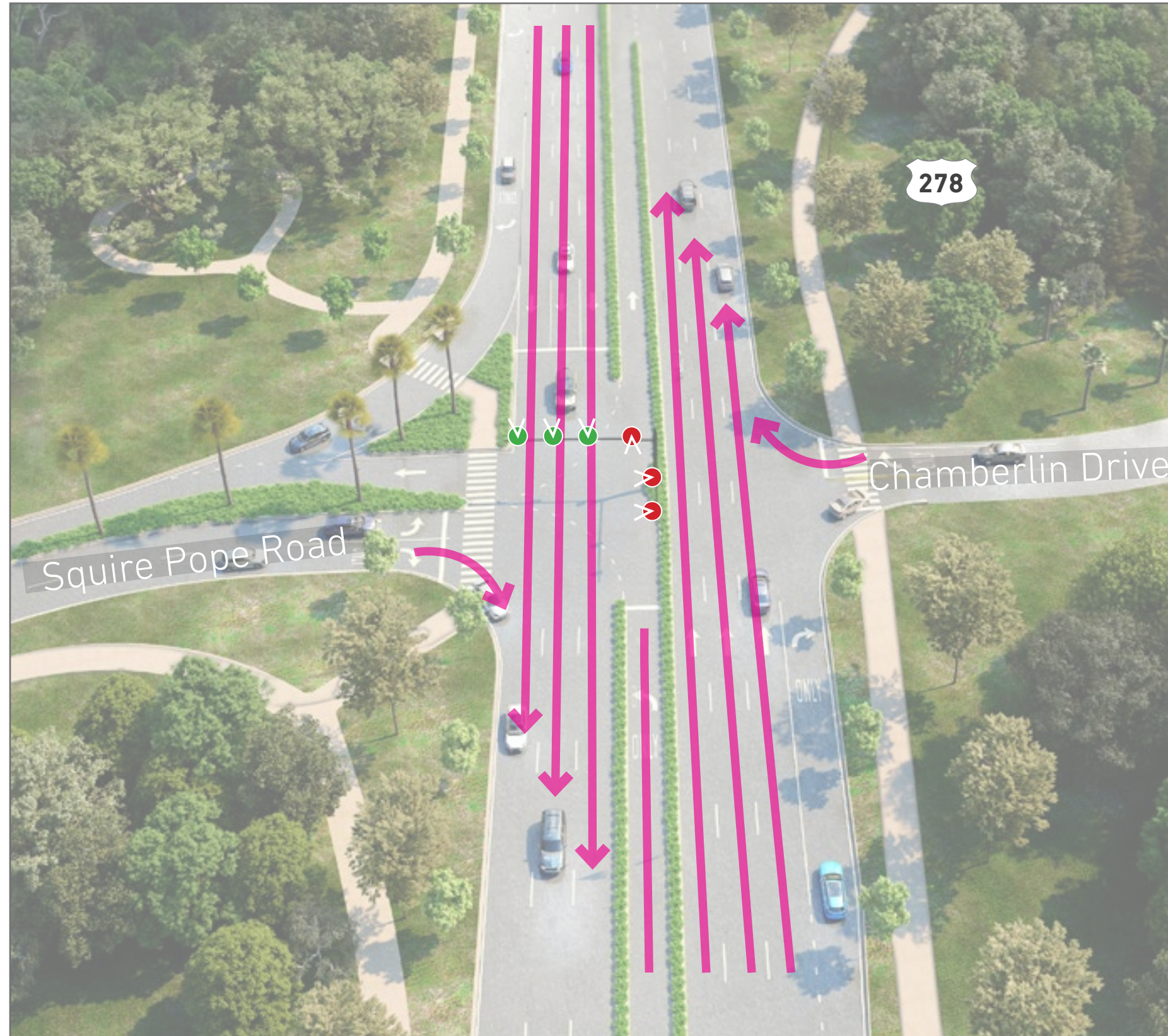
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| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Continuous Green-T: Signal Operations



Adaptive 3-Phase Signal Operation

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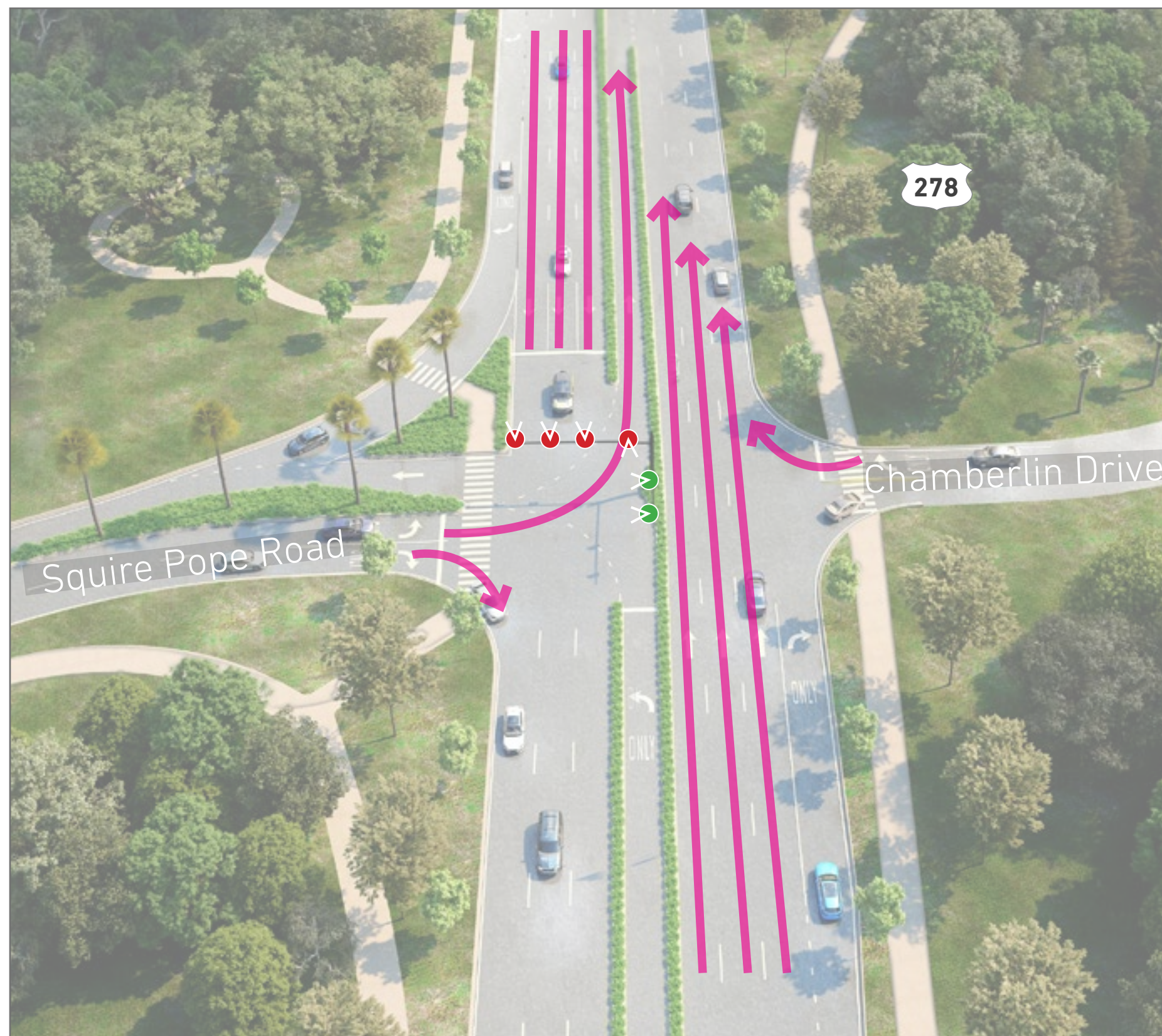
In this phase, traffic in one major-road direction continues straight through uninterrupted (often signaled by a green through arrow). Drivers turning left from the opposite major-road direction are given a protected or protected-permissive green arrow to safely cross the continuous flow.

Phase 2: Side-Street Right Turn (Continuous Flow)

Traffic moving in the continuous major-road direction still flows uninterrupted. Minor road vehicles turning right onto the major road do so via a yield-controlled lane.

| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Continuous Green-T: Signal Operations



Adaptive 3-Phase Signal Operation

Phase 1: Major Road Left-Turn Yield / Opposing Through (Continuous Flow)

In this phase, traffic in one major-road direction continues straight through uninterrupted (often signaled by a green through arrow). Drivers turning left from the opposite major-road direction are given a protected or protected-permissive green arrow to safely cross the continuous flow.

Phase 2: Side-Street Right Turn (Continuous Flow)

Traffic moving in the continuous major-road direction still flows uninterrupted. Minor road vehicles turning right onto the major road do so via a yield-controlled lane.

Phase 3: Side-Street Left Turn & Major Road Stopping

When side-street left-turning vehicles or pedestrian phases are activated, the major road's continuous direction receives a red light to stop traffic. Vehicles turning left from the side street are given a green arrow to merge onto the major road, while traffic on the opposing major approach is also serviced

| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Continuous Green-T: Takeaways

- **Safety Performance:** Reduces overall crashes, including serious injury and fatal crashes, by minimizing stop-and-go traffic on the main roadway.
- **Target Crashes:** Helps reduce common crash types such as angle and rear-end collisions.
- **Potential Risks:** Special accommodations are needed to safely cross free-flow lanes, such as pedestrian bridges or underpasses.
- **Operational Benefits:** Improves operations by reducing delays and shortening travel times.
- **Considerations:** Most effective at three-leg intersections with heavy through traffic, low side-street turning volumes, and limited pedestrian activity. Proper site selection and design are essential.

| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Traffic Simulation

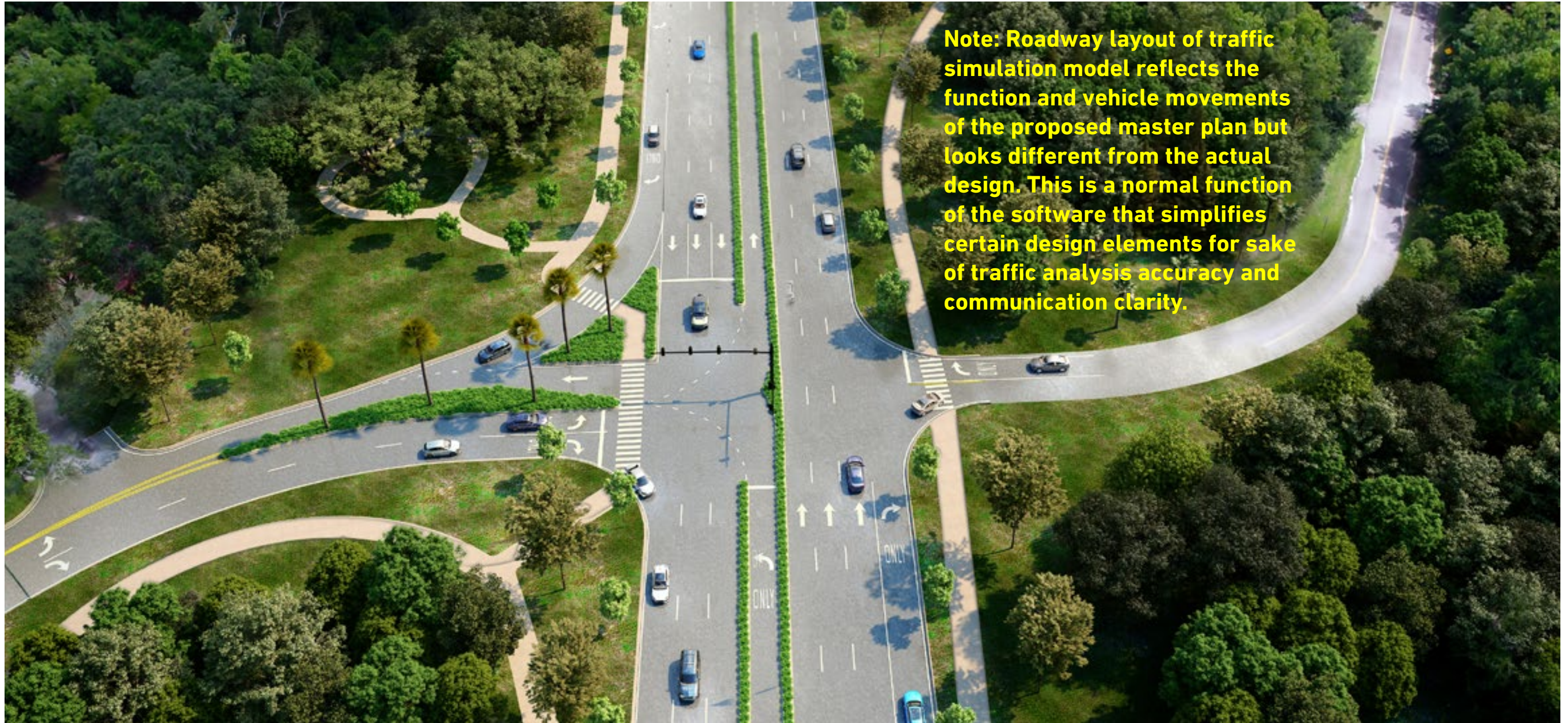
CLICK HER TO
VIEW
EXISTING
CONDITIONS

CLICK HERE
TO VIEW THE
PROPOSED
CONDITIONS

<https://vimeo.com/1211733544/6d639bdf32>

<https://vimeo.com/1211733545/88ae3ee738>

If you are having difficulty opening the video link, please copy and paste the URL into your web browser.

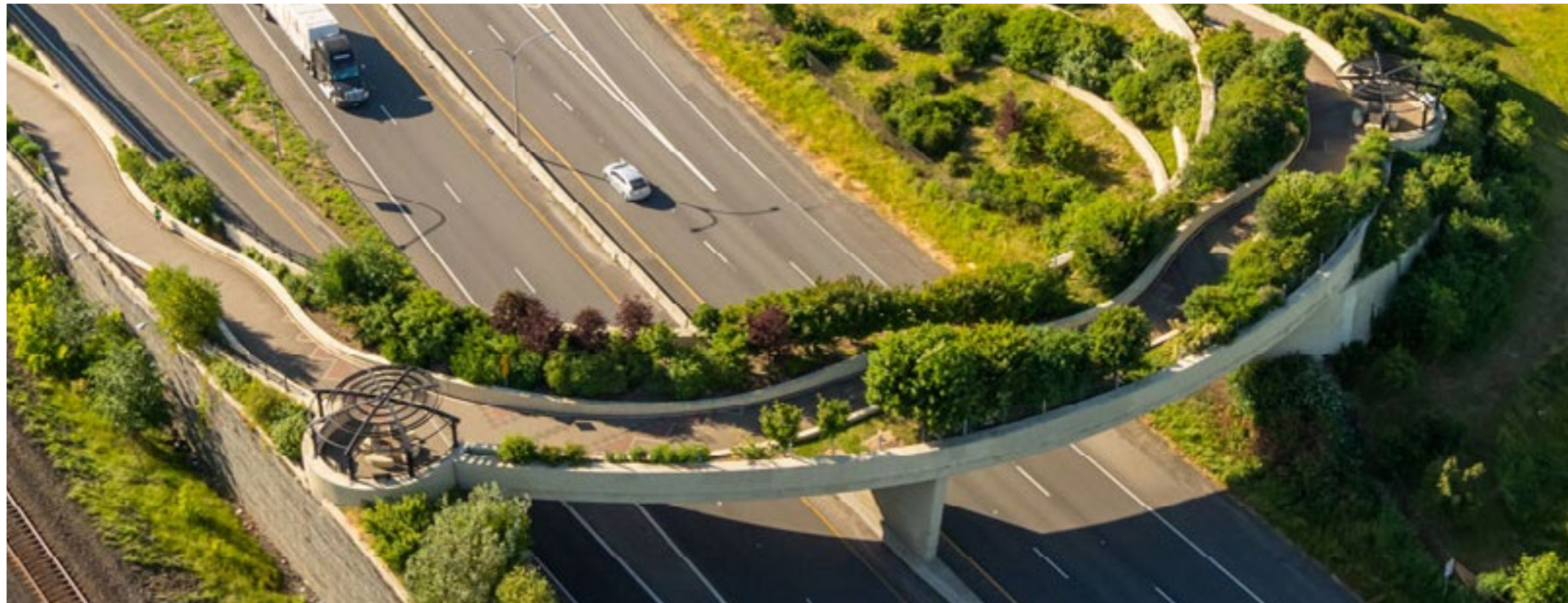


| SQUIRE POPE ROAD / CHAMBERLIN DRIVE

Additional Improvements



| PEDESTRIAN BRIDGE PRECEDENTS

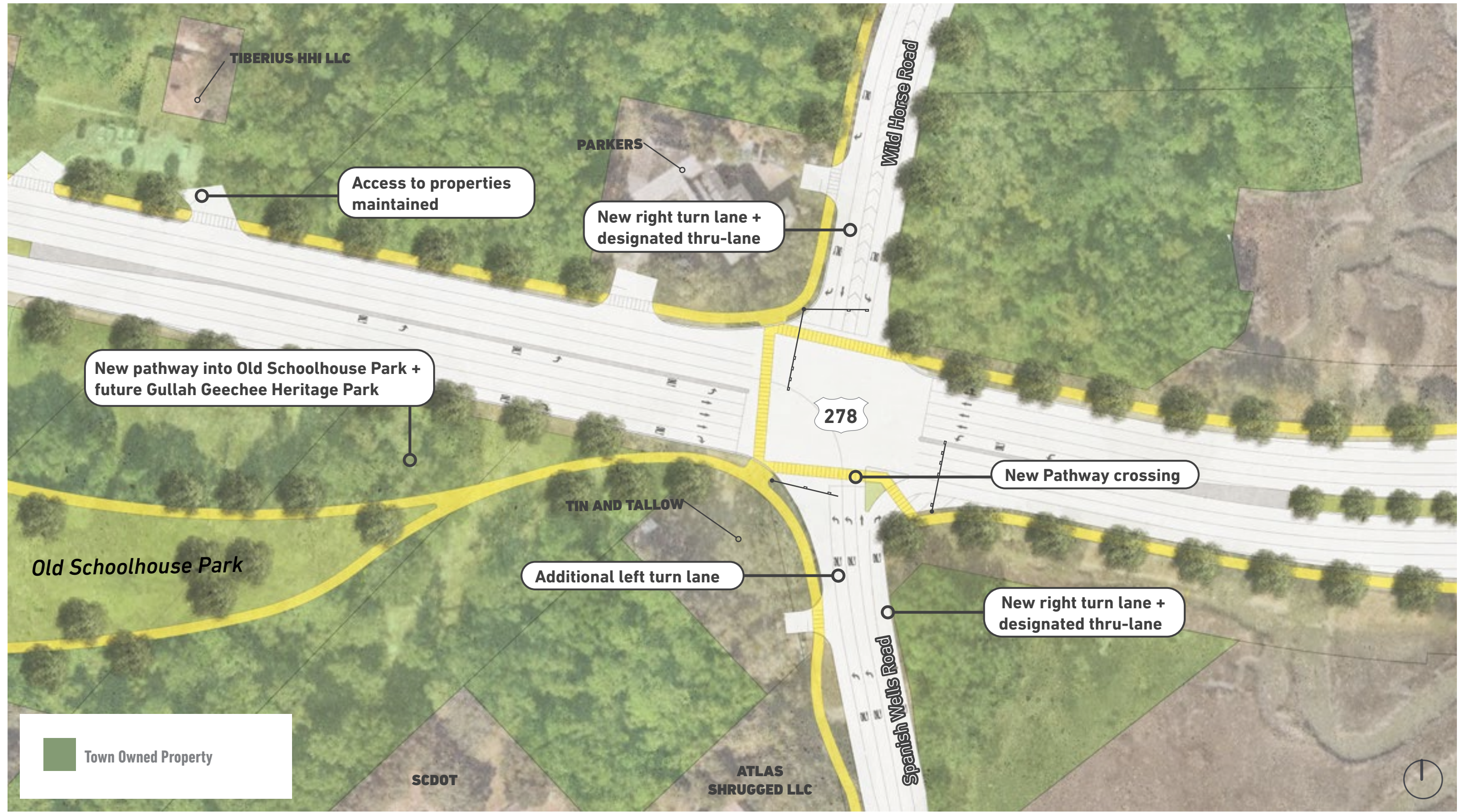


An aerial photograph of a multi-lane road intersection, overlaid with a semi-transparent green filter. The image shows traffic lights, lane markings, and several vehicles. The text 'SPANISH WELLS ROAD / WILD HORSE ROAD INTERSECTION ENLARGEMENT' is centered in white, bold, sans-serif font. The word 'ONLY' is visible on the road surface in the lower center.

SPANISH WELLS ROAD / WILD HORSE ROAD INTERSECTION ENLARGEMENT

SPANISH WELLS ROAD /WILD HORSE ROAD

Baseline Improvements



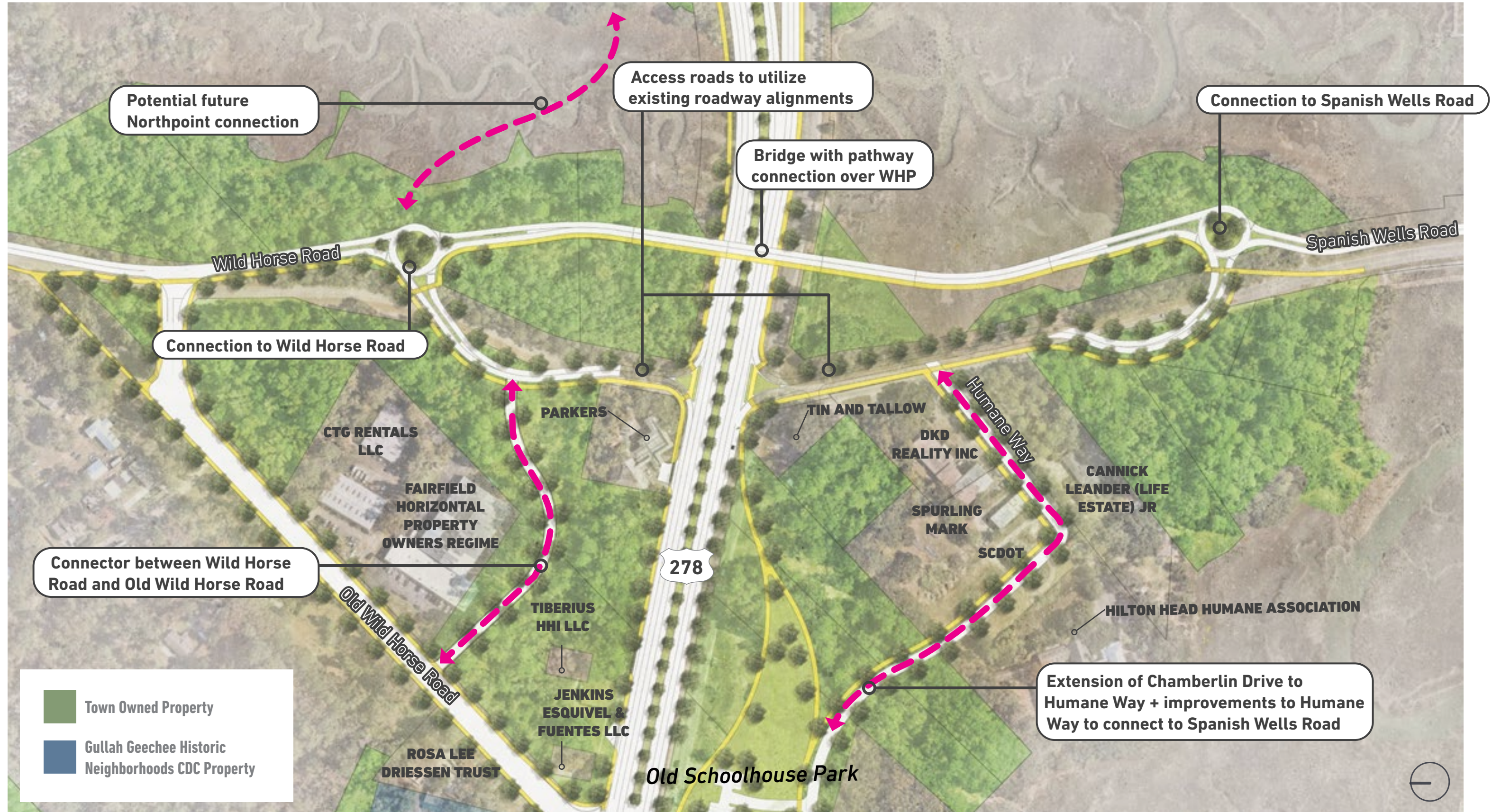
| SPANISH WELLS ROAD /WILD HORSE ROAD

Baseline Improvements



| SPANISH WELLS ROAD /WILD HORSE ROAD

Fly-over (Hybrid Cloverleaf Configuration)



| SPANISH WELLS ROAD /WILD HORSE ROAD

Fly-over (Hybrid Cloverleaf Configuration)



| SPANISH WELLS ROAD /WILD HORSE ROAD

Traffic Simulations

CLICK HERE
TO VIEW
EXISTING
CONDITIONS

CLICK HERE
TO VIEW
PROPOSED
CONDITIONS

<https://vimeo.com/1211734754/4fcd488c2c>

<https://vimeo.com/1211734753/20311954a5>

If you are having difficulty opening the video link, please copy and paste the URL into your web browser.



Note: Roadway layout of traffic simulation model reflects the function and vehicle movements of the proposed master plan but looks different from the actual design. This is a normal function of the software that simplifies certain design elements for sake of traffic analysis accuracy and communication clarity.

| FLY-THROUGH ANIMATION

[LINK](https://vimeo.com/1194130909/c3f0588290?share=copy&fl=sv&fe=ci)

<https://vimeo.com/1194130909/c3f0588290?share=copy&fl=sv&fe=ci>

If you are having trouble opening the link to the video please copy and paste the URL above into your web 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

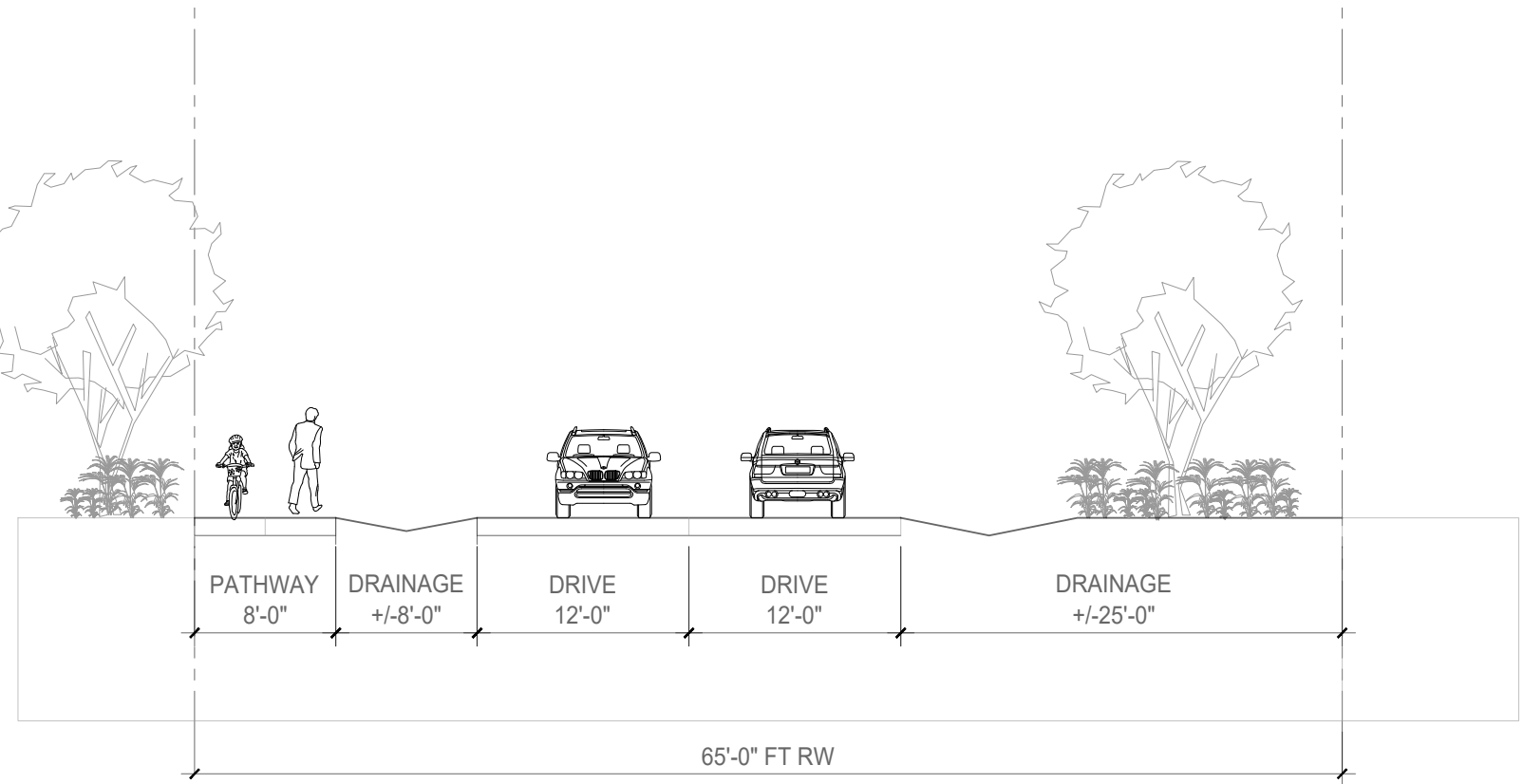
Provide planting to improve aesthetic

| OLD WILD HORSE ROAD – DESIGN VISION

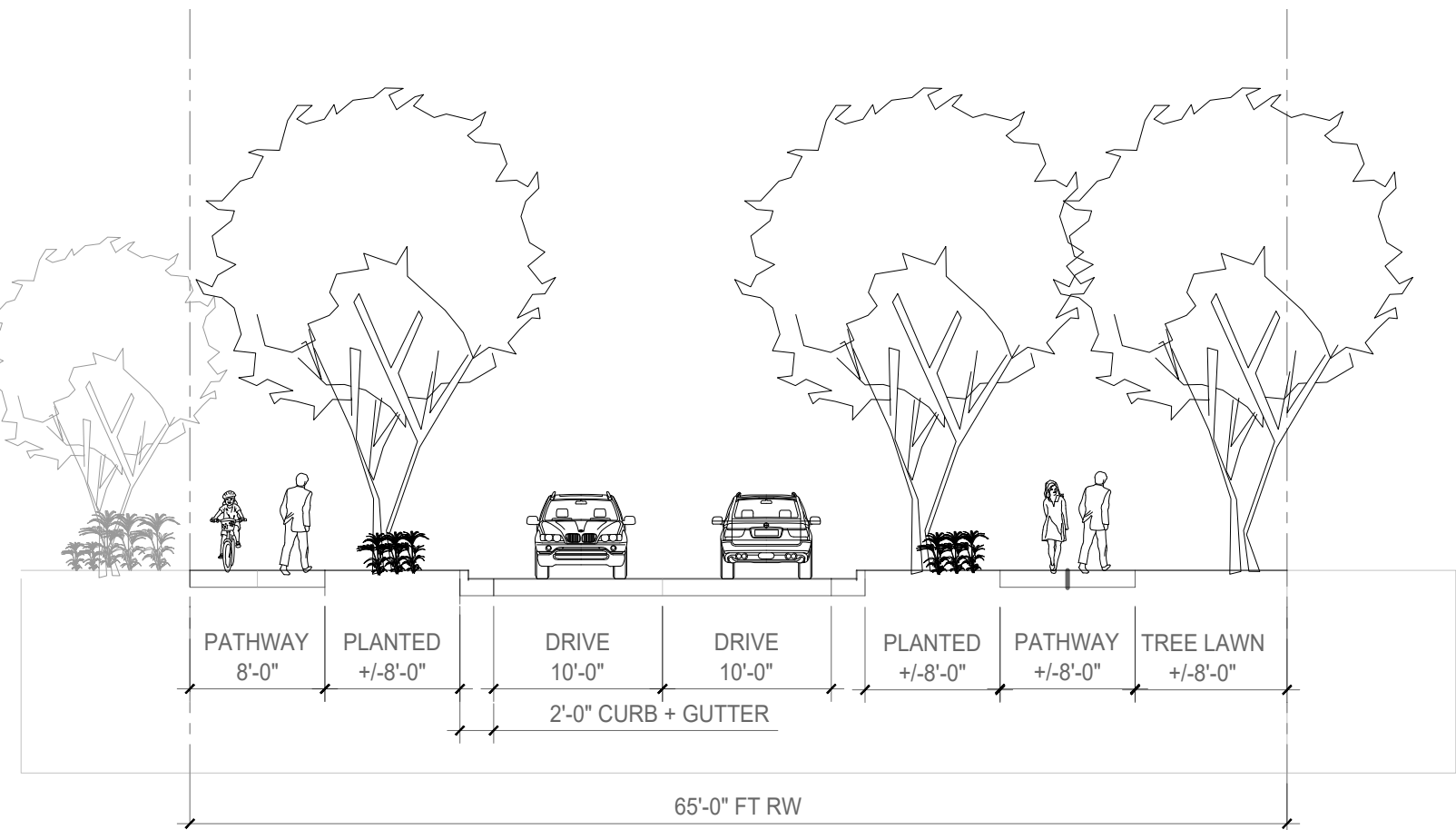


OLD WILD HORSE ROAD - DESIGN VISION

EXISTING STREET SECTION



PROPOSED STREET SECTION



An aerial photograph of a river landscape, overlaid with a semi-transparent olive green filter. The river flows from the top left towards the bottom right, with several meanders. A bridge crosses the river in the upper left quadrant. In the lower left, there is a large, rectangular building complex with a grid-like roof structure. The surrounding land is a mix of forested areas and open fields, with some smaller structures and roads visible.

ANALYSIS

WILLIAM HILTON PARKWAY GATEWAY CORRIDOR MASTER PLAN



| COMMUNITY GENERATED GOALS OF CORRIDORS

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

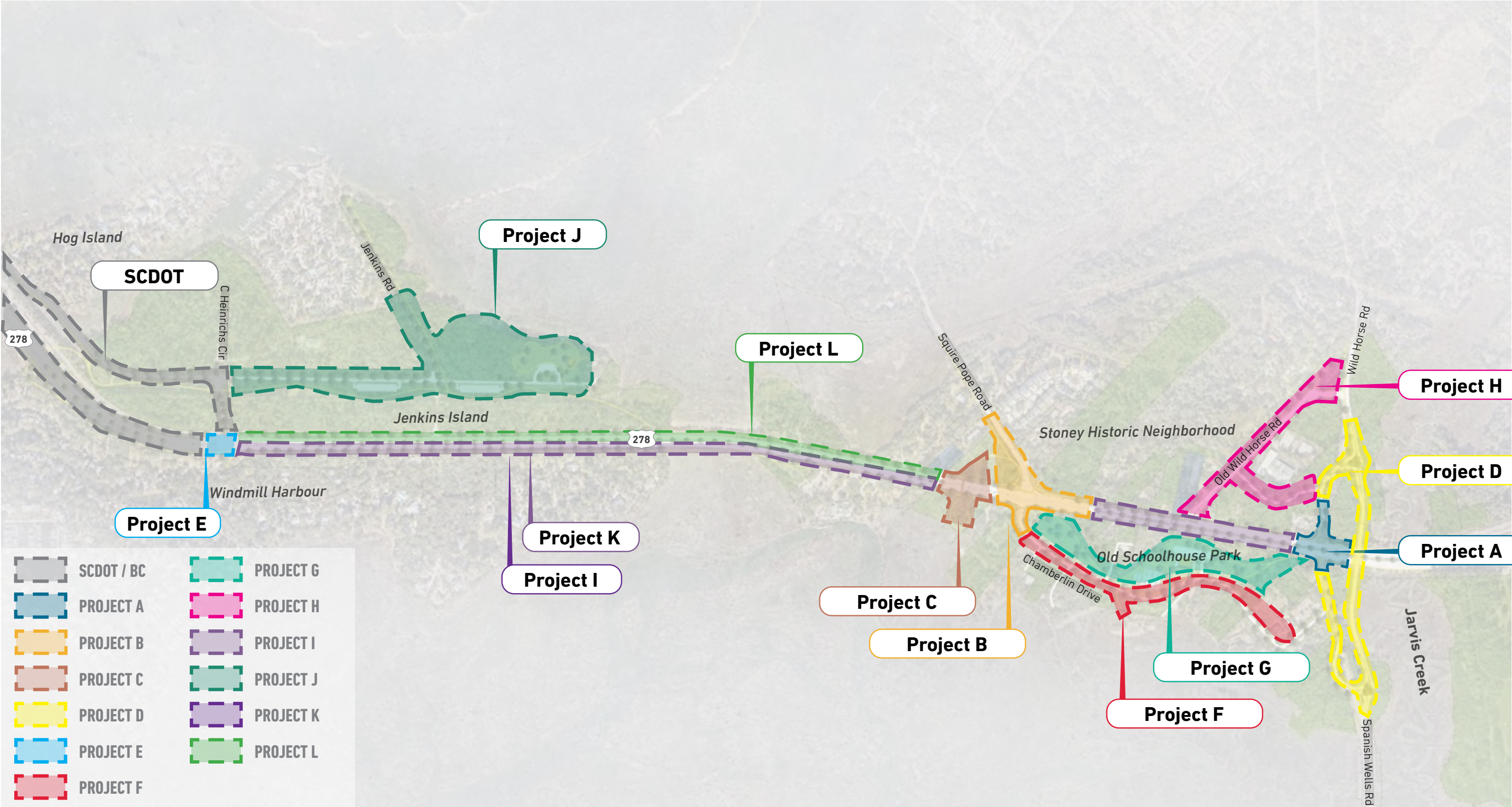
Improve hurricane / emergency evacuation route

| 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

*Estimated costs based on 2025 estimates

PROJECT	DESCRIPTION	ESTIMATED COST *
PROJECT A (INTERSECTION - SHORT TERM IMPROVEMENT)	Implement baseline improvements at Spanish Wells Road and Wild Horse Road intersection	\$4,300,000
PROJECT B (INTERSECTION - SHORT TERM IMPROVEMENT)	Implement Eastbound Continuous Green-T at Squire Pope Road / Chamberlin Drive intersection	\$900,000
PROJECT C (INTERSECTION + PATHWAY IMPROVEMENTS)	Construct pedestrian bridge west of Squire Pope Road / Chamberlin Drive intersection	\$14,100,000
PROJECT D (INTERSECTIONS - LONG TERM IMPROVEMENT)	Construct Fly-over Bridge at Spanish Wells Road / Wild Horse Road intersection including new roundabouts	\$36,100,000
PROJECT E (INTERSECTION - SHORT TERM IMPROVEMENT)	Implement intersection improvements at Crosstree Drive / C Heinrichs Circle (Windmill Harbour entrance)	\$1,100,000
PROJECT F (ROAD CONNECTION)	Extend Chamberlin Drive to connect with Spanish Wells	\$3,600,000
PROJECT G (PARK IMPROVEMENT)	Develop Gullah Geechee Heritage Park	\$2,500,000
PROJECT H (STREETSCAPE IMPROVEMENT)	Implement Old Wild Horse Road streetscape enhancements	\$4,700,000
PROJECT I (PATHWAY IMPROVEMENTS)	Implement corridor pathway, landscape, wayfinding, placemaking improvements	\$16,600,000
PROJECT J (INTERSECTIONS - LONG TERM IMPROVEMENT)	Construct Jenkins Island access road, parking lots, cemetery improvements	\$8,100,000
PROJECT K (ROAD EXPANSION)	Construct an additional eastbound travel lane from bridge to Squire Pope Road / Chamberlin Drive intersection	\$20,200,000
PROJECT L (ROAD EXPANSION)	Construct additional westbound travel lane from Squire Pope / Chamberlin intersection to bridge	\$13,600,000
SUB TOTAL		\$125,800,000

| SCDOT/BC PROJECT



PROJECT A

ELEMENT	COMPONENTS		ESTIMATED COST
Baseline Improvements at Spanish Wells / Wild Horse intersection	- Additional pavement / turn lane capacity - Curb & gutter & drainage - Pavement markings - Landscaping - Pathway / curb ramp adjustments - Utility work - Traffic control		\$4,300,000



PROJECT B

ELEMENT	COMPONENTS		ESTIMATED COST
Eastbound Continuous Green-T at Squire Pope / Chamberlin Intersection	• Additional pavement / turn lane capacity • Raised concrete medians • Pavement markings • Curb & gutter & drainage • Landscaping + signage	• Pathway / curb ramp adjustments • Utility work • Traffic control	\$900,000



PROJECT C

ELEMENT	COMPONENTS	ESTIMATED COST
Pedestrian Bridge west of Squire Pope / Chamberlin Drive	• 750' bridge with decorative handrails, lighting & finishes • Deep foundations • Steel superstructure • Concrete deck • Lanscaping & signage • Pathway / curb ramp adjustments • Utility work • Traffic control	\$14,100,000



PROJECT D

ELEMENT	COMPONENTS		ESTIMATED COST
Fly-over bridge at Spanish Wells / Wild Horse intersection	• Bridge with pathway, handrails & lighting • MSE walls • Concrete retaining walls • Curb & gutter & drainage • Landscaping + signage	• Pathway / curb ramp adjustments • Utility work • Traffic control	\$36,100,000



PROJECT E

ELEMENT	COMPONENTS	ESTIMATED COST
Windmill Harbour intersection improvements	• Mast-arm pole replacement • Pathway / curb ramp adjustments • Landscaping • Utility work • Traffic control	\$1,100,000



PROJECT F

ELEMENT	COMPONENTS	ESTIMATED COST
Extend Chamberlin Drive to Spanish Wells Road	• Additional pavement • Curb & gutter & drainage • Pavement markings • Landscaping • Utility work • Traffic control	\$3,600,000



PROJECT G

ELEMENT	COMPONENTS		ESTIMATED COST
Develop Gullah Geechee Heritage Park	- Pathways/ boardwalks - Permeable parking area - Shelter - Site Lighting - Landscaping	- Environmental graphics / signage elements - Utility work	\$2,500,000



PROJECT H

ELEMENT	COMPONENTS		ESTIMATED COST
Old Wild Horse Road improvements	• Curb & gutter & drainage • Asphalt pathways • Pavement markings	• Landscaping • Utility work • Traffic control	\$4,700,000



PROJECT I

ELEMENT	COMPONENTS		ESTIMATED COST
Corridor-wide pathway, landscape, wayfinding, and placemaking	- Asphalt pathways - Boardwalk structures - Pavement markings - Pathway signage	- Landscaping - Utility work - Traffic control	\$16,600,000



PROJECT J

ELEMENT	COMPONENTS		ESTIMATED COST
Jenkins Island Access Road, Parking, Cemetery Park	• Additional pavement • Curb & gutter & drainage • Pavement markings • Landscaping • Park improvements • Utility work • Traffic control • Parking lots		\$8,100,000



PROJECT K

ELEMENT	COMPONENTS	ESTIMATED COST
Additional Eastbound Travel Lane (Bridge to Squire Pope Road)	• Additional pavement • Curb & gutter & drainage • Pavement markings • Landscaping + signage • Pathway / curb ramp adjustments • Utility work • Traffic control	\$20,200,000



PROJECT L

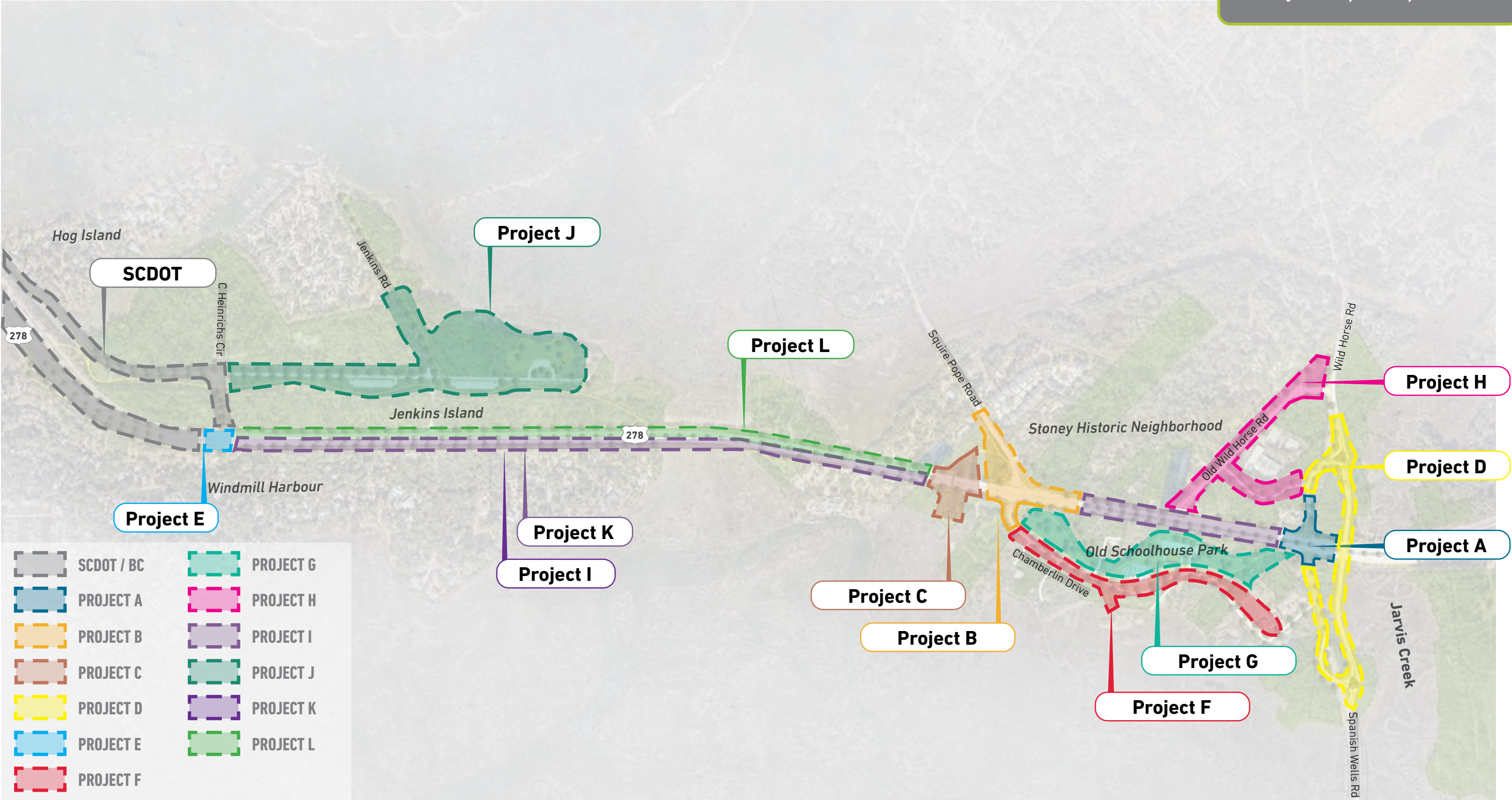
ELEMENT	COMPONENTS		ESTIMATED COST
Additional Westbound Travel Lane (Squire Pope Road to Bridge)	- Additional pavement - Curb & gutter & drainage - Pavement markings - Landscaping + signage - Pathway / curb ramp adjustments - Utility work - Traffic control		\$13,600,000



FULL PROJECT BUILD OUT

ESTIMATED COST

\$125,800,000



| PROJECT FUNDING PATHS

FEDERAL

Safe Streets and Roads for All (SS4A)

- Town applied for SS4A Grant for \$23M in May 2026

BUILD Grants (Formerly RAISE)

INFRA Program

PROTECT Program

Transportation Alternatives Set-Aside (TASA)

Bridge Investment Program

Carbon Reduction Program

Federal Transit Administration (FTA) Programs

Reconnecting Communities Grant

Congressional Direct Spending (Senate)

Congressional Community Project Funding (House)

STATE

SCDOT

- Transit Alternatives Program (TAP)
- SCDOT Guideshare Program
- SCDOT Bicycle & Pedestrian Program
- SCDOT Highway Safety Improvement Program

State Direct Appropriation

State Infrastructure Bank

SC Department of Public Safety
Highway Safety Grants

Lowcountry Area Transportation
Study

LOCAL

Tax Increment Financing (TIF) District

County Transportation Sales Tax

Town Sales Tax (SB 866)

Town General Obligation Bonds

Impact Fee Revenue

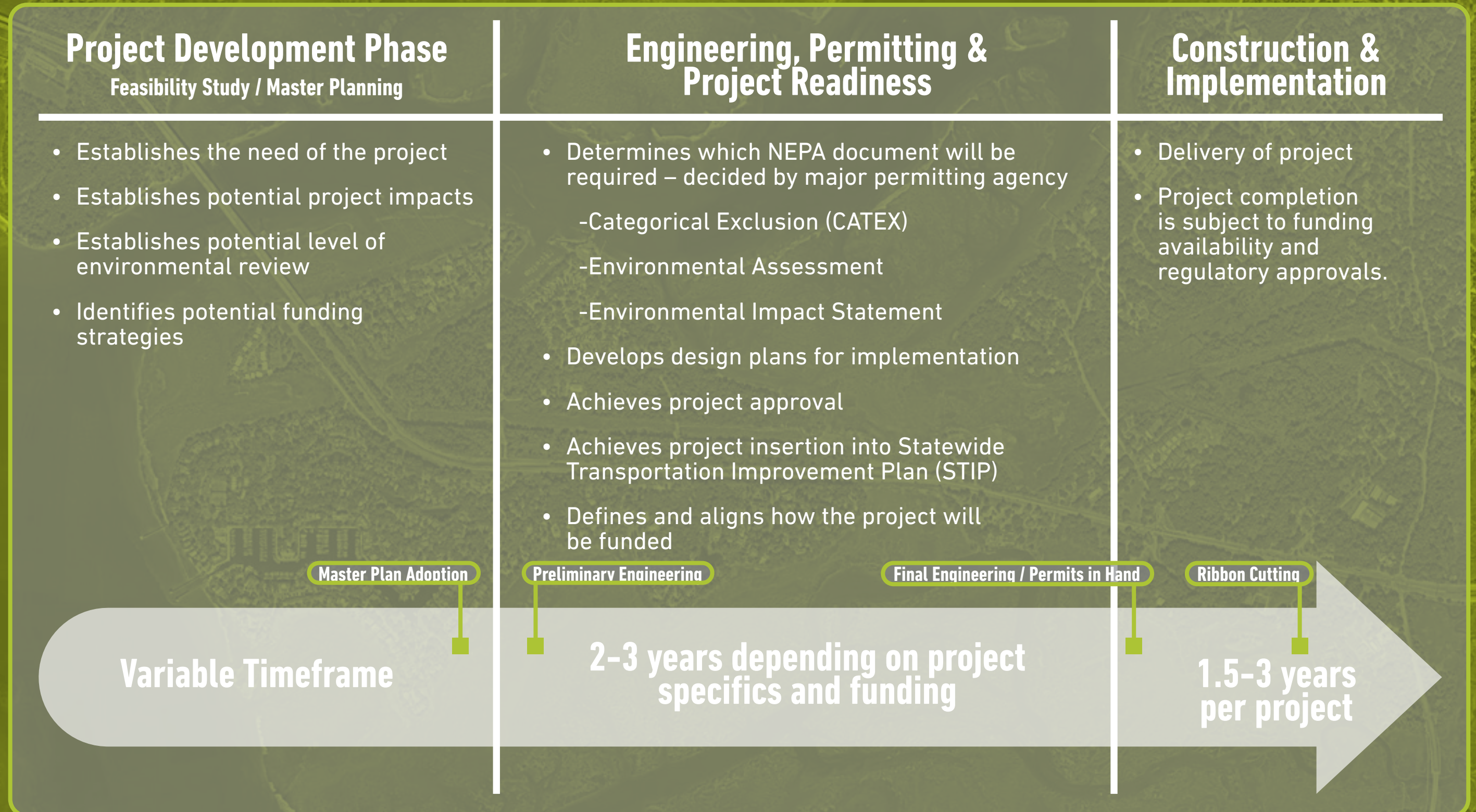
Town Funding

| PROCEDURAL STEPS FOR NEPA ASSIGNMENT

All projects funded with direct or indirect federal funds will require the project to follow the National Environmental Policy Act (NEPA) process

- 1 Coordination meeting with Federal Highway Administration (FHWA)
- 2 Provide public notice of intent to pursue NEPA Assignment
- 3 Prepare a draft application and publish for public comment
- 4 Prepare a draft memorandum of understanding and publish for public comment
- 5 Execute the Memorandum of Understanding (MOU) to assume federal responsibilities

| ESTIMATED PROJECT TIMELINE



| ADDITIONAL REQUESTS FOR SCDOT AND BEAUFORT COUNTY

SCDOT / Beaufort County examine continuous flow traffic in Windmill Harbour area allowing for elimination of existing traffic signal by routing Crosstree Dr & C Heinrichs Cir traffic under bridges.

SCDOT examine re-striping the westbound Cross Island Parkway into two lanes and corresponding adjustments to William Hilton Parkway, reducing the number of merge lanes.

Request **SCDOT** examine the use of pavement markings (i.e., chevrons) and other signage to improve vehicular movement and safety.

| ADDITIONAL TRANSPORTATION SYSTEM IMPROVEMENT PROJECTS

Gum Tree Road

- Intersection Improvements (WHP, Marshpoint, Bus Drive, Wild Horse)
 - Signal timing
 - Operational enhancements
- New pathway with lighting from Northpoint to Bus Drive
- Pedestrian safety improvements
- New pathway lighting
- Mailbox location improvements
- Speed reduction
- School zone

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Squire Pope Road

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Main Street

- Pedestrian safety improvements
- New sidewalks
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- Operational enhancements at key intersections (e.g. Wilborn Road and Whooping Crane Way)

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Wilborn Road

- Intersection improvements (WHP, Bus Drive, Main Street)
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 - Signal timing
 - Pedestrian safety improvements
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Palmetto Bay Road and Arrow Road / Point Comfort Road

- Signal timing
- Operational enhancements
- Pedestrian safety improvements

| ADDITIONAL TRANSPORTATION SYSTEM IMPROVEMENT PROJECTS

Gum Tree Road

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- Pedestrian safety improvements

Sea Pines Circle Short-Term and Long-Term Improvements

- Operational enhancements (i.e., metered entries from approaches)
- Partnership with SCDOT on project development process

| ADDITIONAL TRANSPORTATION SYSTEM IMPROVEMENT PROJECTS

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- Pedestrian safety improvements

Sea Pines Circle Short-Term and Long-Term Improvements

- Operational enhancements (i.e., metered entries from approaches)
- Partnership with SCDOT on project development process

William Hilton Parkway Adaptive Signal Timing and Operations Assessment

- Improve signal timing
- Assess signal operations and improve adaptive system
- Coordination with SCDOT, Lowcountry Area Transportation Study, and Beaufort County



THANK YOU!