



**Joint Hilton Head Island Town Council and County Council
Meeting**

Beaufort County, SC

Buckwalter Recreation Center
905 Buckwalter Parkway, Bluffton SC 29910

**Wednesday, February 12, 2025
5:00 PM**

AGENDA

COUNCIL MEMBERS:

**ALICE HOWARD, CHAIR
DAVID P. BARTHOLOMEW
LOGAN CUNNINGHAM
YORK GLOVER
LAWRENCE MCELYNN
THOMAS REITZ**

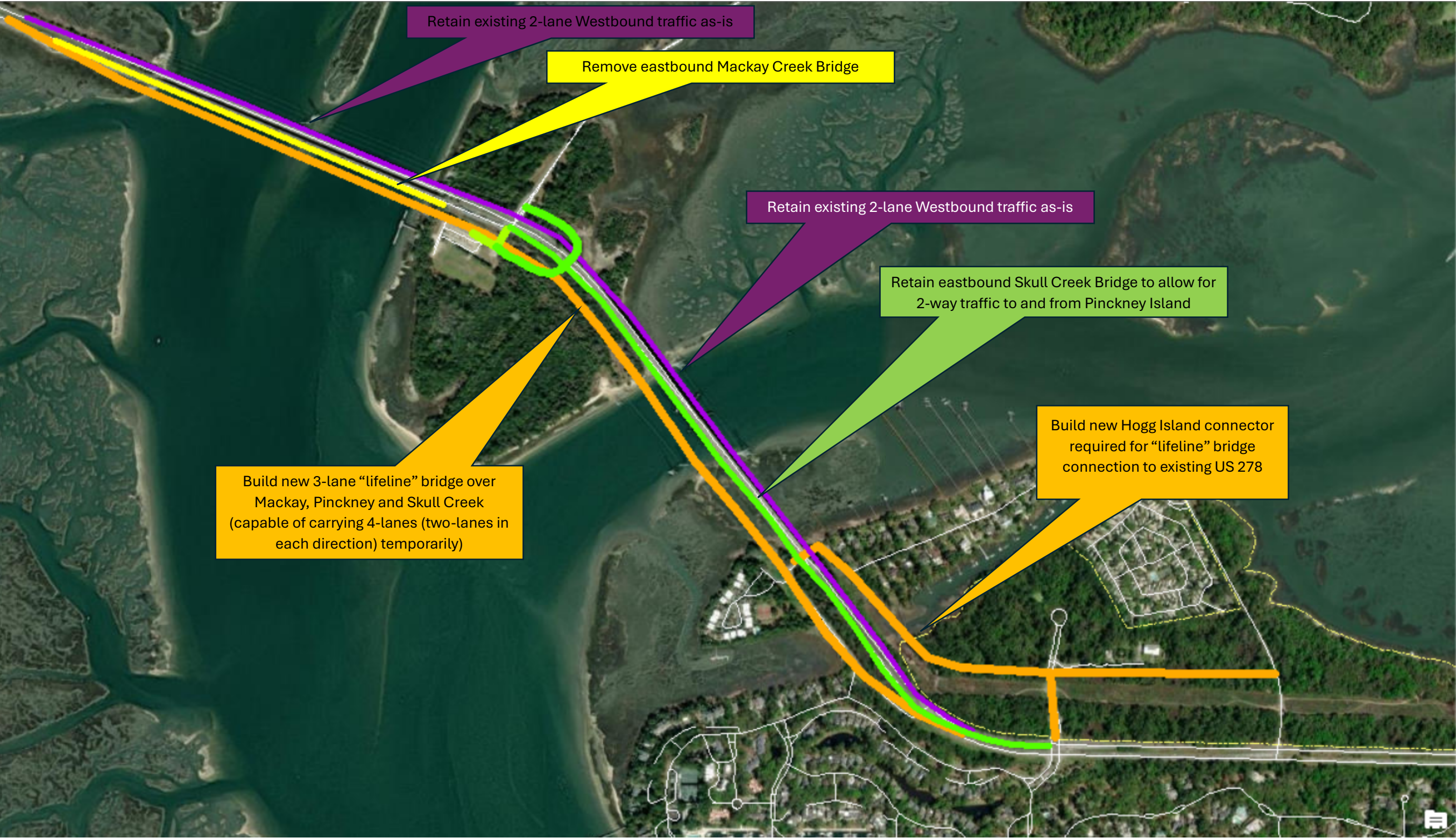
**ANNA MARIA TABERNIK, VICE CHAIR
PAULA BROWN
GERALD DAWSON
MARK LAWSON
JOSEPH PASSIMENT**

- | | | |
|--------------------|--|------------------------------------|
| 1. | CALL TO ORDER: | Alice Howard, County Council Chair |
| 2. | PLEDGE OF ALLEGIANCE AND INVOCATION: | Alice Howard, County Council Chair |
| 3. | STATEMENT OF COMPLIANCE WITH FOIA: | Alice Howard, County Council Chair |
| 4. | APPROVAL OF AGENDA | |
| 5. | REVIEW OF SCDOT PROPOSALS RECEIVED ON JANUARY 30, 2025 | |
| 6. | REVIEW OF FUNDING AVAILABLE FOR THE PROJECT. | |
| 7. | DISCUSSION OF JOINT RESOLUTION | |
| 8. | ELECTED OFFICIAL COMMENT PERIOD | |
| 9. | PUBLIC COMMENT PERIOD – 30 MINUTES TOTAL | |
| 10. | ADJOURNMENT | |

**TO WATCH COMMITTEE OR COUNTY COUNCIL MEETINGS OR FOR A COMPLETE LIST OF AGENDAS AND
BACKUP PACKAGES, PLEASE VISIT:**

<https://beaufortcountysc.gov/council/council-committee-meetings/index.html>

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



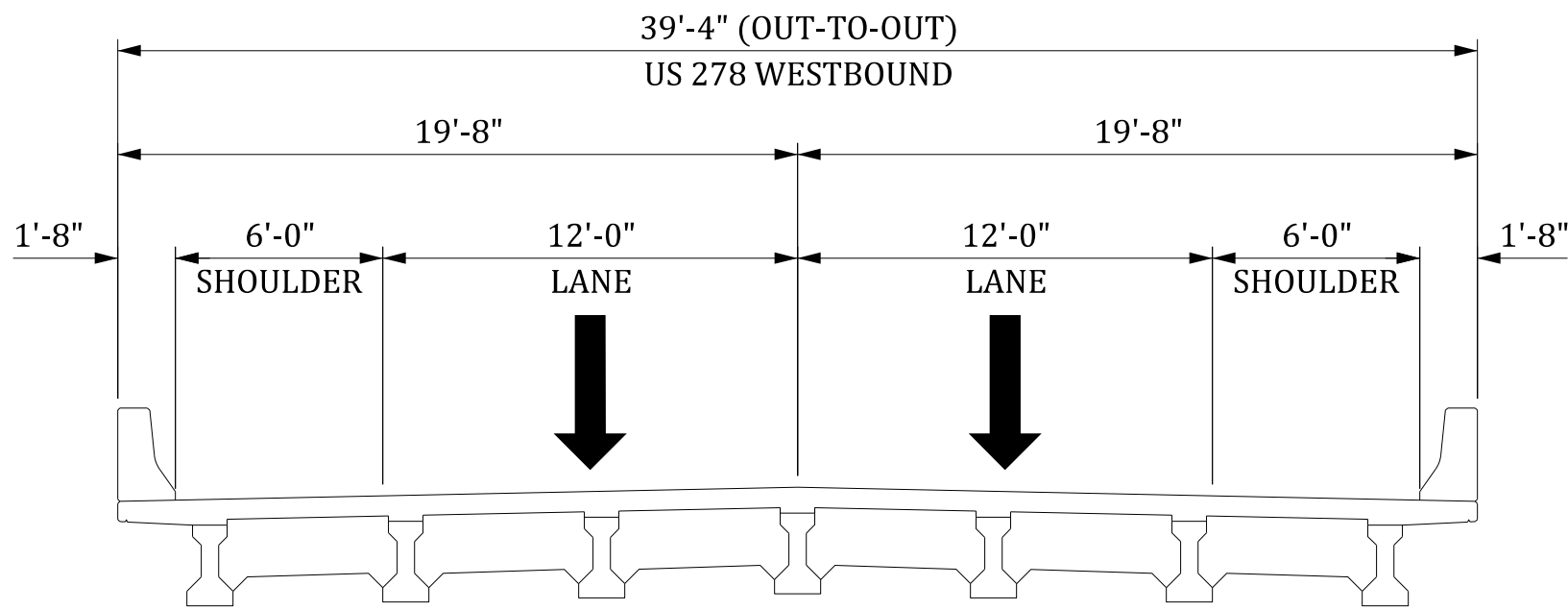
3-lane roadway from Moss Creek to Spanish Wells – lifeline bridge (3-lanes with accommodations for 4th lane)



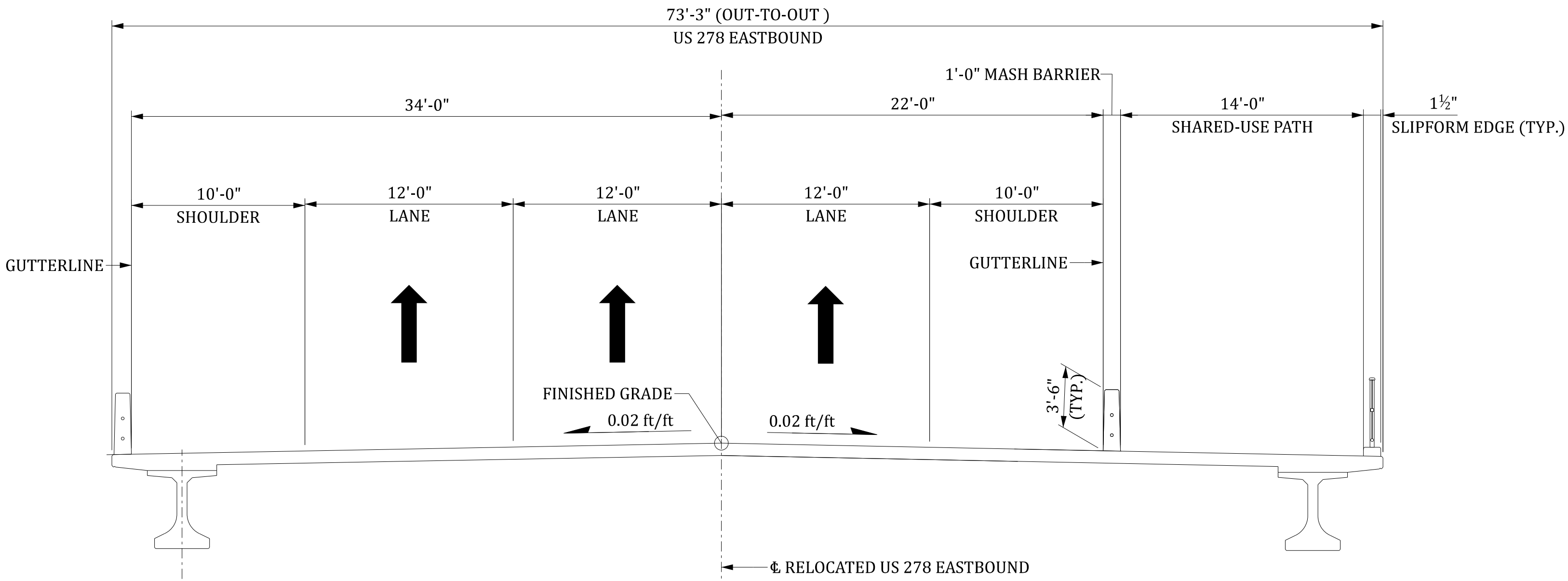
Adam.Lansing 1/8/2025 9:22:38 AM US 278 Alt-Typical Sections.dgn

REV.									

QUAN.									

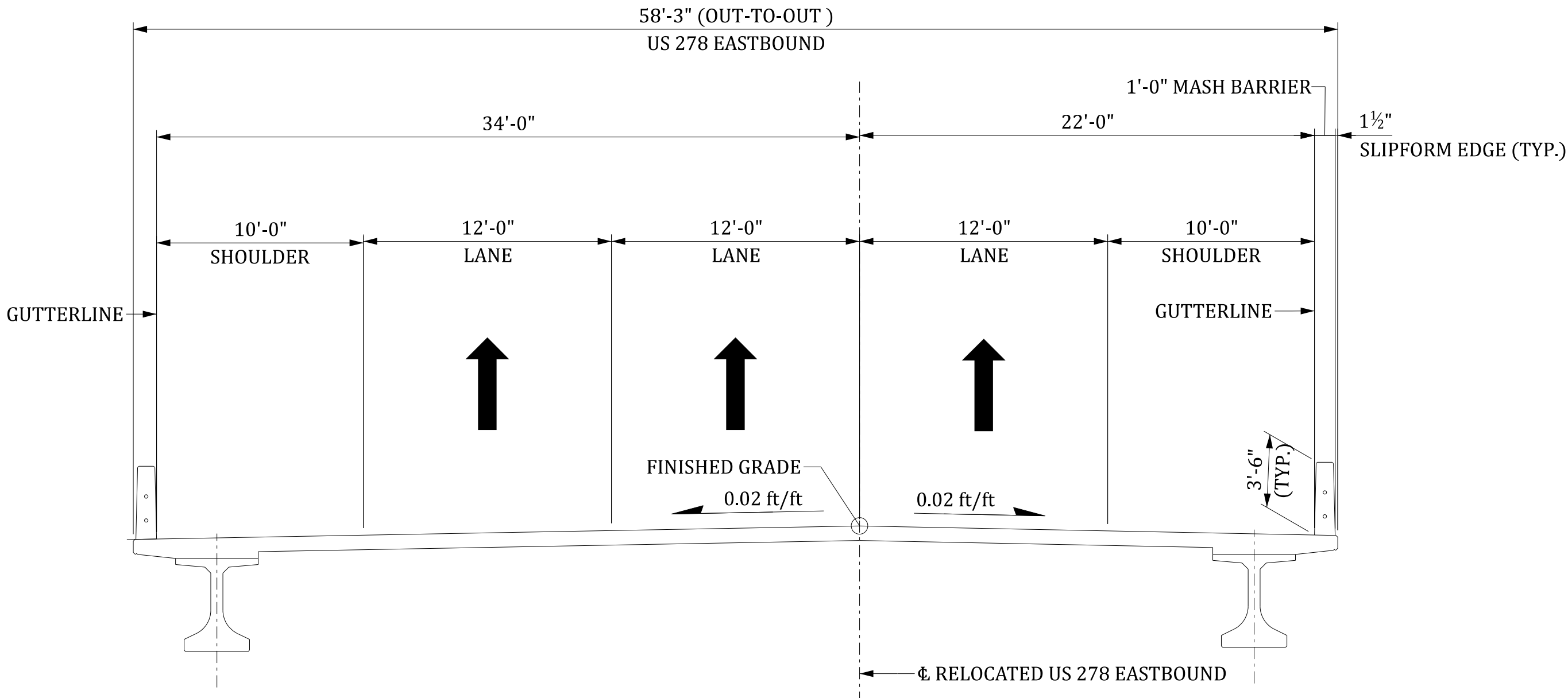


EXISTING WESTBOUND MACKAY CREEK BRIDGE - TYPICAL SECTION



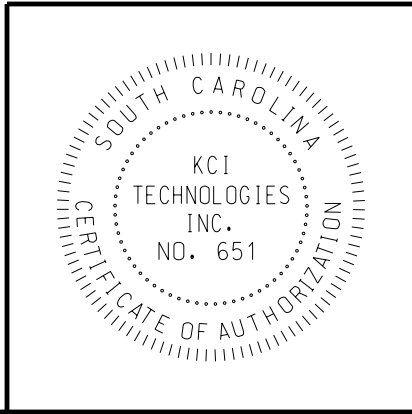
TRAFFIC PATTERN ON NEW BRIDGE CONSTRUCTION - TYPICAL SECTION WITH SHARED-USE PATH


OPTION 2 & 4



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

OPTION 1 & 3





KCI TECHNOLOGIES
3014 SOUTHCROSS BOULEVARD, ROCK HILL, SC 29730

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TRAFFIC PATTERN OVER
MACKAY CREEK

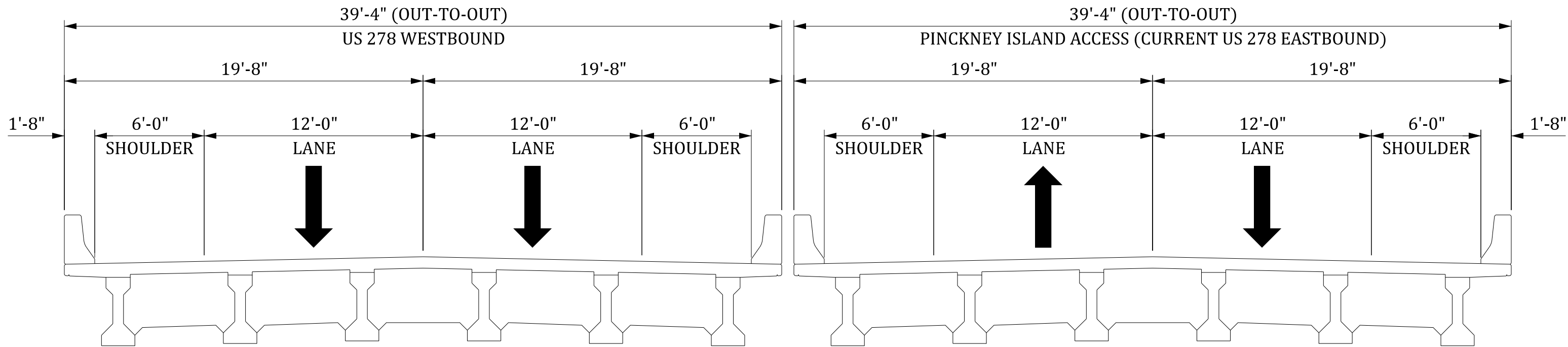
COUNTY: BEAUFORTROUTE: US 278

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

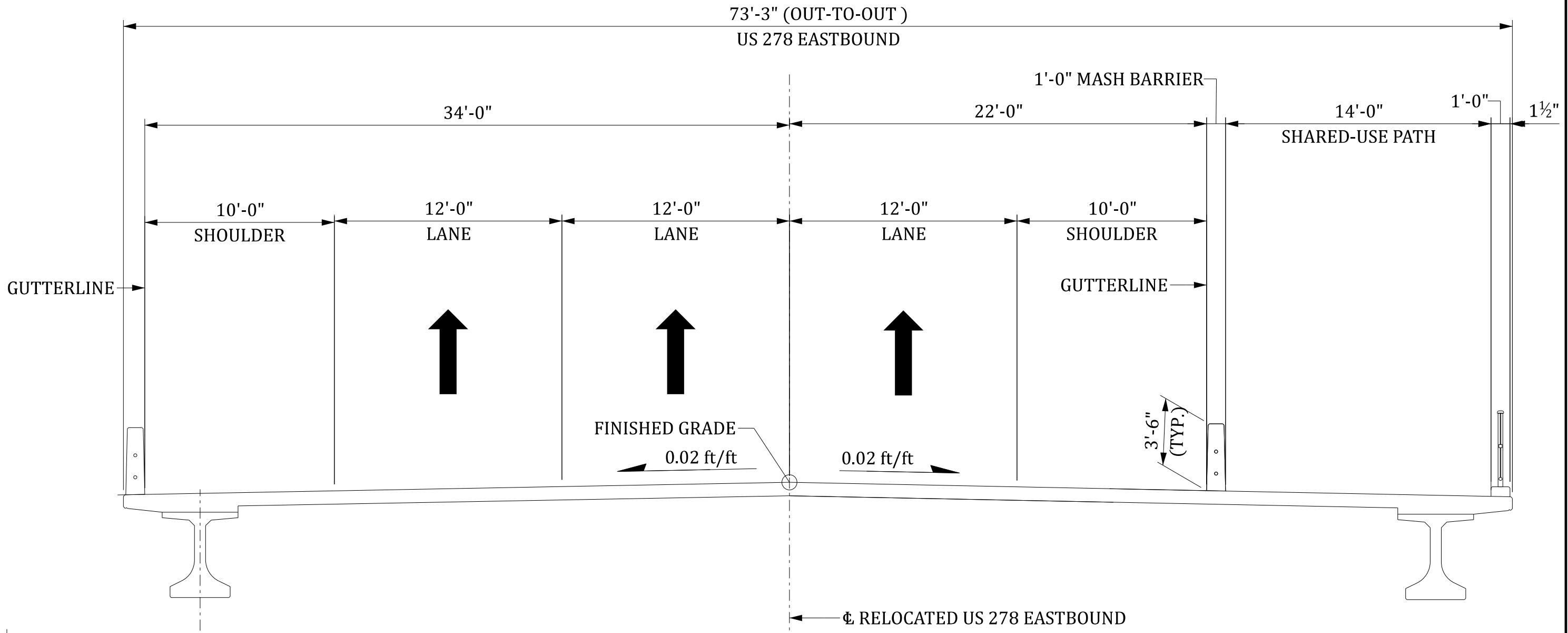
REV.	BY	CHK.	DATE	DESCRIPTION OF REVISION

QUAN.	BY	CHK.	DATE

BRIDGE PLANS ID	SH	Item 5.
P030450-B02	####	

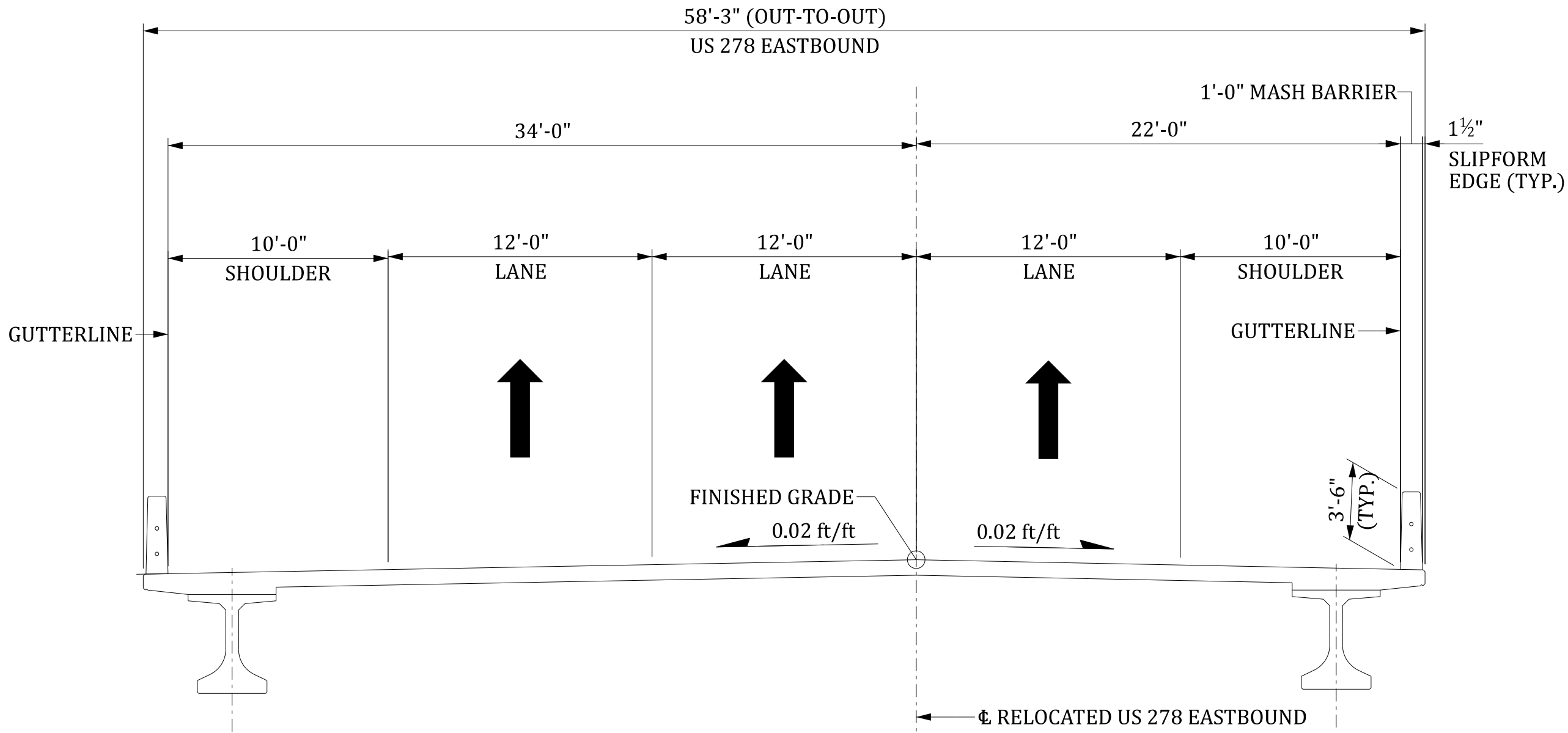


ALTERNATE TRAFFIC PATTERN ON EXISTING SKULL CREEK BRIDGE - TYPICAL SECTION



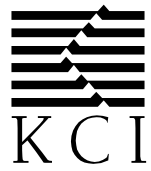
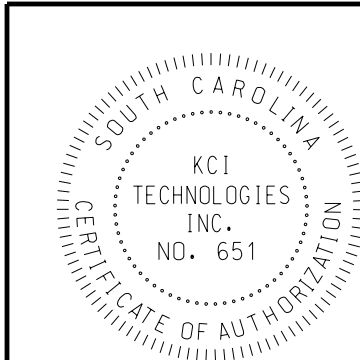
TRAFFIC PATTERN ON NEW BRIDGE CONSTRUCTION - TYPICAL SECTION WITH SHARED-USE PATH

OPTION 2 & 4



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

OPTION 1 & 3



KCI TECHNOLOGIES

3014 SOUTHCROSS BOULEVARD, ROCK HILL, SC 29730

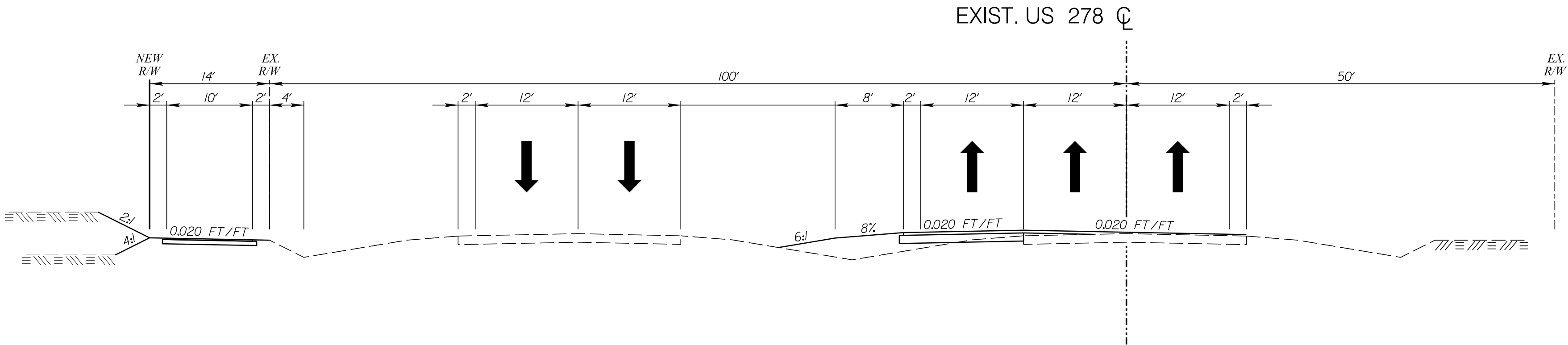
SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TRAFFIC PATTERN OVER
SKULL CREEK

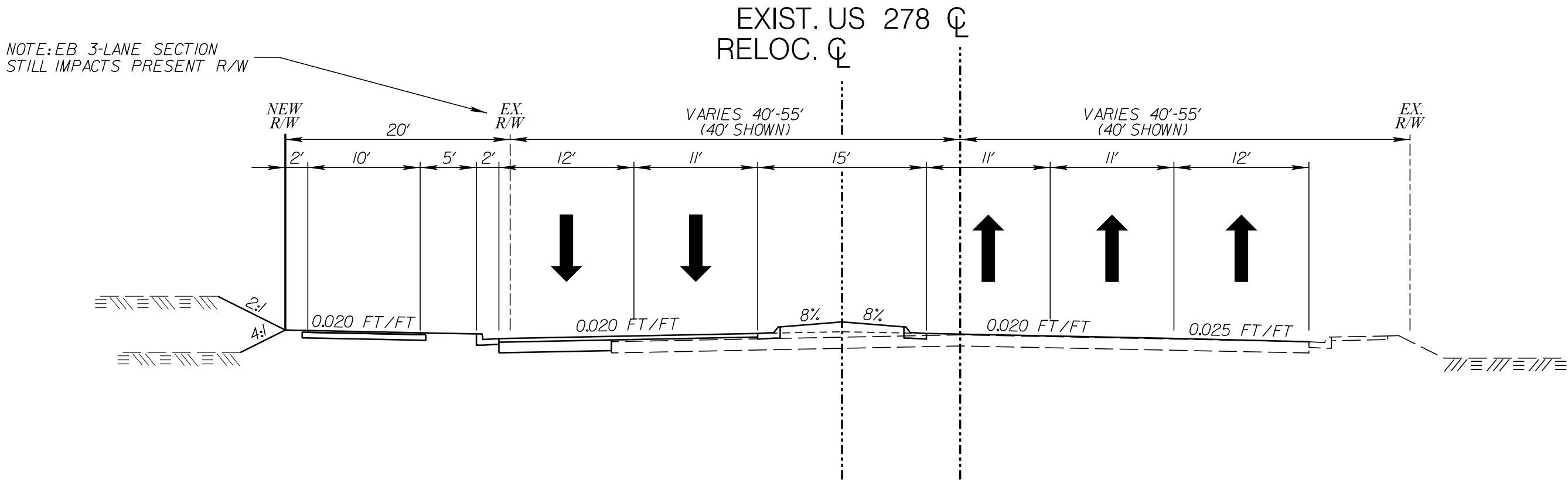
COUNTY: BEAUFORT

ROUTE: US 278

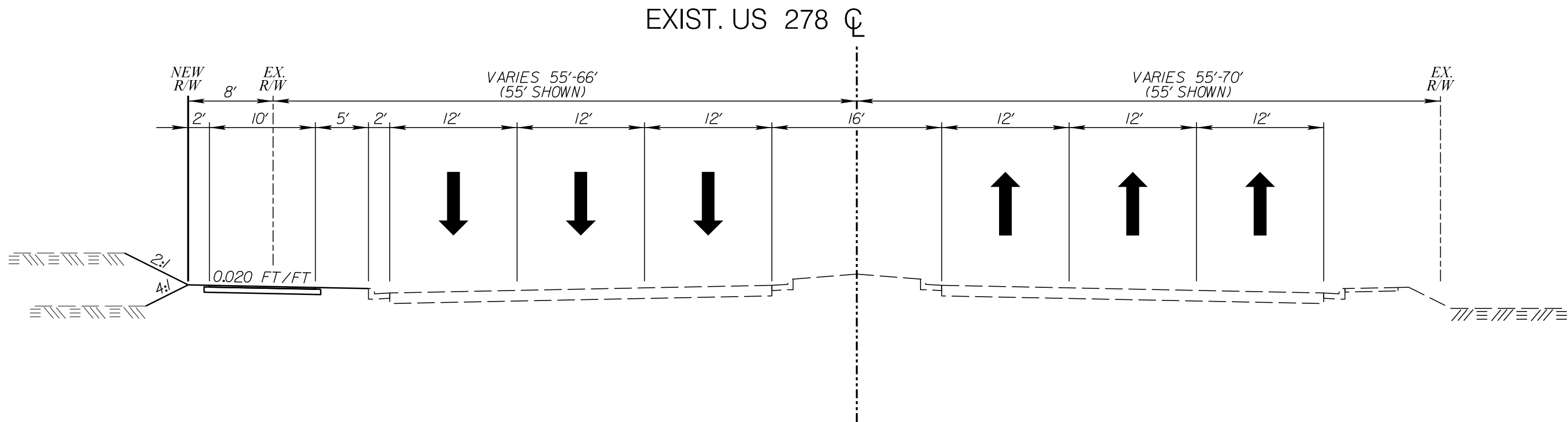
TYPICAL SECTION OF IMPROVEMENT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.



TYPICAL SECTION ON JENKINS ISLAND - OPTION 4



TYPICAL SECTION IN STONEY COMMUNITY - OPTION 4



TYPICAL SECTION BETWEEN SQUIRE POPE & SPANISH WELLS - OPTION 4

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

Options:

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

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

Attendees:

Meeting Attendees:

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

1. Bridge/Project Options Overview:

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

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

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

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

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

9. Project Timing:

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

10. Project Coordination and Scope:

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

11. Steps Forward:

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



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

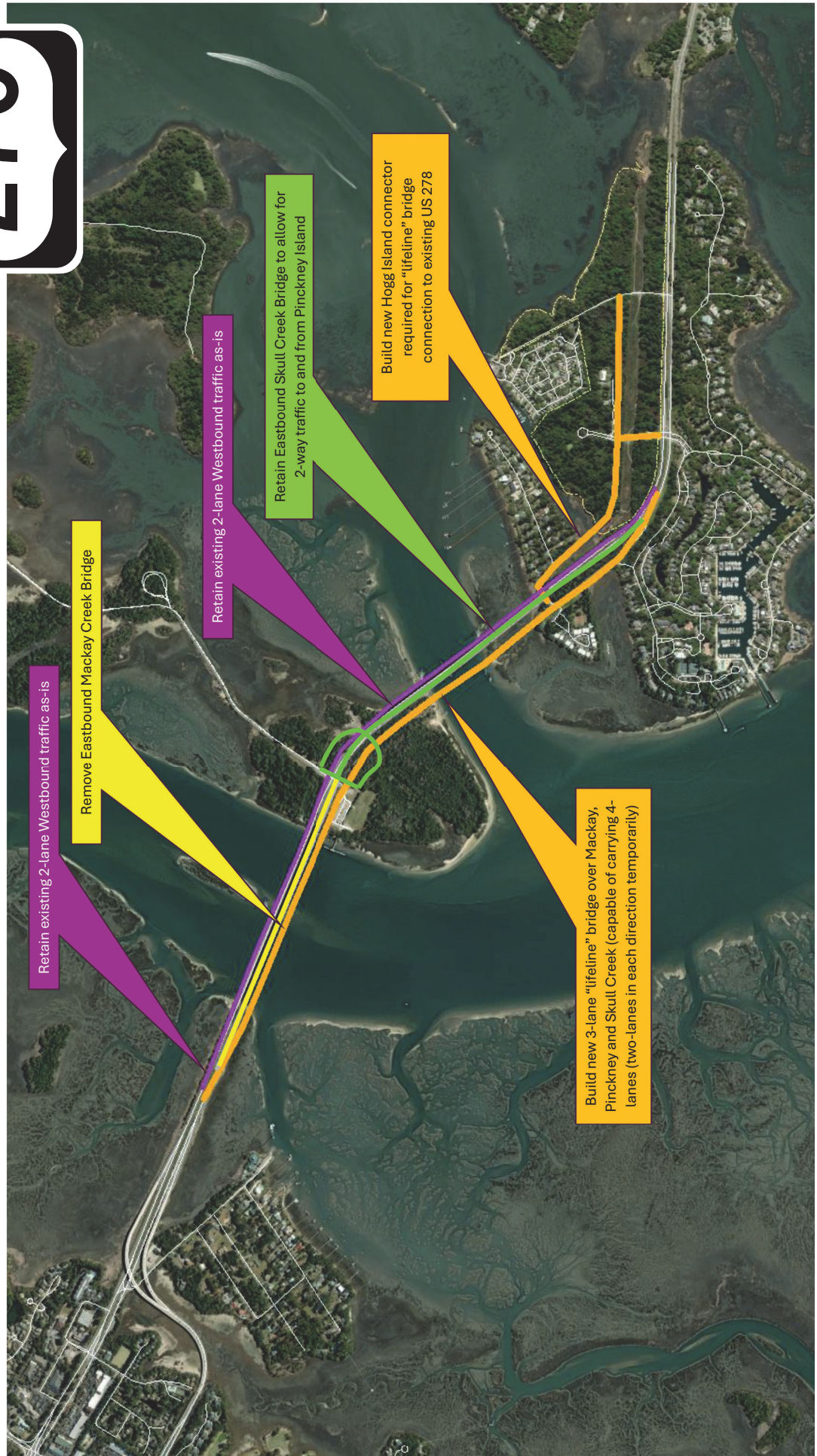




EXHIBIT A

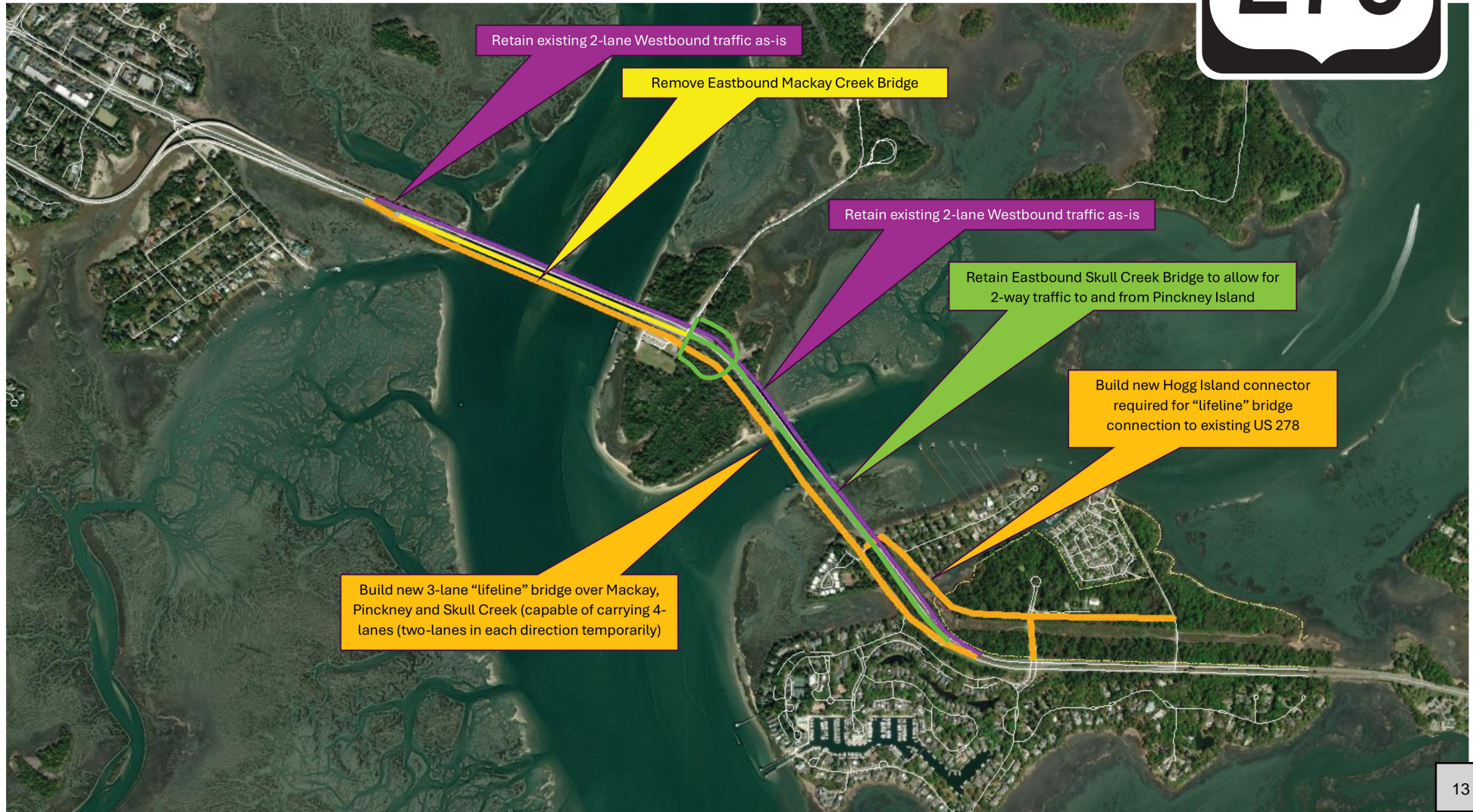
US 278 Corridor Improvements

OPTIONS	BRIDGE	ROADWAY	RIGHT OF WAY	ENVIRONMENTAL MITIGATION	UTILITY RELOCATIONS	SUBTOTAL	CONSTRUCTION ENGINEERING INSPECTION	TOTAL
Lifeline Bridge without Multiuse Path (roadway only to tie in)	185.0	14.7	1.5	9.8	23.3	234.3	23.4	257.7
Lifeline Bridge with Multiuse Path (roadway only to tie in)	240.0	15.7	1.5	9.8	23.3	290.3	29.0	319.3
Lifeline Bridge without Multiuse Path (roadway with 3-lanes from Moss Creek to Spanish Wells)	185.0	22.8	2.9	11.2	26.9	248.8	24.9	273.7
Lifeline Bridge with Multiuse Path (roadway with 3-lanes from Moss Creek to Spanish Wells)	240.0	24.4	4.0	12.6	28.8	309.8	31.0	340.8
2024 Anticipated costs for full project	331.3	43.8	5.8	14.0	29.5	424.4	42.4	466.8
Replace only the Mackay Creek Eastbound Bridge	45.0	14.7	0.8	7.5	12.5	80.5	8.1	88.6

*Costs shown are in millions

Item 5.

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

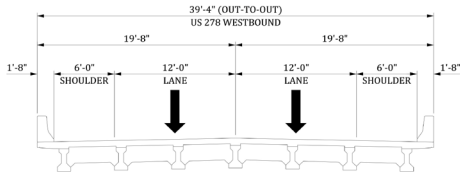


3-lane roadway from Moss Creek to Spanish Wells – lifeline bridge (3-lanes with accommodations for 4th lane)

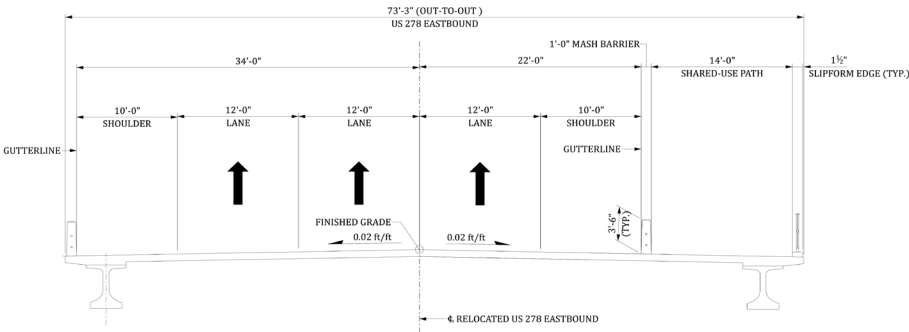




BRIDGE PLANS ID	SHEET
FD30450-B01	###

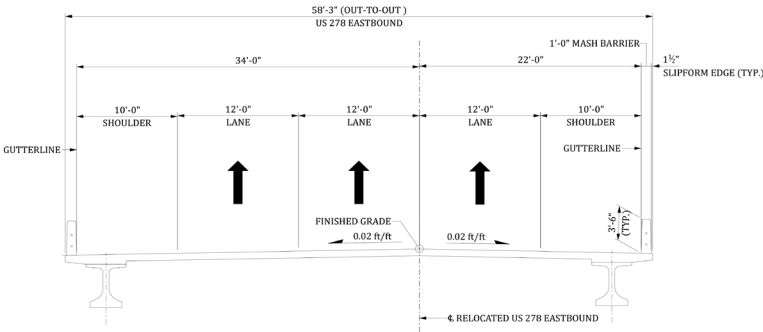


EXISTING WESTBOUND MACKAY CREEK BRIDGE - TYPICAL SECTION



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

OPTION 2 & 4



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

OPTION 1 & 3

Adam Lansing 1/8/2025 9:22:38 AM US 278 All Typical Sections.dgn									
REVIEWED	TCA								
QUAN.									
DR.									
DES.									
REV.									
REV.									
BY	CHK	DATE	DESCRIPTION OF REVISION						

REVIEWED	TCA								
QUAN.									
DR.									
DES.									
REV.									
REV.									
BY	CHK	DATE	DESCRIPTION OF REVISION						



KCI TECHNOLOGIES
3014 SOUTHCROSS BOULEVARD, ROCK HILL, SC 29730

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

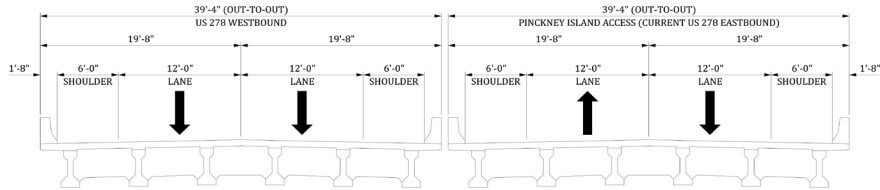
TRAFFIC PATTERN OVER
MACKAY CREEK

COUNTY: BEAUFORT | ROUTE: US 278

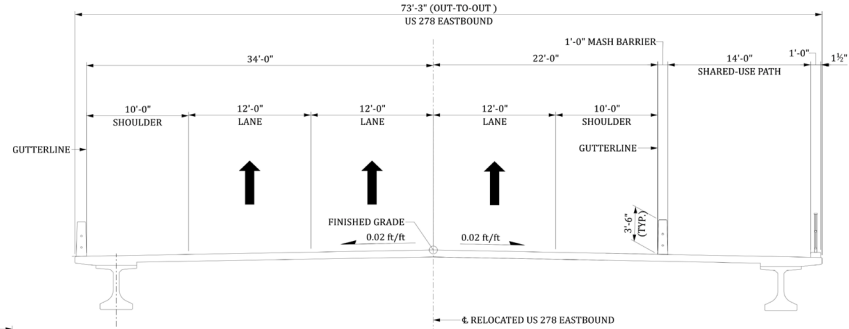




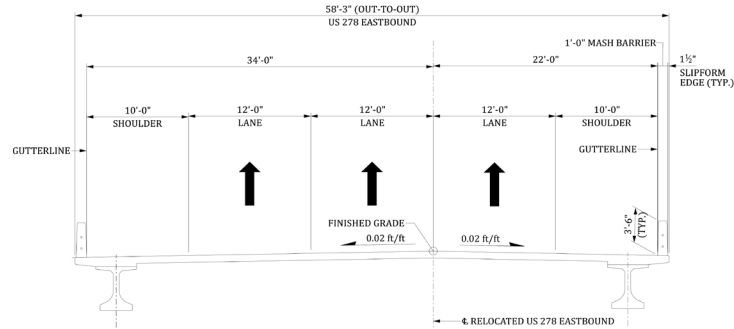
BRIDGE PLANS ID	SHEET
P030450-B02	###



ALTERNATE TRAFFIC PATTERN ON EXISTING SKULL CREEK BRIDGE - TYPICAL SECTION



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



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


OPTION 1 & 3

Adam Lanning 1/9/2025 9:23:29 AM US 278 AL Typical Sections.dgn

REV.	CHK.	DATE	DESCRIPTION OF REVISION

REV.	CHK.	DATE





KCI TECHNOLOGIES
3014 SOUTHEROSS BOULEVARD, ROCK HILL, SC 29730

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

**TRAFFIC PATTERN OVER
SKULL CREEK**

COUNTY: BEAUFORT ROUTE: US 278



FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	BEAUFORT	P030450	US 278	3



US 278 Corridor Improvements

OPTIONS	BRIDGE	ROADWAY	RIGHT OF WAY	ENVIRONMENTAL MITIGATION	UTILITY RELOCATIONS	SUBTOTAL	CONSTRUCTION ENGINEERING INSPECTION	TOTAL
Lifeline Bridge without Multiuse Path (roadway only to tie in)	185.0	14.7	1.5	9.8	23.3	234.3	23.4	257.7
Lifeline Bridge with Multiuse Path (roadway only to tie in)	240.0	15.7	1.5	9.8	23.3	290.3	29.0	319.3
Lifeline Bridge without Multiuse Path (roadway with 3-lanes from Moss Creek to Spanish Wells)	185.0	22.8	2.9	11.2	26.9	248.8	24.9	273.7
Lifeline Bridge with Multiuse Path (roadway with 3-lanes from Moss Creek to Spanish Wells)	240.0	24.4	4.0	12.6	28.8	309.8	31.0	340.8
2024 Anticipated costs for full project	331.3	43.8	5.8	14.0	29.5	424.4	42.4	466.8
Replace only the Mackay Creek Eastbound Bridge	45.0	14.7	0.8	7.5	12.5	80.5	8.1	88.6

*Costs shown are in millions

RESOLUTION 2025 / __

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 project includes a six-lane bridge with a multi-use pathway and roadway improvements spanning from Moss Creek Road to Spanish Wells Road; and

WHEREAS, the current available funding 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 cost from \$305 million to \$488 million; and

WHEREAS, this updated 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 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 was defeated by a 55% margin, 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 funding shortfall; and

WHEREAS, at its November 12, 2024, County Council meeting, the Council voted to not 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, which its condition has been 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; 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.

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 US 278 Corridor Project (also known as the William Hilton Parkway Gateway Corridor Project) to align with the available funds. The revised project includes the following elements:

Revised Project Scope:

1. Replacement of the two eastbound bridges over Mackay Creek and Skull Creek, while retaining the existing two-lane westbound bridges.
2. Construction of a three-lane eastbound lifeline bridge without a multi-use pathway.
3. Striping the new bridge for two lanes, with only necessary road tie-ins included.
4. Designing the bridge width to accommodate temporary four-lane use in the future if westbound bridge replacement is required.
5. No access to Pinkney Island from the new bridge; the existing eastbound Skull Creek bridge will be repurposed for two-way access to Pinkney Island.
6. Removal of the eastbound Mackay Creek Bridge.
7. 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.
8. Retention and improvement of the Windmill Harbor traffic signal with mast arms.

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

Funding Elements:

Funding Source	Amount (in millions)
Current Project Funding	\$295.50M
Additional SCDOT Funding	\$ 16.10 M
Spent to Date	- \$ 13.07 M
Total Available Funding	\$298.53M

Planned Project Costs	Amount (in millions)
Revised Project Costs	\$257.70M
Reserve Funds	\$ 25.83M
Local PSD Relocation Funds	\$ 10.00M
Stoney Community Safety Project	\$ 5.00M
Total Costs	\$298.53M

1. Reserve funds will cover potential project overruns. If unspent, they may be used for other local road improvements along the corridor between Moss Creek Rd and Spanish Wells Road.
2. The project will fund the replacement of the 24" waterline up to the limits defined in State Act 36. The \$10 million appropriation will assist with the difference between the actual relocation costs and the costs covered by the project. Any relocation cost above the project funds and this appropriation would be the responsibility of the Public Service District (PSD).
3. To address immediate safety concerns in the Stoney community, \$5 million in local County funds will be allocated to a local road project, with the Town overseeing design and construction.

Adopted this ____ day of _____, 2025.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Alice Howard, Chairman

ATTEST:

Sarah W. Brock, Clerk to Council

Adopted this ____ day of _____, 2025.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Alan Perry, Mayor

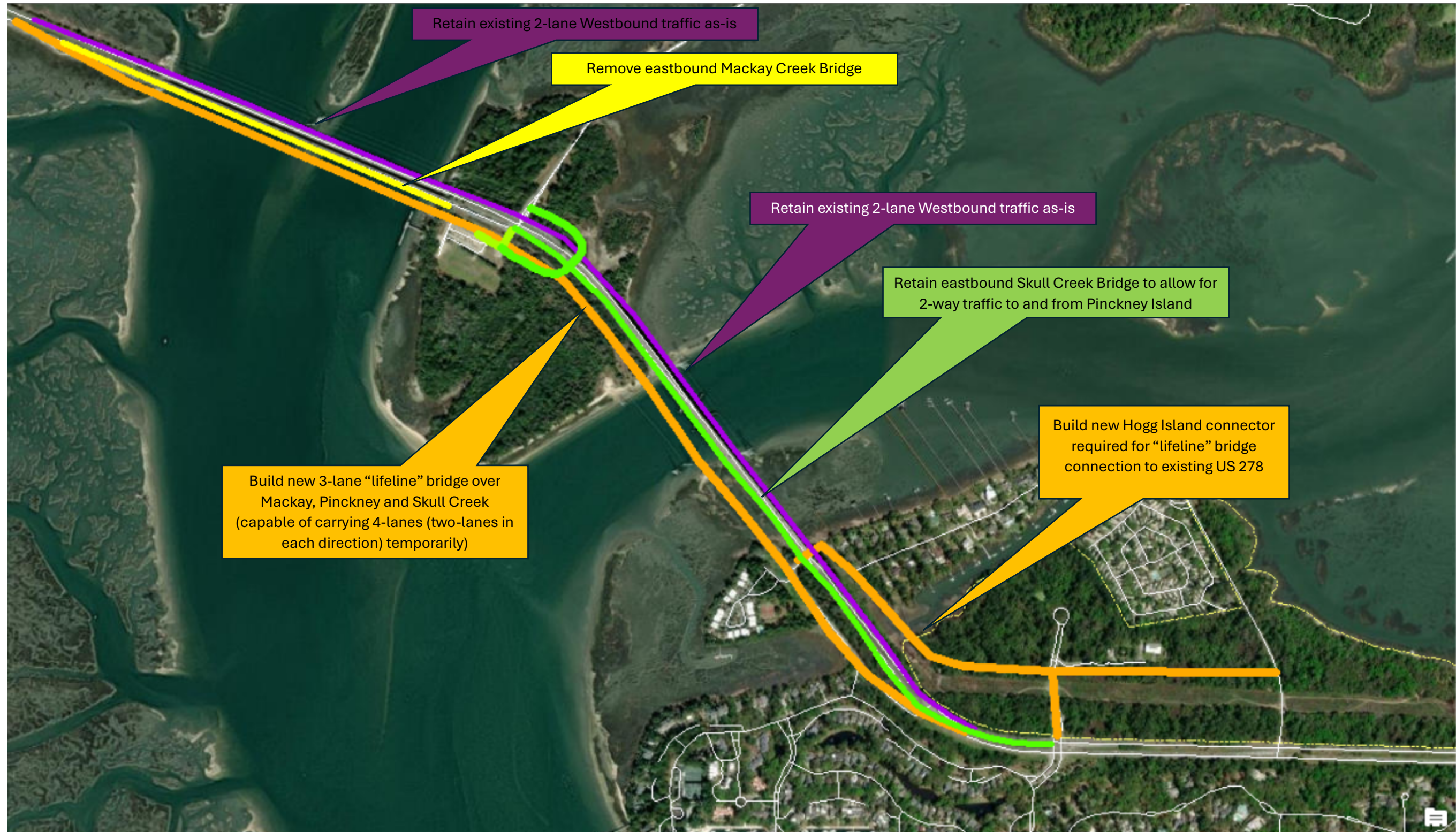
ATTEST:

Kimberly Gammons, Clerk to Council

Exhibit A

Item 7.

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



Options:

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

RESOLUTION 2025 / __**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 project includes a six-lane bridge with a multi-use pathway and roadway improvements spanning from Moss Creek Road to Spanish Wells Road; and

WHEREAS, the current available funding 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 cost from \$305 million to \$488 million; and

WHEREAS, this updated 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 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 was defeated by a 55% margin, 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 funding shortfall; and

WHEREAS, at its November 12, 2024, County Council meeting, the Council voted to not 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, which its condition has been 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; 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.

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 US 278 Corridor Project (also known as the William Hilton Parkway Gateway Corridor Project) to align with the available funds. The revised project includes the following elements:

Revised Project Scope:

1. Replacement of the two eastbound bridges over Mackay Creek and Skull Creek, while retaining the existing two-lane westbound bridges.
2. Construction of a three-lane eastbound lifeline bridge without a multi-use pathway.
3. Striping the new bridge for two lanes, with only necessary road tie-ins included.
4. Designing the bridge width to accommodate temporary four-lane use in the future if westbound bridge replacement is required.
5. No access to Pinkney Island from the new bridge; the existing Skull Creek bridge, either the eastbound or westbound lanes, will be repurposed for two-way access to Pinkney Island.
6. Removal of the eastbound Mackay Creek Bridge.
7. 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.
8. Retention and improvement of the Windmill Harbor traffic signal with mast arms.

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

Funding Elements:

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

Planned Project Costs	Amount (in millions)
Revised Project Costs	\$257.70M
Remaining Engineering Costs	\$ 15.00M
Reserve Funds	\$ 15.83M
Local PSD Relocation Funds	\$ 6.50M
<u>Stoney Community Safety Project</u>	<u>\$ 3.50M</u>
Total Costs	\$298.53M

1. Reserve funds will cover potential project overruns. If unspent, they may be used for other local road improvements along the corridor between Moss Creek Rd and Spanish Wells Road.
2. The project will fund the replacement of the 24" waterline up to the limits defined in State Act 36. The \$6.5 million appropriation will assist with the difference between the actual relocation costs and the costs covered by the project. Any relocation cost above the project funds and this appropriation would be the responsibility of the Public Service District (PSD).
3. To address immediate safety concerns in the Stoney community, \$3.5 million in local County funds will be allocated to a local road project, with the Town overseeing design and construction.

Adopted this ____ day of _____, 2025.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Alice Howard, Chairman

ATTEST:

Sarah W. Brock, Clerk to Council

Adopted this ____ day of _____, 2025.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Alan Perry, Mayor

ATTEST:

Kimberly Gammon, Clerk to Council

CITIZEN COMMENTS

Joint Hilton Head Island Town and County Council Meeting

February 12, 2024

FULL NAME (print only)	Agenda Topic
✓ ① DAVID KIMBALL	BIKE PATHWAY
✓ ② Charles Perry	Windmill Harbour
x ③ Tim Kelly	Windmill Harbour
✓ ④ Mike Garwood	Windmill Harbour
✓ ⑤ Joe Price	windmill Harbour
✓ ⑥ CHRISTOPHER CLIFFE	BRIDGE OPTIONS HILTON HEAD
✓ ⑦ FRANK BARBA	BIKE INVESTMENTS
x ⑧ Andy PATRINO	PSD
✓ ⑨ Felice LA MARCA	Sea Pines
✓ ⑩ Tom	Stoney
⑪ Vaden H	