

2. The Project's design will be modified to reflect those elements that are shown in Exhibit 2, which will serve to achieve the Project's goals while further reducing and/or eliminating the impacts to private property owners.

3. To the greatest extent feasible, the improvements proposed as part of the Project will be accomplished within the existing right-of-way with the exception of a multi-use pathway to be included on the northern side of the Project from the intersection of Spanish Wells Road to the new bridge and which will connect to the bridge via a connection which will run underneath the bridge coming onto Jenkins Island, and on the southern side of the Project from the intersection of the Windmill Harbour Traffic Signal to the end of the Mackay Creek bridge span.

4. The Project design will provide a separation of pathways from roadways to the greatest extent feasible and a pedestrian and bicycle safety plan which consists of the following:

- a. Safe pedestrian refuges in median areas; and
- b. Removal of pavement and landscaping necessary to protect pedestrians and bicyclists; and
- c. The installation of up to two (2) pedestrian overpasses and intersection protections that will facilitate the safe movement of pedestrians and bicyclists in the Stoney Historic Community.
- d. The integration of strategies to create a pedestrian-friendly Stoney Historic Community corridor that honors and enhances the cultural fabric of the Stoney Historic Community. The Project must balance infrastructure improvement with respect for the Stoney Historic Community's cultural values, traditions, and social dynamics. Strategies to accommodate this include but are not limited to the following:
 - i Respect for Cultural Landmarks: Ensure that pedestrian pathways respect and preserve cultural landmarks, and historical areas.
 - ii Lighting and Security: Install adequate lighting and ensure pathways are safe, well-maintained, and patrolled if necessary.
 - iii Universal Design: Ensure pathways are accessible to people of all ages and abilities, including those with disabilities.
 - iv Link Key Destinations: Design pedestrian pathways to connect important community destinations including schools, markets, parks, places of worship, and community centers.
 - v Multi-Modal Integration: Integrate pedestrian pathways with other modes of transportation, such as public transit stops and enhance overall connectivity.
 - vi Green Spaces: Incorporate green spaces, trees, and vegetation along pedestrian routes to provide shade, improve air quality, and enhance the aesthetic appeal.

- vii Health Initiatives: Promote walking and cycling as healthy lifestyle choices through community programs and infrastructure that encourage physical activity.
- viii Cultural Education: Raise awareness within the community about the benefits of improved pedestrian connectivity.
- ix Wayfinding and Signage: Use relevant symbols and signage to help residents navigate the neighborhood easily.
- x Road Safety Audit and Bike and Pedestrian Plan.

5. The elements shown on Exhibit 2, will be incorporated in the Project's design elements as follows:

- a. One (1) bridge with a width not greater than 123 feet, 7 inches extending from the mainland to Jenkins Island consisting of three (3) twelve-foot (12') wide travel lanes in each direction, one (1) ten-foot (10') wide outside shoulder in each direction, one (1) six-foot (6') wide inside shoulder in each direction, a twelve-foot (12') wide multi-use pathway along the southern side of the bridge, and physical barriers protecting the edges of the bridge and separating vehicular and pedestrian traffic which will include one (1) bulb-out refuge of fifty-feet (50') in length and twenty-feet (20') in width over the Mackay Creek, and one (1) bulb-out refuge of fifty-feet (50') in length and twenty-feet (20') in width over the Skull Creek; provided however, that these design elements will continue to be evaluated with the specific goal of reducing, to the maximum extent that is possible, the width of these various elements thereby reducing the overall width of the bridge which will serve to reduce the visual impacts of the bridge and in reducing the funding gap that is currently present for the Project; and
- b. Three (3) travel lanes in each direction through the Jenkins Island section of the Project which are each twelve-feet (12') in width; and
- c. Three travel lanes in each direction through the Stoney Historic Community consisting of two (2) travel lanes which are eleven-feet (11') in width and one (1) travel lane which is twelve-feet (12') in width; and
- d. All Jenkins Island traffic will be routed to the Windmill Harbour Intersection and the Jenkins Road intersection with William Hilton Parkway will be removed; and
- e. Access to Hog Island, Mariners Cove, Blue Heron Point, Jenkins Island Cemetery, Hilton Head RV Resort, and Hilton Head Harbor Marina will be from a new frontage road to be located on Jenkins Island; and
- f. There will not be a U.S. Highway 278 pedestrian crossing at the Windmill Harbour intersection; and
- g. Vehicle access to Hog Island, Blue Heron Point, and Mariners Cove will be moved from southern side to northern side of U.S. Highway 278 with a new under bridge connection; and
- h. Landscaped medians of varying widths will be installed to balance safety, property impacts, and aesthetics; and

- i. The curb cut at Memory Matters, 117 William Hilton Parkway, will be removed; and
- j. The median cut left turn movement for access to the Crazy Crab restaurant property, 104 William Hilton Parkway, will be relocated further westward towards the adjacent Town-owned property; and
- k. One (1) elongated left turn lane from eastbound William Hilton Parkway onto Squire Pope Road; and
- l. One (1) right turn lane from southbound Squire Pope Road onto westbound William Hilton Parkway; and
- m. A new right turn lane will be provided from eastbound William Hilton Parkway onto Chamberlin Drive; and
- n. The intersection of William Hilton Parkway and Spanish Wells Road and Wild Horse Road will be modified to include the following elements:
 - i. Two (2) left turn lanes from northbound Spanish Wells Road to westbound William Hilton Parkway; and
 - ii. One (1) through lane from northbound Spanish Wells Road to Wildhorse Road; and
 - iii. One (1) right hand turn lane from northbound Spanish Wells Road to eastbound William Hilton Parkway; and
 - iv. One (1) left hand turn lane from southbound Wild Horse Road to eastbound William Hilton Parkway; and
 - v. One (1) through lane from southbound Wild Horse Road to Spanish Wells Road; and
 - vi. One (1) right turn lane from southbound Wild Horse Road to westbound William Hilton Parkway; and
 - vii. Improvements to the right turn lane from eastbound William Hilton Parkway to southbound Spanish Wells Road; and
- o. No at grade intersection on Pinckney Island; and
- p. The bridge height clearance will remain at 65 feet over Skull Creek, same as the current bridge; and
- q. The bridge height clearance over Pinckney Island will be a minimum of 17.19 feet, currently there is no bridge over Pinckney Island; and
- r. The bridge length is 1.376 miles of the 4.218 mile project; and
- s. The bridge will be designed to Safety Evaluation Earthquake (SEE) standards; and
- t. The bridge will be designed to withstand a Category 5 hurricane.

6. In addition to the design modifications in Item 5 above, the following items will also be pursued as part of continued Project design efforts:

- a. Left turns during rush hour (peak hour) traffic will be minimized; and
- b. An additional merge lane from the Cross Island Parkway westbound to William Hilton Parkway will be evaluated; and
- c. The Project's design speed limits will be reduced to 45 miles per hour and will have a posted speed limit of 40 miles per hour; and

- d. Aesthetic elements proposed for the bridge and gateway corridor entrance elements will meet Hilton Head Island Design Review guidelines and will be approved by both Town Council and County Council.

7. The Windmill Harbour Traffic Signal will be incorporated within thirty (30) days upon execution of this Agreement into the Town's adaptive traffic management system and funded by the County. Additionally, the County will design and fund the installation of any corresponding infrastructure and associated improvements including traffic signal mast arms as part of the Project.

8. The Project will be designed sufficiently to address concerns resulting from storm surge impacts to the causeway connecting Jenkins Island to Hilton Head Island will include other similar resilience related matters into the Project design elements to ensure safe and reliable access for citizens, property owners, residents, visitors, and emergency services. Methods to address these concerns may include any of the following, but are not necessarily limited to these methods:

- a. Elevating the roadbed; and
- b. Installing surge barriers; and
- c. Installing armoring or other materials to withstand storm surge impacts; and
- d. Installing vegetation along the causeway to reduce wave energy and minimize erosion; and
- e. Installing sufficient drainage systems to prevent water accumulation on the causeway; and
- f. Installing real-time monitoring systems to provide early warning of rising waters and potential breaches as quickly as possible; and
- g. Performing regular interval inspections and evaluations of the causeway to ensure its long-term structural integrity in conjunction with the Town and appropriate emergency management agencies.

9. Where feasible, the Project will include and utilize landscaped medians within the part of the corridor beginning where the bridge meets Jenkins Island and extending through the Stoney Historic Community to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads, in-lieu-of using concrete medians and will include landscaping along the right of way and on Town-owned property to reinforce the gateway entrance to Hilton Head Island through the Stoney Historic Community and Jenkins Island.

10. Where appropriate to protect the interests of adjacent landowners or for protection of natural resources, raised curbs and gutters will be installed on the exterior edge of the roadway to reduce right-of-way requirements and to handle stormwater runoff and discharge.

11. Further design modifications determined to be appropriate and feasible will be pursued if such will serve to further improve the quality of life within the Stoney Historic Community.
12. All parties will make available all project data, including but not limited to Project cost estimates with supporting details, traffic data, including modeling and simulation materials, other technical documents, and related design files.
13. Value engineering of the Project will be performed to identify and eliminate unwarranted infrastructure and subsequent costs with the goal to improve functional quality as well as optimizing initial and long-term investment thereby seeking the best possible value for the lowest cost.
14. The Town will work cooperatively with the County and/or SCDOT regarding the conveyance of any Town-owned land that may be necessary to accomplish the Project through the adoption of an Ordinance by the Town Council identifying all such properties or portions thereof to be transferred.

STONEY HISTORIC COMMUNITY IMPROVEMENT:

1. It is acknowledged that there are significant impacts to the Stoney Historic Community (Exhibit 3) and the Traditional Cultural Properties that are located within the Project's scope and for which, proactive improvement measures must be undertaken, including the elements set forth in this Agreement.
2. A Stoney Historic Community Economic Sustainability and Cultural Preservation Plan will be created and implemented in conjunction with the Gullah Geechee Historic Neighborhoods Community Development Corporation and serve as a vision and action plan. The 2003 Stoney Initiative Area Plan will serve as a guiding document for this effort.
3. A secure escrow account, reserve fund, contingency, or other mutually agreed form of funding of at least Ten Million (\$10,000,000.00) Dollars for the Stoney Historic Community shall be established within the Project budget for elements that include: landscaping, lighting, community sensitive signage, park improvements, and other community infrastructure improvements.
4. Through the Gullah Geechee Historic Neighborhoods Community Development Corporation, all parties will work directly with private property owners in the Stoney Historic Community to alleviate roadway impacts and improve quality of life measures including property access and property improvements.

5. It is agreed that some portions of Town-owned land may be needed to reduce the impacts to the private property owners that are located within the Stoney Historic Community and to adequately address other Project elements. This use of Town-owned land may be for purposes of right-of-way acquisition, project and wayfinding signage, landscaping, stormwater, or other similar Project purposes. Additionally, the Town Council will evaluate the use of Town properties within the Project corridor to support the efforts of the Gullah Geechee Historic Neighborhoods Community Development Corporation in restoring economic opportunities within the Stoney Historic Community and the overall stabilization of this neighborhood.

6. A new park will be created south of U.S. Highway 278 in the Stoney Historic Community to showcase the Gullah Geechee culture/heritage.

7. Drainage improvements will be constructed within the part of the corridor beginning where the bridge meets Jenkins Island and extending through the Stoney Historic Community to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads to improve stormwater conveyance both as part of the Project and as a part of the mitigation of any corresponding impacts to adjoining private properties.

8. Landscaping, lighting, and community sensitive signage will be installed throughout the Stoney Historic Community in order to provide this area with a clear sense of place to elevate this portion of the Project. This will also include a review of existing highway signage to determine if more appropriate alternatives can be utilized that are sensitive to the neighborhood context of the corridor.

9. Increased traffic and speed enforcement will be pursued within the area beginning at U.S. Highway 278 and Moss Creek Drive and continuing to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads, including the bridges, Jenkins Island, and the Stoney Historic Community areas.

ECONOMIC SUSTAINABILITY:

1. Evaluation of multi-modal transportation opportunities, including ferry options, park and ride facilities, and other various modes of mass transit will be pursued to reduce travel demand for vehicles through the corridor.

2. The acceleration of the evaluation of a second bridge to Hilton Head Island through the Lowcountry Area Transportation Study (LATS) as outlined in the Long-Range Transportation Study for the region is supported and will be pursued.

3. Any additional recommendations from the Independent Review and Study will be considered, including those elements that may be outside of the defined Project area.

4. All parties will work cooperatively to seek the funding that will be necessary to implement the proposed Project improvements and any additional elements that are identified outside of the Project area.


5. It is acknowledged that a Tax Increment Financing (“TIF”) District is a beneficial financial tool to facilitate the investment in community infrastructure for the Skull Creek Planning District (Exhibit 4), which includes the Stoney Historic Community. All parties will work cooperatively to assess and consider establishing a TIF District within twelve (12) months following the adoption of this Agreement.

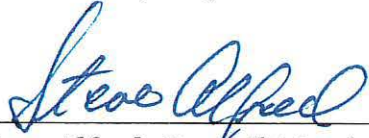
B. The Town Council expects that the Beaufort County Legislative Delegation will work in the General Assembly, the South Carolina Department of Transportation and the Governor to accomplish these things.

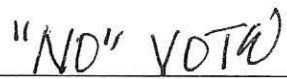
MOVED, APPROVED, AND ADOPTED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA ON THIS 28 DAY OF JUNE, 2024.

THE TOWN OF HILTON HEAD ISLAND,
SOUTH CAROLINA

By: 
Alan R. Perry, Mayor

By: 
David Ames, Mayor *Pro Tem*

By: 
Steve Alfred, Council Member

By: 
Tamara D. Becker, Council Member

By: 


Patsy Brison, Council Member

By 
Alex Brown, Council Member

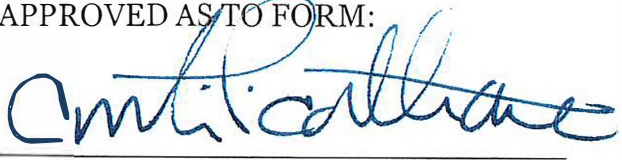
By: 
Glenn Stanford, Council Member

By: 
Marc A. Orlando, Town Manager

ATTEST:


Kimberly Gammon, Town Clerk

APPROVED AS TO FORM:


Curtis L. Coltrane, Town Attorney