

Figure 6-38. Evacuating Traffic Congestion, Southern Conglomerate



Table 6-3 (Continued)
SOUTHERN CONGLOMERATE CLEARANCE TIMES (IN HOURS)
South Carolina Hurricane Evacuation Restudy

	<u>Normal Lane Use</u>		<u>W/US 278 Reverse Lane</u>	
	<u>Low Tourist Occupancy</u>	<u>High Tourist Occupancy</u>	<u>Low Tourist Occupancy</u>	<u>High Tourist Occupancy</u>
<u>Category 1 Hurricane</u>				
Rapid Response	10.9 hours	16.3 hours	8.7 hours	12.9 hours
Medium Response	11.5	17.3	9.3	13.9
Long Response	12.0	18.1	12.0	14.5
<u>Category 2 Hurricane</u>				
Rapid Response	12.9	18.7	10.3	14.8
Medium Response	13.5	19.7	10.8	15.8
Long Response	13.9	20.5	12.0	16.3
<u>Category 3-5 Hurricane</u>				
Rapid Response	14.2	20.0	11.3	15.8
Medium Response	14.8	21.1	11.9	16.8
Long Response	15.2	21.8	12.2	17.4

Please Note: All times reported in this table have been calculated post-Floyd and reflect preliminary operational procedures and postures that have resulted from planning by the SCEPD, SCDOT, DPS. Observed real time traffic flow figures from recent SC hurricane evacuations have been used for roadway capacity assumptions. The times also reflect evacuation zone systems, scenarios and Year 2000 population estimates finalized by SCEPD and local county emergency management as of September 1, 1999. Individual household travel times are shortest for the long response situation where traffic loading the highways is spread over 11+ hours and is longest for the rapid response situation where all evacuees try to load the highways within 5 hours. Times are calculated under the assumption that all traffic control points listed in the June 1999 Traffic Management/Law Enforcement Southern Coastal Conglomerate Annex to the state hurricane plan, will be manned and actively managed. US 278 reverse lane assumed from island connector to Burnt Church Road.



county. Certainly, the manner in which information is provided to the public through the Weather Channel, local TV stations, radio and print media will have a great effect on the success or failure of phased evacuations.

- The second strategy would be to monitor traffic congestion levels (by observing average travel speeds on I-26 and alternate evacuation routes) and as conditions on I-26 warrant, encourage evacuees just beginning their evacuation movements to consider using US 52, US 176, US 78, and SC 61. As conditions improve or deteriorate on specific routes, that information could be shared with the public via radio and/or variable message signs. Perhaps the observance of average travel speeds of 30-40 mph on I-26 over at least an hour's duration could trigger this strategy.
- The third strategy (the reverse laning of I-26 from the Mark Clark Expressway in Charleston to I-77 in Columbia) should only be implemented if the first two are unsuccessful. With the public's and politician's sensitivities to the Floyd evacuation experience, there will be considerable pressure to implement this strategy early in the evacuation process. Due to the complexities, safety concerns and resources required for the highway patrol and DOT to implement this third strategy, it should be used only in the most severe storm scenarios. Just as the second strategy, the implementation should be triggered by actual congestion levels on I-26. The observance of average travel speeds of 15 to 25 mph on I-26 over at least an hour's duration could be used as a threshold for this action. However, resource positioning would need to take place well before these congestion levels are seen.
- Monitor high level bridges for early wind hazards and prohibit high profile vehicles at some agreed upon wind benchmark.

Southern Conglomerate

- Encourage Fripp Island and St. Helena to use SC 802/SC 280 to bypass expected congestion in Beaufort on US 21.
- For Category 4-5 hurricane where there is a high occupancy of seasonal units on Hilton Head and where a rapid response is required on the part of the evacuating population due to changes in the meteorology of a storm (increase in forward speed, increase in intensity, etc.), state EPD, DOT, highway patrol and the local county should implement a third westbound evacuation lane between the Cross Island Parkway and Burnt Church Road to separate out evacuees who want to go south on I-95 and who are willing to use SC 46.



- Coordinate with GEMA and Chatham County emergency management regarding expected flows of SC evacuees to I-16 westbound.
- Arrange agreements with tow truck operators so that they are pre-positioned along key travel corridors and critical roadway locations.
- Work with the US Coast Guard on arranging for draw/swing bridges to be locked down during a hurricane warning, if possible.

For the southern conglomerate, worst household commute times will be $1\frac{3}{4}$ to $5\frac{1}{2}$ hours in a Category 1 hurricane when there is a low tourist occupancy. For a Category 1 hurricane with a high tourist occupancy, these times will be in the $7\frac{1}{2}$ to $10\frac{1}{2}$ hours for worst household commute times. Again, the shorter household commute times result from a longer loading of the highway network, whereas, the longest household commute times result from the rapid response/quick loading of the road network. For a Category 3-5 scenario with a high tourist occupancy, worst household commute times could be as high as $10\frac{3}{4}$ to 14 hours. Even with the reverse lane operation on US 278, households leaving during the middle of the evacuation could have a $6\frac{3}{4}$ to 10 hour commute.



ORDINANCE 2006/15

AN ORDINANCE ENACTED PURSUANT TO S.C. CODE ANN. §4-37-30 ET SEQ. TO IMPOSE A ONE PERCENT (1%) TRANSPORTATION SALES AND USE TAX FOR NOT MORE THAN SIX (6) YEARS, IF APPROVED BY REFERENDUM; TO AUTHORIZE THE ISSUE OF GENERAL OBLIGATION BONDS NOT TO EXCEED \$152,000,000 IF APPROVED BY REFERENDUM, TO DESCRIBE THE TRANSPORTATION-RELATED PROJECTS AND ESTIMATED CAPITAL COSTS OF THE PROJECTS TO BE FUNDED IN WHOLE OR IN PART FROM THE PROCEEDS OF THE TAX; TO ORDER A COUNTY-WIDE REFERENDUM ON THE QUESTION OF IMPOSING THE TAX AND AUTHORIZING THE ISSUANCE OF GENERAL OBLIGATION BONDS; TO PROSCRIBE THE CONTENTS OF THE BALLOT QUESTIONS; AND PROVIDE FOR ALL OTHER THINGS NECESSARY TO SUBMIT THE AFORESAID QUESTIONS TO THE ELECTORATE.

Adopted By

THE COUNTY COUNCIL

OF

BEAUFORT COUNTY, SOUTH CAROLINA

THE 14th DAY OF AUGUST, 2006



Council

Bill Rauch, Mayor
Frank Glover, Mayor Pro Tem
Donnie Ann Beer
Gary B. Fordham
George H. O'Kelley, Jr.

City of Beaufort

302 Carteret Street
Post Office Box 1167
Beaufort, South Carolina 29901

JUL 24 2006

Scott F. Dadson
City Manager

William B. Harvey, III
City Attorney

Beverly W. Gay
City Clerk

July 21, 2006

Mr. Gary Kubic, County Administrator
Post Office Drawer 1228
Beaufort, SC 29901

Re: Sales Tax Referendum Project List.

Dear Gary:

The City Council of the City of Beaufort met in Special Session yesterday to discuss, amongst other things, the Sales Tax Referendum Project List. The City Council is supportive of this list and its inclusion on the upcoming Ballot. The Council's only concerns at this point and time are inclusion of a sunset provision to the Sales Tax Ballot.

If you have any questions regarding this matter, please do not hesitate to call on me at 525-7070.

Sincerely,

Scott F. Dadson, City Manager
City of Beaufort

Cc: Mayor and City Council

(843) 525-7070
FAX (843) 525-7013



HENRY "HANK" JOHNSTON
Mayor

JACOB W. PRESTON
Mayor Pro Tempore

W.D. WORKMAN III
Town Manager

Council Members
LISA SULKA
LUCILLE MITCHELL
FRED HAMILTON JR.
SANDRA LUNCEFORD
Town Clerk

August 11, 2006

Wm. Weston J. Newton, Chairman
County Council of Beaufort County
Post Office Drawer 1228
Beaufort, SC 29900

Re: 2006 Penny Sales Tax Referendum

On behalf of the members of Bluffton Town Council, I am writing to inform you that, at the August 9 Council meeting, Council concurred with holding the Transportation Sales Tax Referendum in November rather than waiting eighteen (18) months.

Please do not hesitate in calling me at 706-4580 if you have any questions concerning this matter.

Sincerely,

Hank Johnston
Mayor
Town of Bluffton

20 Bridge Street • P.O. Box 386 Bluffton, South Carolina 29910

Telephone (843) 706-4500 • Fax (843) 757-6720



TOWN OF HILTON HEAD ISLAND

One Town Center Court, Hilton Head Island, S.C. 29928

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<http://www.hiltonheadislandsc.gov>

Thomas D. Peebles
Mayor

Kenneth S. Heitzke
Mayor Pro Tem

Council Members

Willie (Bill) Ferguson
Drew A. Laughlin
W. J. (Bill) Mottel
John Safay
George W. Williams, Jr.

Stephen G. Riley
Town Manager

August 10, 2006

Wm. Weston J. Newton
Chairman
County Council of Beaufort County
P. O. Drawer 1228
Beaufort, SC 29901-1228

Dear Weston:

Pursuant to County Council's request, Town Council, at its August 1, 2006 meeting, voted 5-0 to place the proposed Beaufort County transportation sales tax referendum on the November 2006 ballot for consideration by the electorate.

Thank you for your assistance with this matter and if you any questions, please feel free to contact me.

Thank you.

Sincerely,

Thomas D. Peebles

Thomas D. Peebles, Mayor
Town of Hilton Head Island

cc: Town Council
Stephen G. Riley, AICP, Town Manager
C.O. Hoelle, Jr., Director of Public Projects & Facilities/Deputy Town Manager



COUNTY COUNCIL OF BEAUFORT COUNTY

ADMINISTRATION BUILDING
100 RIBAUT ROAD
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BEAUFORT, SOUTH CAROLINA 29901-1228
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WM. WESTON J. NEWTON
CHAIRMAN

W. R. "SKEET" VON HARTEN
VICE CHAIRMAN

COUNCIL MEMBERS

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GERALD W. STEWART
LAURA VON HARTEN

GARY T. KUBIC
COUNTY ADMINISTRATOR

KELLY J. GOLDEN
STAFF ATTORNEY

SUZANNE M. RAINY
CLERK TO COUNCIL

June 18, 2008

Mr. Tony L. Chapman
Deputy Secretary for Engineering
South Carolina Department of Transportation
Post Office Box 191
Columbia, SC 29201-0191

RE: State Infrastructure Bank Application

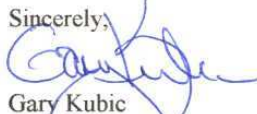
Dear Mr. Chapman:

The County of Beaufort has been working on a grant application to the State Infrastructure Bank Board to support our One Percent Sales Tax Road Program. Enclosed is a copy of our application for your review. I was advised to contact you, the Deputy Secretary of Engineering for the SCDOT, for any approval letters Beaufort County requires for the application from SCDOT. The following letters from SCDOT are required to verify some of the information in our application.

- 1) Letter from SCDOT stating the project cost is accurate and reasonable
- 2) Letter from SCDOT indicating disbursement timeframes are accurate and reasonable
- 3) Letter from SCDOT concurring with timetable in the project approach section

The main areas of importance you will find in the attached file are the Financial Plan and the Project Approach sections. I really appreciate your time and assistance with this matter. Should you have any further questions or require any additional information please do not hesitate to contact me. Thank you very much for your time.

Sincerely,


Gary Kubic
County Administrator

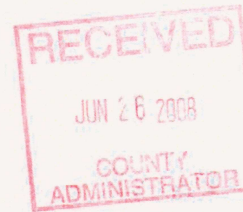
GK:ch

cc: Eddie Bellamy, Interim Public Services Director
Robert Klink, Engineer

Attachments: 1) Beaufort County State Infrastructure Bank Application



South Carolina
Department of Transportation



June 23, 2008

Mr. Gary Kubic
County Administrator
County Council of Beaufort County
Administration Building
100 Ribaut Road
Post Office Drawer 1228
Beaufort, South Carolina 29901-1228

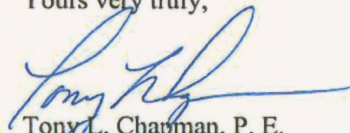
Dear Mr. Kubic:

Thank you for your letter dated June 18, 2008, concerning Beaufort County's grant application to the State Infrastructure Bank Board in support of a One Percent Sales Tax Road Program and notification of the requested application verification letters from the South Carolina Department of Transportation.

The Department will review your letter and request for the three specified letters of verification. This review will take approximately three weeks; we will reply to you with a response at that time.

As always, please do not hesitate to contact should you need any additional assistance.

Yours very truly,



Tony L. Chapman, P. E.
Deputy Secretary for Transportation

TLC:de

cc: John V. Walsh, Chief Engineer for Planning, Location, and Design

File: DSE/TLC



Post Office Box 191
Columbia, South Carolina 29202-0191

Phone: (803) 737-2314
TTY: (803) 737-3870

AN EQUAL OPPORTUNITY
AFFIRMATIVE ACTION EMPLOYER



South Carolina
Department of Transportation



August 13, 2008

Mr. Gary Kubic
County Administrator
Beaufort County Administration Building
100 Ribaut Road
Post Office Drawer 1228
Beaufort, South Carolina 29901-1228

RE: Beaufort County Grant Application to the South Carolina
State Transportation Infrastructure Bank

Dear Mr. Kubic:

South Carolina Department of Transportation (SCDOT) is in receipt of a grant application to the South Carolina State Transportation Infrastructure Bank (STIB) from Beaufort County. As outlined in the STIB's *Financial Assistance Application Process*, applications are required to contain letters from SCDOT regarding accuracy of project costs, verification of useful project life, and other considerations. SCDOT appreciates the opportunity to review this application and as requested in your letter of June 18, 2008, offers the following:

Item 2.1, under the financial plan portion of the process, requires a **"letter from SCDOT stating the projected cost is accurate and reasonable."** SCDOT has reviewed the projected costs and based on the information provided, has determined the estimated costs for the three (3) projects appear reasonable and in line with similar transportation projects in the State. The projects are in various stages of engineering and development and SCDOT understands that project estimates will be refined as the projects progress and as increasingly difficult to predict market forces affect construction activity.

Item 2.7, under the financial plan portion of the process, requires a **"letter from SCDOT indicating disbursement timeframes are accurate and reasonable."** SCDOT has reviewed the proposed timeframes for disbursement of project funds and based on the information provided has determined that the timeframes appear reasonable and realistic. The bulk of the STIB funds requested would not be required until the year 2010 and this is consistent with the projects in question and their respective levels of development.

Item 2.9, under the financial plan portion of the process, states that the application should **"include from SCDOT letter verifying"** the useful life of the project and the method of determination. SCDOT bases the useful life of a project on the selection of a design year. For new construction or reconstruction, SCDOT Design Manual recommends a design year of 20 years in the future. This means that the highway is developed to accommodate expected traffic volumes to a selected future year, in this case 20 years in the future. Each of the three projects is being developed under terms of the cooperative intergovernmental agreement (IGA) in place between SCDOT and Beaufort County, which requires compliance with the Highway Design Manual and a 20-year design.



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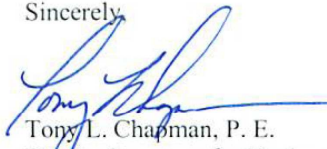
Mr. Gary Kubie
Page 2

Item 2.10, under the financial plan portion of the process, states that the application should **"include letter from SCDOT stating projected future maintenance costs."** The Bluffton Parkway is currently a County facility and for the foreseeable future, will remain a County facility. SCDOT has no oversight regarding the design or construction and is, therefore unable to comment on the projected future maintenance costs for this facility. SC Route 170 and SC Route 802 are being developed with SCDOT oversight and during construction, SCDOT will provide quality assurance oversight services under the terms of the IGA. As such, these projects will add to SCDOT maintenance burden, however, due to SCDOT's involvement with their design and construction, this burden would appear to be limited to resurfacing and routine signage needs as the facility ages and can be expected to be in line with other state owned highways.

Item 3.1, under the project approach portion of the process, states that the application should **"include letter from SCDOT concurring with the timetable"** of events/milestones to implement phases of the project. SCDOT has reviewed the information provided regarding project timetables. The proposed schedules appear to be reasonable and realistic. SCDOT understands that unforeseen issues may arise that can alter the proposed schedules and may require revision to the schedules as the project progresses.

I trust this information is helpful. Please do not hesitate to contact Program Manager John Boylston at 803-737-1527, if you have questions or comments. SCDOT looks forward to a continued partnership in improving transportation in Beaufort County.

Sincerely,



Tony L. Chapman, P. E.
Deputy Secretary for Engineering

TLC:svg

cc: Don Leonard, South Carolina Transportation Infrastructure Bank
John V. Walsh, Chief Engineer for Planning, Location, and Design
File: PC/JDB

CT 29182



TOWN OF HILTON HEAD ISLAND

One Town Center Court, Hilton Head Island, S.C. 29928

(843) 341-4600 Fax (843) 842-7728

<http://www.hiltonheadislandsc.gov>

Thomas D. Peebles
Mayor

Kenneth S. Heitzke
Mayor ProTem

Council Members

Willie (Bill) Ferguson
Drew A. Laughlin
W. J. (Bill) Mottel
John Safay
George W. Williams

Stephen G. Riley
Town Manager

July 17, 2008

Gary Kubic
Beaufort County Administrator
P.O. Drawer 1228
Beaufort, SC 29901

RE: Beaufort County Application for State Infrastructure Funding

Dear Gary:

The Town Council for the Town of Hilton Head Island has been a partner and supporter of efforts to improve traffic circulation and evacuation routing in the Beaufort County area for many years. We have been a leader in the introduction of traffic impact fees and have been a supporter with Beaufort County in several referenda for traffic safety improvements in the region. We have committed Town funds to mainland road improvements that serve to bring workers and visitors to Hilton Head Island.

The Town Staff has worked cooperatively for many years with County officials, municipal officials, and SCDOT representatives to produce a prioritized list of needed road improvements for this region. Town Council has endorsed that list along with officials in the other affected jurisdictions.

For these reasons, and on behalf of the Town Council, I want to add our support to a State Infrastructure Bank application designed to assure completion of the SC 170 widening project, the extension of the Bluffton Parkway, and the completion of improvements to SC 802. All of these projects remain important to our region.

Sincerely,

Thomas D. Peebles
Mayor
Town of Hilton Head Island

cc: Town Council
Town Manager



Town of Port Royal, South Carolina

Council

Samuel E. Murray
Mayor

Mary Beth Heyward
Mayor Pro Tempore

Vernon H. DeLoach
Joe Lee
Henry Robinson



Van Willis
Town Manager

James L. Cadien
Chief of Police

Wendell O. Wilburn
Fire Chief

Jeffrey S. Coppinger
Daniel G. Lemieux
Operations

Linda Bridges
Planning

June 4, 2008

Mr. Gary Kubic
Beaufort County Administrator
P.O. Drawer 1228
Beaufort, SC 29901

Re: Application to the South Carolina State Transportation Infrastructure Bank Board

Mr. Kubic,

Please accept this letter on behalf of the Town of Port Royal and as our endorsement to the proposed improvements to SC 802, SC 170 and the Bluffton Parkway also referred to as US 278A. We are very pleased to know these road projects have been included in the one percent sales tax program. The improvements of these road systems will undoubtedly increase the safety and public benefits in the Port Royal area.

Port Royal's location between Beaufort River and Battery Creek creates a significant stress for the town's residents who rely on these roadways for hurricane evacuation routes, as well as daily travel. Our main roadways, SC 802 and SC 170, are daily compacted with local Port Royal residents as well as commuters to and from the Marine Corps Recruit Depot at Parris Island and the Naval Hospital. The additional bridge along SC 802 will provide us much needed relief in traffic congestion, evacuation procedures and the inability to increase development and growth.

The completion of these projects will greatly reduce traffic volumes in the main areas of the town. We are happy to know these road projects have been identified as crucial for the growth of Beaufort County and the Lowcountry. We thank you for initiating and supporting the need for these important road projects. We look forward to the great changes that will soon take place in our wonderful area.

Sincerely,

Samuel E. Murray
Mayor
Town of Port Royal

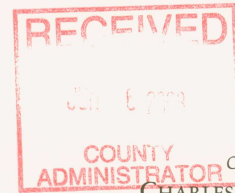
P.O. Drawer 9 • Port Royal, SC 29935-0009 • Telephone (843) 986-2211 • Fax (843) 986-2210
www.portroyal.org



HENRY "HANK" JOHNSTON
Mayor

LISA SULKA
Mayor Pro Tempore

W.D. WORKMAN III
Town Manager



Council Members
CHARLES WETMORE
OLIVER BROWN
FRED HAMILTON JR.
SANDRA LUNCEFORD
Town Clerk

June 10, 2008

Mr. Gary Kubic
Beaufort County Administrator
P.O. Drawer 1228
Beaufort, SC 29901

Re: Application to the South Carolina State Transportation Infrastructure Bank Board

Mr. Kubic,

It is with great pleasure that I write you to inform you that you have full support from the Town of Bluffton for the proposed roadway improvements of the Bluffton Parkway/US 278A, SC 170 and SC 802 resulting from the one percent sales tax program. This program, which was implemented in 2006, will soon assist us in the development of our road systems, which is something the entire county will benefit from. This will undoubtedly increase the safety and public benefits in the area and support economic growth in the county.

Like many of the towns and cities surrounding the Town of Bluffton specifically the Town of Hilton Head, we rely greatly on tourism for further economic growth and development. With the existing roadway conditions people are more hesitant to come to our area for leisurely activities. The Bluffton Parkway/US 278A will soon provide our visitors and travelers much needed relief from the severely neglected roadways. This will also assist in the development of the area around the Bluffton Parkway, which will bring in more small business as well as more jobs. This will provide great opportunities to expand and enhance the job market, small businesses as well as the economy. In order to maintain acceptable levels of service, safety and promote growth, we have to enhance our roadway system.

We are very excited to know that the county has already raised 53% of the funds needed from the sales tax program. We hope to have all the funds necessary for the proposed improvements to the Bluffton Parkway/US 278A soon and are very excited about its completion. All these projects are critical to the growth of our Town and for the entire county. Please let us know if we can assist you in any way as we provide a stronger foundation for our county.

Sincerely,

Henry Johnston
Mayor
Town of Bluffton

20 Bridge Street • P.O. Box 386 Bluffton, South Carolina 29910
Telephone (843) 706-4500 • Fax (843) 757-6720



Council

Bill Rauch, Mayor
George H. O'Kelley, Jr., Mayor Pro Tem
Donnie Ann Beer
Gary B. Fordham
Mike Sutton

City of Beaufort

302 Carteret Street
Post Office Box 1167
Beaufort, South Carolina 29901

Scott F. Dadson
City Manager

William B. Harvey, III
City Attorney

Beverly W. Gay
City Clerk

August 27, 2008

Mr. Gary Kubic
Beaufort County Administrator
P.O. Drawer 1228
Beaufort, SC 29901

Re: Beaufort County's One-Percent Sales Tax Program

Mr. Kubic,

The Beaufort City Council adopted a resolution at their August 26th meeting in support of the proposed road improvement projects specifically SC 802, SC 170, Boundary Street (US21) at the northern crossing, and The Bluffton Parkway/US 278A. These projects will undoubtedly increase the safety, public benefits in the area and support economic growth for the entire county. These road projects are critical to the efficient flow of traffic as well as hurricane evacuation procedures for the City of Beaufort.

As I am sure you are aware, in the year 2000, Beaufort County's total population was over 120,000 people. In 2006, the population had rapidly grown to almost 158,000 people, not including the number of tourists that visit the City of Beaufort in the summer months. Given the current roadway conditions of SC 170, our main hurricane evacuation route, our residents and visitors are at a great risk if a hurricane were to hit the City of Beaufort, which statistically should happen in the near future. In order to maintain our rapidly increasing population and the influx of tourists during the summer months, it is imperative that these roadway systems be improved in order to support the growth of our city.

The City of Beaufort stands behind you and gives you full support as you move forward with these crucial projects. Please let us know if we can be of any assistance to you or the County.

Sincerely,

Scott Dadson
City Manager

Enclosure
Cc: David Cathcart II



R-13-08

RESOLUTION

WHEREAS, Beaufort County plans to improve the roadway system, specifically SC 802, SC 170, Boundary Street (US 21) at the northern crossing, and the Bluffton Parkway/US 278A; and

WHEREAS, the population of Beaufort County has rapidly grown over the past few years, not including the influx of tourists during the summer months; and

WHEREAS, these projects are critical to the efficient flow of traffic as well as support the growth of the entire county; and

WHEREAS, these road projects will increase the economic growth for the county; and



WHEREAS, these improvements will increase safety as well as hurricane evacuation procedures.

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Beaufort, South Carolina, hereby supports Beaufort County's One-Percent Sales Tax Program and the road improvement projects proposed by the County; and

FURTHER, that the City supports the County's application to the State Infrastructure Board for funding to complete these projects.

IN WITNESS THEREOF, I hereunto set my hand and caused the Seal of the City of Beaufort to be affixed this 26th day of August, 2008.




GEORGE H. O'KELLEY, JR., MAYOR
ATTEST:

BEVERLY W. GAY, CITY CLERK



Mark Sanford
Governor

SOUTH CAROLINA
DEPARTMENT OF COMMERCE

Joe E. Taylor, Jr.
Secretary

September 4, 2008

Mr. Gary Kubic
Administrator
Beaufort County
Post Office Box 1228
Beaufort, South Carolina 29901

Re: South Carolina Infrastructure Bank Application – The Bluffton Parkway, SC 170, and SC 802 Widening

Dear Mr. Kubic:

Pursuant to the meeting of the Coordinating Council on September 4, 2008, I am pleased to inform you that the Council voted to support the above infrastructure project. The Council reviewed the project and determined that it will have a positive impact on economic development in the State.

The SC Coordinating Council for Economic Development appreciates the opportunity to serve the citizens of Beaufort County. If you have any questions, please feel free to contact us.

Sincerely,

Alan D. Young
Executive Director
Coordinating Council for Economic Development

cc: Dwight Cathcart, Dennis Corporation

1201 Main Street, Suite 1600, Columbia, SC 29201
Tel: (803) 737-0400 • Fax: (803) 737-0418 • www.sccommerce.com



Lowcountry Council of Governments

Phone (843) 726-5536
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Email: office@lowcountrycog.org

P.O. Box 98
Yemassee, SC 29945-0098
Delivery Address: 634 Campground Rd.
Office at Point South: I-95 Exit 33 at US Hwy. 17

Lowcountry Regional Development Corporation • Lowcountry Area Agency on Aging • Lowcountry Workforce Investment Area
Lowcountry Regional HOME Consortium

June 24, 2008

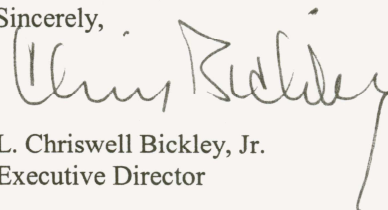
Mr. Gary Kubic
Beaufort County Administrator
P. O. Drawer 1228
Beaufort, SC 29901

Re: One Percent Sales Tax Program

Dear Gary:

This letter is in support of the County's application for S. C. Transportation Infrastructure Bank funding of proposed improvements to SC 802, SC 107 and the Bluffton Parkway/US 278A. Traditional transportation funding in South Carolina is inadequate to meet the needs of growing areas such as Beaufort County, and the County is to be commended for undertaking its second one percent sales tax program. None of the proposed projects could be addressed with SCDOT STIP funding resources available in the Lowcountry Region. Please know that the COG stands ready to assist with these much-needed projects in any way we can.

Sincerely,



L. Chriswell Bickley, Jr.
Executive Director

cc: Ginnie Kozak/Planning Director



Beaufort County Transportation Committee

Joseph C. Harden, *Chairman* Leon Bush Paul Chisolm Mark McCain Robert G. Gross, Sr. George Salgado
1 Nautilus Road Irvin Campbell Patti Cowart Jeffrey A. Gardner Harvey Rivers Dick Waltz
Hilton Head, SC 29928
(843) 785-3667

June 10, 2008

Gary Kubic, County Administrator
Beaufort County
P.O. Drawer 1228
Beaufort, SC 29901

Re: One Percent Sales Tax Program

Gary:

As the County draws closer to starting the construction on the improvement of several roadway systems in the County, the Beaufort County Transportation Committee would like to let County Council know that the BCTC supports these efforts. The construction projects include the Bluffton Parkway/US 278A, SC 170 and SC 802. The 1% sales tax program roadway improvement projects will increase the safety and public benefits in the area and support economic growth in the county.

The BCTC is excited about the progress the County has made in obtaining funds through the sales tax program and other funding sources. Each of the projects listed above is critical to our County and its residents. Please do not hesitate to contact me or any member of the BCTC.

Sincerely,

Joseph C. Harden, Chairman
Beaufort County Transportation Committee

BCTC/08-10



917 bay street, suite 207, beaufort, SC 29902
phone 843.379.3955 fax 843.379.3954
lowcountrynet.org



June 12, 2008

Mr. Gary Kubic
Beaufort County Administrator
P.O. Drawer 1228
Beaufort, SC 29901

Re: One Percent Sales Tax Program

Dear Mr. Kubic,

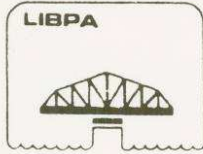
On behalf of the Lowcountry Economic Network, I would like to take this opportunity to express our full support for the proposed roadway improvements of the Bluffton Parkway/US 278A, SC 170 and SC 802. These improvements are vital to public safety, especially during times of emergency such as a hurricane, a season which coincides with the region's busiest tourist season. The road improvements to US 278 will further improve access to and from Hilton Head Island and the heavily populated southern portion of Beaufort County that feed into SC 170 and SC 802.

Beaufort County is investing heavily to develop the county as an economic development hub for commerce in the Lowcountry. The planned Jasper Port terminal will drive much-needed industrial and commercial development and an adequate transportation infrastructure is critical to our ability to attract this type of investment. High-use roadways such as the Bluffton Parkway/US 278A will serve as a key artery necessary to support the tremendous increase in traffic that will result from the port expansion.

We are excited to be an integral part of this important period of economic development in Beaufort County. Each of these roadway projects in the one percent sales tax program is critical to our community's future.

Sincerely,

Kim Statler
Executive Director
Lowcountry Economic Network



LADY'S ISLAND BUSINESS & PROFESSIONAL ASSOCIATION

182-D SEA ISLAND PARKWAY
LADY'S ISLAND, S.C. 29907

LIBPA Website: www.libpa.org



June 12, 2008

Mr. Gary Kubie
Beaufort County Administrator
P.O. Drawer 1228
Beaufort, SC 29901

Re: One Percent Sales Tax Program

Mr. Kubie,

The Lady's Island Business and Professional Association (LIBPA) would like to extend our sincere gratitude to you and the Beaufort County Council for your initiation and implementation of the 1% sales tax program through which many critical roadway projects in Beaufort County can become a reality. Obviously, as an organization, we supported approval of the 1% referendum, and all of the proposed roadway improvements (SC 170, the Bluffton Parkway and US 278A) but for obvious we are most appreciative of the project to widen SC 802 and build an additional bridge parallel to the present McTeer Bridge. As you know every study to date has validated the need for additional road capacity on and off of Lady's Island to support the anticipated growth and to facilitate evacuation in case of hurricanes.

Our organization recently received a briefing by Mr. Dan Dennis of Dennis Corporation, who is overseeing the implementation of the 1% referendum projects for Beaufort County. The professional manner in which Beaufort County is implementing the program is most impressive. If our organization can be of any assistance to you or your staff in this undertaking please do not hesitate to contact us.

Sincerely,

Richard Tritschler
President
Lady's Island Business and Professional Association



South Carolina
Department of Transportation

September 4, 2008

Mr. Dan Dennis, P.E.
President
Dennis Corporation
5000 Thurmond Mall, Suite 114
Columbia, South Carolina 29201

RE: South Carolina Transportation Infrastructure Bank Application

Dear Mr. Dennis:

After a brief review of a final draft of Beaufort County's grant application to the South Carolina Infrastructure Bank Board (STIB), it appears that the South Carolina Department of Transportation's (SCDOT) comments listed in an August 13, 2008, letter to Beaufort County Administrator Kubic have been addressed.

Thank you for the opportunity to participate in this process. Please do not hesitate to call Program Manager John Boylston at 803-737-1527, should you have further questions or comment.

Sincerely,

John V. Walsh
Chief Engineer for Planning, Location, and Design

JVW:svg
cc: Tony L. Chapman, Deputy Secretary for Engineering
File: PC/JDB

CTS 29292



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APPENDIX 9 - NEWSPAPER ARTICLES

Columbia State

State, The (Columbia, SC)

March 21, 2000

CAR CARAVANS COMPLICATED FLOYD MESS EVACUATION STUDY FINDINGS DISCUSSED AT HURRICANE CONFERENCE

Author: JOEY HOLLEMAN, Staff Writer

The people stuck in traffic during the evacuation of Hurricane Floyd fumed at Gov. Jim Hodges in part because they couldn't get mad at the people in cars in front or in back of them.

Those frequently were driven by family members.

A USC study found 25 percent of households took more than one car in the evacuation. Some families, after viewing apocalyptic satellite pictures on television, loaded up three cars, a boat and a U-Haul trailer.

"People aren't going to leave a \$50,000 BMW at home during a hurricane," said Susan Cutter, the University of South Carolina geography professor who conducted the study.

The number of multi-car evacuation families were among the findings discussed during the dissection of the Floyd traffic mess at the state Hurricane Conference last week. Emergency officials offered dozens of factors ranging from the number of newcomers in coastal regions, to the creep of Florida and Georgia evacuees through the state, to the incredible impact of The Weather Channel. But they didn't shirk their own responsibility.

"Who's to blame?" asked Charleston police Lt. James Doyle as he addressed the gathering. "Every one of us who has been in emergency preparation for more than 10 years because we didn't do this after Hugo."

"This" referred to the thorough discussion of what went right and wrong during the storm. Participants at the conference spent three days explaining improvements such as better cooperation among agencies, earlier calls on mandatory evacuations and extensive advance plans on lane reversals for major roads.

But some of the most interesting discussions were those looking back at the state's largest evacuation ever. Cutter presented early results from phone interviews of coastal residents conducted six weeks after the storm. The survey of 513 people has a margin of error of 4.2 percentage points.

Her team found that an incredible 54 percent of those interviewed had never fled a storm before. That's a strong indication of the number of newcomers along our coasts, Cutter said.

The USC study found about 65 percent decided to evacuate this time, while a Federal Emergency Management Agency study showed some counties had evacuation rates of more than 80 percent.

FEMA's Bill Massey said some numbers from his department's study stunned him. "We saw participation rates we've never seen before," he said. "On barrier islands, we expected 85 percent (to leave). On some, we found 95 percent rates."

Almost all of them fled a long way. Of the more than half a million evacuees in South Carolina, only 51,000 stayed in Red Cross shelters. Cutter said baby boomers accustomed to comfort drove past shelters to reach hotels in Columbia, Charlotte and Atlanta. That translated to more cars on the road for longer periods than in past evacuations.

Cutter said 2 percent tried to evacuate but gave up and went home because of the traffic. But of those who did evacuate, 93 percent said they got where they wanted to go.



islandpacket.com - The Island Packet Online

Hilton Head Island - Bluffton, SC

Friday, August 8, 2008



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With McTeer under construction, some take the low road to school

By SANDRA WALSH

swalsh@beaufortgazette.com

843-986-5538

Published Sunday, May 6, 2007

0 Comments | Email it | Print it | XML | | | | | [What are these?](#)

For the Koppernaes family, there's a silver lining around the dark cloud that hovers over gridlock on Lady's Island since the J.E. McTeer Bridge closed.

To avoid the morning rush, Christian and Robin Koppernaes have been hauling their two children and five neighbors to school by boat.

And they also bring along their 2-year-old "labradoodle," Ollie, who stands at the bow and lets the breeze hit her furry face.

"The weather is so nice; we drink our coffee," Robin said.

The trip from the Koppernaes' private dock on Pigeon Point Road across the Beaufort River to the New Point dock on Lady's Island takes about 8 minutes.

It's a scenic route, complete with plunging ospreys and spartina grass gently swaying in the warm morning breeze.

"I think it's pretty cool," said Heyward Derrick, 10, one of the neighbor kids who has been riding in the Koppernaes' 19-foot Mako to school, bundled up in a life preserver just before the ride at 7:20 a.m. Wednesday. "I like being in the boat; it just relaxes me a lot."

Once docked, it's a quick zip across S.C. 802 in a golf cart to Beaufort Academy.

The golf cart is courtesy of a friend who lives in New Point and leaves the cart parked in a wooded area near the dock for the Koppernaes to use.

Within 20 minutes, the kids are sitting comfortably in homeroom.

The Koppernaes started using the river route Monday and stuck with it through the week as reports from islanders being stuck in traffic for up to four hours came in.

Robin said they plan to continue to use the river route until school is out May 17.

"Last year, we took the kids to school on the boat as a treat," Robin said. "I guess you just get in the routine -- get in the car and go. But I'd like to maybe keep this up."

For one, the boat trips are eliminating five cars from the road.

And eighth-graders Callie Rhodin, Elizabeth Church and Minda Backus said the boat ride has proved a good way to shake morning grogginess.

"I just feel more awake," Rhodin said. "It's prettier, too."

Finn Koppernaes, 12, his brother, Drummond, 9, and Crosson Derrick, 7, all agreed that the experience is "fun."

Leif Koppernaes, 14, has been riding his bicycle across the Richard V. Woods Memorial Bridge to Beaufort Academy with a pack of about 10 other riders from TI Point.

John Feeser, owner of Lowcountry Bicycles on Lady's Island, said that since the bridge closed, he's been selling more "hybrid" bikes geared toward commuter use city traffic.

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Photo: Finn Koppernaes, left, climbs aboard with his brother Drummond and Beaufort Academy schoolmates Callie Rhodin and Minda Backus on Wednesday morning. The Koppernaes family ferried seven students to school, avoiding congested bridge traffic.

Megan Lovett/The Beaufort Gazette

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More than half said their trip took more than seven hours. A federal survey found people spent about five hours longer than they expected in the traffic.

They would have spent less time on the road if they had left a little earlier. Nearly 50 percent left from 9 a.m. until 3 p.m. on Sept. 14, clogging the roads for the rest of that day and into the next.

Stan McKinney, director of the state's Emergency Preparedness Division, said one of the most important lessons was the need for early evacuations. "We have to work with the media to help the public better understand how long it takes," McKinney said.

Yet many people left before the governor's mandatory evacuation on noon Sept. 14. In fact, the survey found evacuees said the most important factor in deciding to leave was the severity of the storm. That massive spiral on The Weather Channel scared people.

Cutter's crew has been surveying a group of Horry County residents on the subject for four years. These veteran hurricane watchers haven't taken storms as seriously in the past - 34 percent evacuated Bertha in 1996, 46 percent fled Fran in 1996 and 44 percent fled Bonnie in 1998. A whopping 84 percent left town during Floyd.

"The past idea that people will listen to evacuation orders no longer applies," Cutter said. Most people make their own decision based on information they get from the media or the Internet.

But some left their intelligence at home. About one-third didn't take a map, and nearly half of the people who had maps in their cars said they didn't use them. The vast majority of evacuees stuck on interstates didn't even try alternate routes.

About 90 percent said the evacuation was appropriate, and very few expressed anger about how it was done, Cutter said.

"I expected a greater level of criticism of the evacuation, and it wasn't there," Cutter said. "That tells me people appreciate what has to be done."

Fleeing Floyd

Results of a USC study on the evacuation from September's massive hurricane.

- * Percent of coastal county residents who evacuated: 64
- * Percent of evacuees who left home counties: 92
- * Percent who chose Columbia as their destination: 8
- * Percent of households who took more than one vehicle: 25
- * Percent of evacuees who spent more than seven hours on the road: 52
- * Percent who got where they planned to go: 93
- * Percent who took I-26: 26
- * Percent who took a map: 63
- * Percent of those who had a map and used it: 51

Caption:

A new survey says families who fled the coast during the mandatory evacuation for Hurricane Floyd in September often took more than one vehicle, which added to traffic woes.

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Would the tourists return in the aftermath of an island hurricane?

By LIZ MITCHELL

lmitchell@islandpacket.com

843-708-8189

Published Wednesday, May 7, 2008

The 2008 hurricane season worries the Beaufort County Emergency Management director more than any other past season.

It's not the national predictions of 14 tropical storms and eight hurricanes -- four of them major -- that worry William Winn.

He's worried that just the threat of a hurricane could hurt small-business owners in Beaufort County because they're already facing a tough tourist season.

"The way the economy is right now, people won't come here with the threat of a storm," Winn told a crowd of several hundred local business owners Tuesday at the annual Hurricane Expo sponsored by the Hilton Head Island-Bluffton Chamber of Commerce.

"It does not take a landfall storm to have a significant economic impact on Hilton Head Island."

Winn said businesses need to plan for worst-case scenarios. He asked them to help the chamber plan, too, by providing it with information about where their customers come from, how their business grows during the tourist season and how sales are affected during summer storms.

Planning for a hurricane is just as important as evacuations, he said.

Winn urged local businesses to plan when they would close and what would be expected of employees.

He also said that while he asks tourists to leave first before initiating voluntary or mandatory evacuations, any evacuation is going to be difficult.

"I wish I could tell you evacuation time is 10 or 12 hours, but it's well over 20 hours," he said.

"We need you to work with us," he continued. "We need you to plan. We need you to be effective. Plan A: Let's not have a storm. Plan B: Let's do everything we have to when we have a threat."

So, what's the hurricane risk for Beaufort County this year?

Speaking at the expo, Weather Channel on-air meteorologist Jeff Morrow said the shape of the coast keeps the county relatively safe from hurricanes.

In the past 156 years, 30 hurricanes have hit the state and none have been a Category 5, he said. Hurricanes range from categories 1 to 5.

"But every year the atmosphere resets and we have to worry," Morrow said.

On Hilton Head, Morrow said, residents need to be aware of the shallow ocean bottom, which could cause water to push 30 feet up the beach in a bad storm.

"So we are very vulnerable here," he said. "A lot of this island, in a Category 4 or 5 storm, will go under water."

His co-worker, meteorologist Dale Eck, said that in an atmosphere of global warming, people can expect stronger tropical systems and severe weather.

Winn said he plans to work with the chamber to develop an advertising campaign that could help revive businesses that take a financial loss after closing for a hurricane.

"The peak time (for local businesses) is the tourist season," he said. "If the tourists leave, we need a campaign to get them back."



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FOR IMMEDIATE RELEASE
Contact: Suzanne Larson, PIO 240-2810

Jan. 14, 2008

PARKWAYS DONE ON TIME, UNDER BUDGET, NO MISHAPS

Beaufort County Administrator Gary Kubic announced the completion of improvement to both the Buckwalter and Bluffton Parkways at the regular meeting of Beaufort County Council on Monday, Jan. 14.

The two projects were designed to provide interconnectivity throughout greater Bluffton, offer an alternative to US 278 and help facilitate hurricane evacuations. Together, they include 9.05 miles of 4-lane roadway, 18.1 miles of multi-use pathways and seven new signalized intersections for a total cost of \$32,057,300, which is more than \$1 million below the original contract amount.

Beaufort County Council Chairman Weston Newton said the projects are critical for motorists in Bluffton. "This is another step forward in greatly improving safety and transportation in Beaufort County. I am very pleased that our roadways will be more efficient, that travel will be more convenient and our people protected by the upgrades implemented on both parkways. In addition, these major construction efforts were completed without loss of life or money. In fact, certain engineering and field improvements actually reduced our costs by more than \$1 million."

"We will never know how many lives have been saved by these two projects. I congratulate our county engineers, Malphrus Construction and the citizens who wisely saw fit to approve our transportation sales tax last November. The improved alignment of Buckwalter, the improvement of left turns from 278, the bike paths, expanded lanes, signalization all mean improved safety, improved hurricane evacuations, improved efficiency and improved quality of life."

The recently completed phases of the Bluffton Parkway runs from Simmonsville Road to the Buckwalter Parkway at S.C. 170 and was constructed in three separate segments between January 2006 and May, 2007. It includes 5.85 miles of four-lane roadway, five signalized intersections and approximately 11.7 miles of multi-use pathways.

The north section of Buckwalter Parkway was widened from the Towns at Buckwalter to US 278. This included new dual left turn lanes from westbound US 278. The south section was widened from Hampton Hall to May River Road (SC 46). Signalized intersections were constructed at McCracken Circle and S 46. Each section includes 1.6 miles of four lane roadway and 3.2 miles of multi-use pathways.

Although all lanes of traffic are open on each project, a punch list remains to include landscaping and clean up in some areas.



WILL JASPER PORT PLAN BE MARK SANFORD'S TOP ACHIEVEMENT?

By MIKE FITTS - Associate Editor

The State, March 7, 2008

THE GOVERNOR'S chief of staff, Tom Davis, thinks the deal made with Georgia to build a port in Jasper County is an enormous, underappreciated achievement.

How big is the economic payout likely to be? "Much, much bigger than BMW in the Upstate," Mr. Davis said.

That frame of reference helps in understanding the passion over issues involving the ports, as reflected in the op-ed piece on the opposite page.

Mr. Davis has served a stint on the state Ports Authority and, as chief of staff, has been the lead negotiator with Georgia on behalf of Mark Sanford. So this deal is personal for him, of course. But he argues that folks in Columbia, especially at this newspaper, have failed to appreciate the economic powerhouse being constructed on the governor's watch.

To buttress that, he starts with where we were on the Jasper port just two years ago: going nowhere, except to court. The S.C. Ports Authority was suing Jasper County to block the county's effort to develop the port, asserting that only the agency had the right to do such a thing; Jasper had filed a countersuit. Georgia was suing Jasper County too. The S.C. Ports Authority also was locked in a legal battle with Georgia over development rights, and that one, Mr. Davis says, would have had to go all the way to the U.S. Supreme Court.

Even if South Carolina had won the right to develop, he says, there still would be a fight over the environmental permits — with Georgia making it as tough as possible, in the interest of protecting the growing Port of Savannah.

It certainly was a mess, with little hope of improvement — or of improving our port capacity. Charleston, with help from its powerful legislative delegation, had finally blocked the planned big new terminal on Daniel Island, and South Carolina was looking ahead to a lack of growing space for its ports. The smaller plan for the old Charleston Navy base merely will keep pace with the huge increase in imports; it's not the driver of growth that's possible at Jasper's wide-open site on the Savannah River.

States from North Carolina to Florida have been investing heavily in ports, with an eye to bigger cargo ships being able to move through the Panama Canal in 2012. The lack of a long-term answer in South Carolina would at some point begin affecting the interest shown by major shipping companies.

To break the logjam, Gov. Sanford and Georgia Gov. Sonny Perdue forged a deal to have the two states develop the Jasper site in a joint effort, under a still-to-be-settled final structure.

What persuaded Georgia to stop the fight? Mr. Davis said a key argument went like this: Join us and share in Jasper's success, or after a drawn-out legal fight, get nothing.

I'm sure that was a big part of it, but it must have helped that the two governors are free-market conservatives and political mavericks.

Since the two governors agreed last year, the process is rolling along, Mr. Davis says. The U.S. Army Corps of Engineers controls the site, because it has been dumping river dredge there. Corps leadership now says it will expedite the process of getting the construction approved.

An interim bi-state panel met for the first time this week, and it is preparing to buy the site from Georgia's Department of Transportation. Meanwhile, the process for the two legislatures to approve the plans is just starting. That will decide the shape of the entity that will govern the port — and how to pay for the hundreds of millions of dollars to build it.

There's no disputing that important business leaders see the port plan as key to South Carolina's economy. In a guest column last April, Ed Sellers of BlueCross BlueShield of South Carolina and Darla Moore of the Palmetto Institute called the port plan "vitally important" and "an opportunity much too valuable to let slip away."

I don't dispute any of that. The current trade balance is here to stay: Imports will be an increasing part of the South Carolina economy — and exports too, we hope. The Jasper port site, well-connected by road and rail and close to the ocean, is a huge economic asset that South Carolina has not acted upon.

Does the port deal, however, outweigh Mark Sanford's shortcomings as governor? It's hard to give him that much credit.

One notable trait about all this negotiation: Gov. Sanford and his chief of staff were able to do this without dealing with the Legislature — just a sometimes-skeptical Ports Authority.

Dealing with the Legislature, of course, is where Mark Sanford's efforts most often break down. (The governor argues that his efforts to talk up tax cuts have had an effect in the Legislature.) When he's trying to restructure our sclerotic government, that breakdown is a bad thing. When he's trying to launch his private school tax credit experiment, that's a good thing.

Gov. Sanford's maverick nature led him to an important success for South Carolina on the Jasper port, a project that now looks like it will come to fruition. But that same maverick streak continues to frustrate him at the State House.

Reach Mr. Fitts at mfitts@thestate.com.



The Beaufort Gazette
May 21, 2008

WIDER ROADS ON THE WAY



Traffic makes its way across the J.E. McTeer bridge from Lady's Island to Port Royal on Tuesday afternoon. A two-lane bridge with a 10-foot wide bike lane and shoulder built parallel to the J.E. McTeer Bridge is slated as part of a \$42.7 million road project. The new bridge would handle eastbound traffic and the McTeer Bridge would accommodate westbound.

BOB SOFALY | The Beaufort Gazette

Project plans include new lanes on S.C. 802, new bridge

By ALEXIS GARROBO

agarrobo@beaufortgazette.com | 843-986-5539

Extended grass medians and an additional noise barrier were some of the changes to S.C. 802 improvement plans presented at the third and final public hearing about the project Tuesday night.

As has been the case with each public hearing regarding the work, project representatives far outnumbered the residents who turned up to view the plans and make comments.

The \$42.7 million road project includes widening Lady's Island Drive from two lanes to four between Ribaut Road and Sea Island Parkway, as well as Savannah Highway between S.C. 280 and S.C. 170. The project is funded through a countywide 1 percent sales taxes voters approved in November.

Please see **ROADS** on 7A

CATCH UP

For video highlights of the public hearing, go to beaufortgazette.com

IMPROVEMENTS TO S.C. 802

Two sections of S.C. 802 will be widened to four lanes. A new bridge, built next to the J. E. McTeer Bridge, will handle eastbound traffic.



The Gazette



ROADS

Continued from 1A

A two-lane bridge with a 10-foot wide bike lane and shoulder built parallel to the J.E. McTeer Bridge is also slated for the project. The new bridge would handle eastbound traffic and the McTeer Bridge would accommodate westbound. The new bridge also would have a railing that would allow pedestrians to enjoy the river vista, said Dan Dennis, president of Dennis Corp., which is managing the project.

Extending the grass medians along Savannah Highway, or S.C. 802, was the largest revision to the plan, which was last presented to the public in January.

Previously, the medians were only planned in the Shell Point area. Now the grass strips are projected in intervals along Savannah Highway and at the bottom of the new bridge. There is not a set amount of medians that will be put in, said Frank Hribar, construction manager with Dennis Corp.

But a few people who attended Tuesday's hearing were concerned that the medians would harm their businesses.

Chuck Warren, Smitty's Auto Trim manager, said he came to submit another request that the state not place a median in front of his

business. Warren said about 70 percent of his business consists of repair and trim for large boats, which require wide turns.

"If they don't open it up, it would likely shut us down," Warren said.

Dennis said Smitty's request submitted in January slipped through the cracks.

"We plan to pull (the medians) back so you don't have any obstructions," Dennis said. "I don't know how the ball got dropped."

Lary Shawver, representing businesses on Topper Lane, also objected to the medians.

"(The medians) would shut off a lot of access and basically make it harder to take out the trash or get big trucks into the businesses (such as Beaufort Hardscapes)," Shawver said.

The state agreed to add an 11-foot-high noise barrier along Riverwind Condominiums, said Hribar. However, a study conducted by Dennis Corp and the DOT determined that a traffic light was not needed at the entrance of Riverwind despite residents' request, said Barry Mattox of Dennis Corp.

"Basically we can now proceed with the final arrangements and begin construction by the end of the year," said Jim O'Connor, the project manager from Charleston-based Collins Engineering.

Construction is anticipated to begin in late 2009.



Columbia may exceed tightened ozone limits

The State 3-13-06

The city is likely to be in violation of the new EPA standards

By SAMMY FRETWELL
sfretwell@thestate.com

Columbia must redouble efforts to cut air pollution that has made it one of the smoggiest cities in South Carolina.

The U.S. Environmental Protection Agency announced new ozone standards Wednesday night that many expect will put the Columbia and Greenville-Spartanburg areas in violation of the smog rules.

EPA officials won't formally decide for two years which parts of South Carolina violate the new standards for ozone, a lung irritant linked to premature deaths.

But state records show nine

counties, including Richland and Spartanburg, have in the past three years registered average ozone levels higher than the standard announced Wednesday. States will have until 2013 to develop cleanup plans for ozone, in areas that don't meet the standard.

The tighter rules come just three months after state regulators said the Columbia and Greenville areas had met existing standards for ozone pollution through largely voluntary efforts.

Few interest groups in South Carolina are satisfied with the new, tighter rules — particularly industrial leaders.

They fear that compliance will come at their expense and cause industrial recruitment to suffer. New pollution controls could be required that would cost them millions of dollars, they said. The

SEE OZONE PAGE B5

OZONE

FROM PAGE B1

tighter standards also could make it more difficult to receive federal highway funds for areas that don't meet the standard.

"We are very concerned," said Lewis Gossett, president of the S.C. Manufacturers' Alliance. Failing to meet the standards "could have a profound impact on South Carolina's ability to grow."

Environmentalists and public health activists said the EPA should have imposed tighter standards that were recommended by an agency scientific panel. Still, the federal action is a step in the right direction, said environmental attorney David Farren.

"This is all about public health," said Farren, a lawyer with the Southern Environmental Law Center. "How do you put a price tag on what it feels like to breathe healthy air?"

Ground-level ozone forms on

WHAT'S NEXT

The EPA will ...

Make a formal determination by 2010 which S.C. counties have failed to comply with clean air standards.

Give S.C. until 2013 to develop a plan to meet the stricter standard.

Impose restrictions on S.C. if the state's plans to improve do not work. The one restriction the business community fears most is a limit on new air permits. That would make it more difficult for manufacturers to locate here and expand, costing the state jobs.

steamy, summer days when pollution from cars and factories mixes with sunlight. People with asthma and other lung disorders find it particularly difficult to catch

their breath on days with high ozone levels.

Ozone in the Columbia and Greenville-Spartanburg areas was the highest in South Carolina during the past three years, according to the S.C. Department of Health and Environmental Control. Each had monitors registering ozone levels of 83 parts per billion, records show. The existing federal rules are 84 parts per billion.

The new standard will be 75 parts per billion. A team of national scientists had recommended a standard of 60 to 70 parts per billion to adequately protect human health.

"It is important to remember that the air is getting cleaner as a result of increasingly stringent federal and state regulations," DHEC air bureau chief Myra Reece said.

Now that the tighter standards are in effect, the Columbia and Greenville-Spartanburg areas will likely have to launch more stringent efforts to control ozone pollution.

"It's frustrating," SCE&G's Jack Preston said, explaining that

SCE&G has spent more than \$300 million in the past six years installing various pollution controls on its plants.

Preston, who tracks environmental compliance for the utility, said tighter regulation looms for its McMeekin power station if the Columbia-area falls out of compliance with new ozone standards. The McMeekin station is a coal-fired power plant near Lake Murray. It was unclear Wednesday how the new rules might affect utility rates.

Gov. Mark Sanford's office had no comment Wednesday, but the governor has voiced his displeasure with the tighter standards.

In a Dec. 11 letter to EPA administrator Stephen Johnson, Sanford and governors from 10 other states said they are already making progress to limit ozone pollution — and they don't need tougher standards.

"Uncertain health and environmental benefits do not warrant a tightened standard," the letter said.



APPENDIX 10 - HURRICANE MAPS

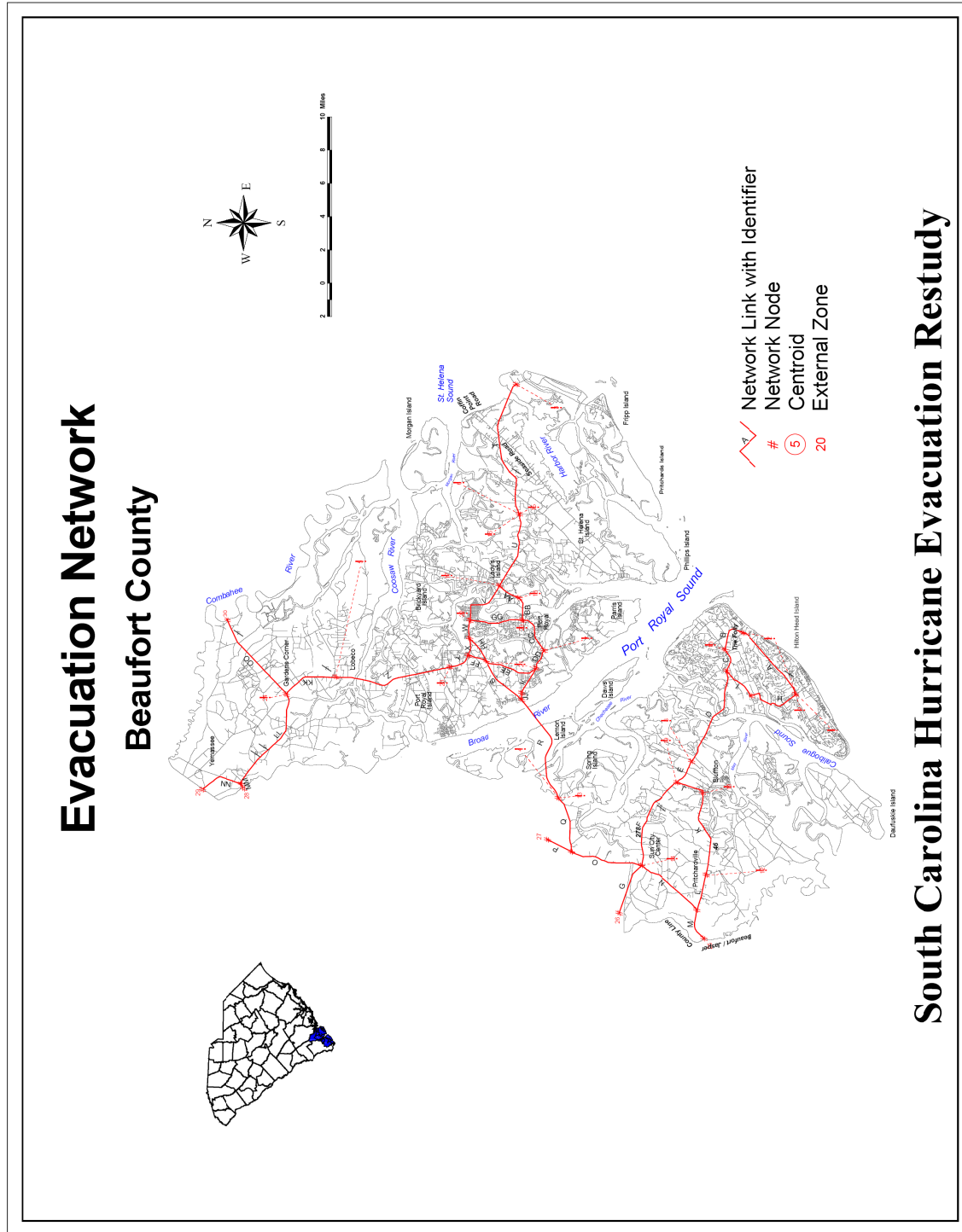
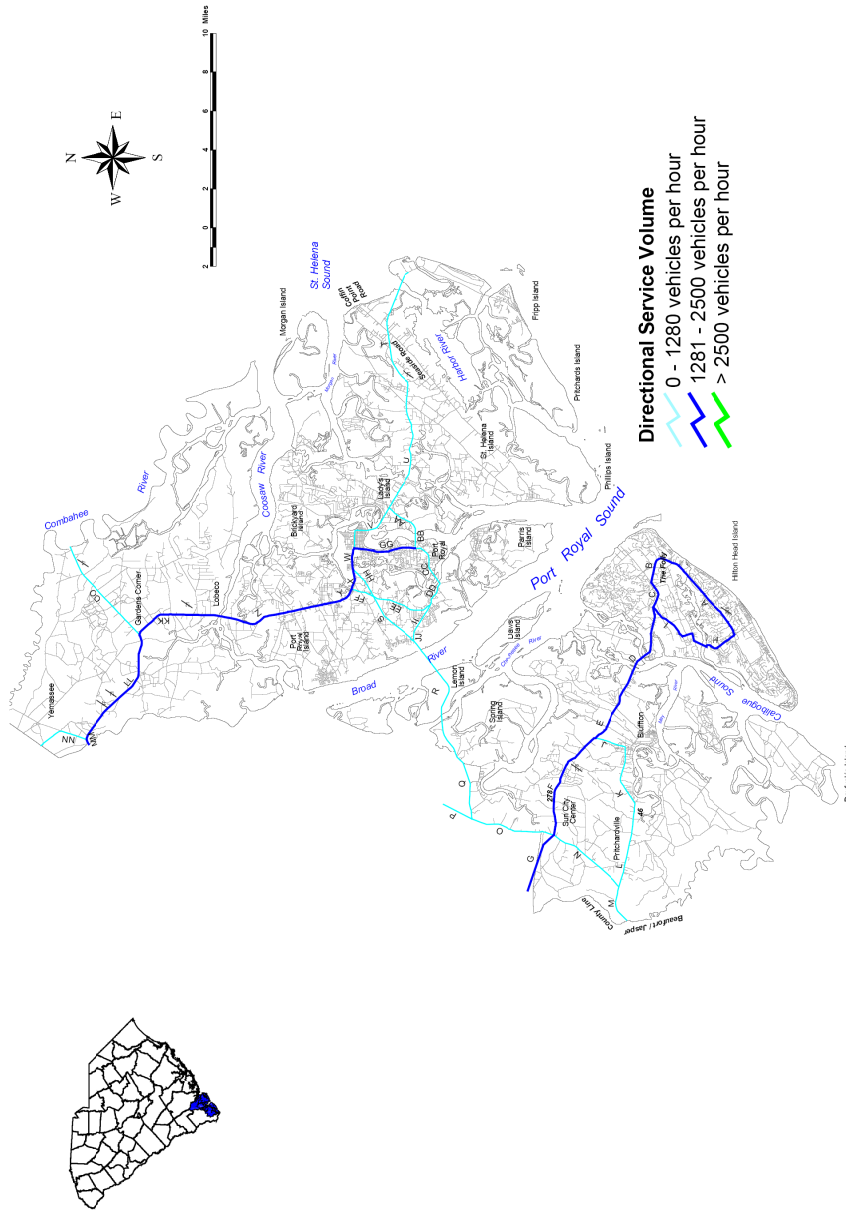


Figure 6-8. Evacuation Network – Beaufort County

6-15

Directional Service Volumes

Beaufort County



South Carolina Hurricane Evacuation Restudy

Figure 6-16. Directional Service Volumes, Beaufort County

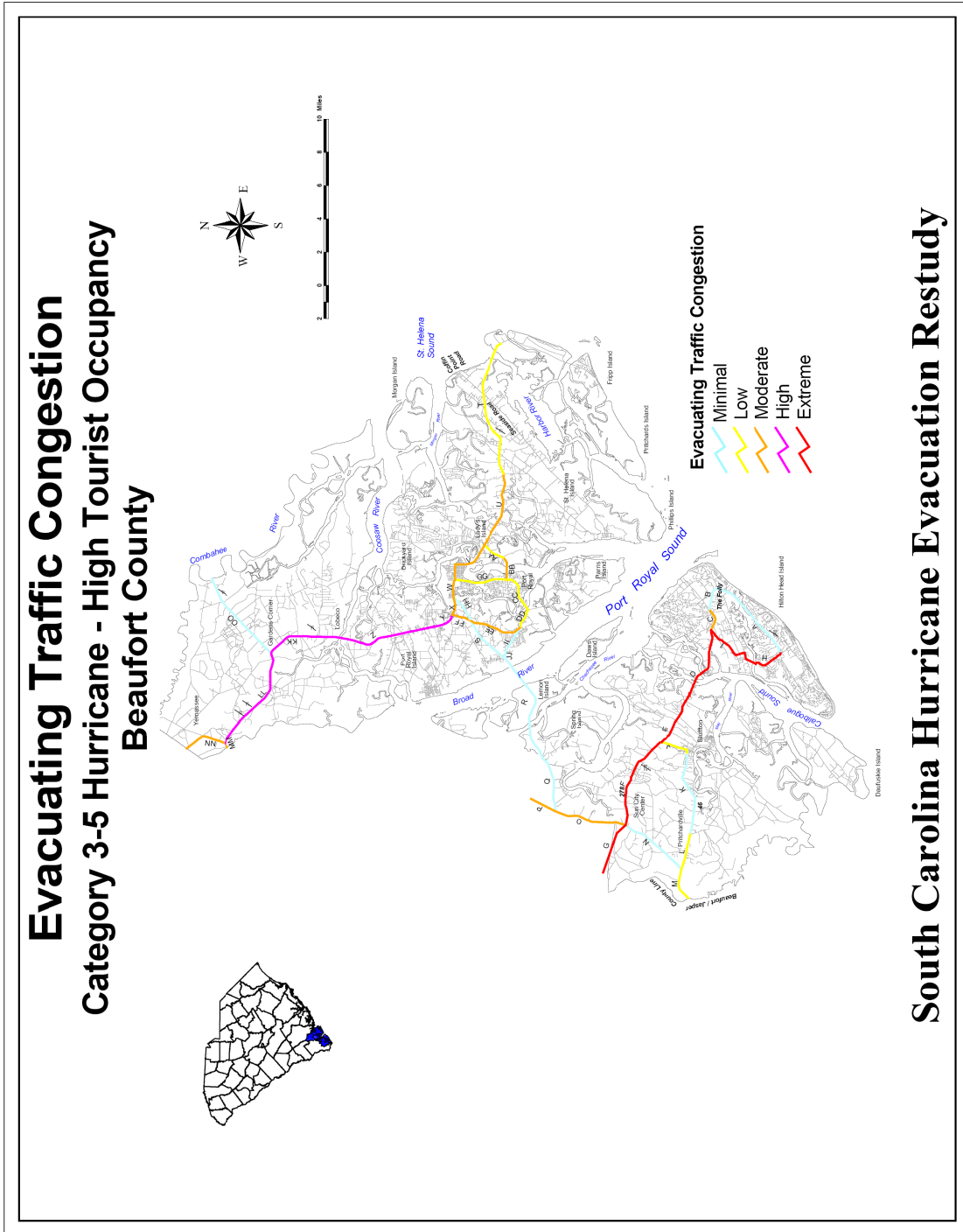


Figure 6-32. Evacuating Traffic Congestion Cat 3-5 Hurricane High Tourist Occupancy, Beaufort County



Table 6-3 (Continued)
SOUTHERN CONGLOMERATE CLEARANCE TIMES (IN HOURS)
South Carolina Hurricane Evacuation Restudy

	<u>Normal Lane Use</u>		<u>W/US 278 Reverse Lane</u>	
	<u>Low Tourist Occupancy</u>	<u>High Tourist Occupancy</u>	<u>Low Tourist Occupancy</u>	<u>High Tourist Occupancy</u>
<u>Category 1 Hurricane</u>				
Rapid Response	10.9 hours	16.3 hours	8.7 hours	12.9 hours
Medium Response	11.5	17.3	9.3	13.9
Long Response	12.0	18.1	12.0	14.5
<u>Category 2 Hurricane</u>				
Rapid Response	12.9	18.7	10.3	14.8
Medium Response	13.5	19.7	10.8	15.8
Long Response	13.9	20.5	12.0	16.3
<u>Category 3-5 Hurricane</u>				
Rapid Response	14.2	20.0	11.3	15.8
Medium Response	14.8	21.1	11.9	16.8
Long Response	15.2	21.8	12.2	17.4

Please Note: All times reported in this table have been calculated post-Floyd and reflect preliminary operational procedures and postures that have resulted from planning by the SCEPD, SCDOT, DPS. Observed real time traffic flow figures from recent SC hurricane evacuations have been used for roadway capacity assumptions. The times also reflect evacuation zone systems, scenarios and Year 2000 population estimates finalized by SCEPD and local county emergency management as of September 1, 1999. Individual household travel times are shortest for the long response situation where traffic loading the highways is spread over 11+ hours and is longest for the rapid response situation where all evacuees try to load the highways within 5 hours. Times are calculated under the assumption that all traffic control points listed in the June 1999 Traffic Management/Law Enforcement Southern Coastal Conglomerate Annex to the state hurricane plan, will be manned and actively managed. US 278 reverse lane assumed from island connector to Burnt Church Road.



APPENDIX 11 - DR. MOCK'S HURRICANE NOTES

Dr. Cary Mock, an associate professor at the University of South Carolina in the Department of Geography, has performed extensive research on atmospheric patterns and climate variations and submitted the following information to this application.

I looked at the NOAA Coastal Services Center Website and got the following attached data for you. There are two maps that show Category 1+ hurricanes, and just the major (Category 3+) hurricanes that impacted a circle within 65 nautical miles of Beaufort. I am inclined to believe that most of it is very accurate, as it comes from the NOAA National Hurricane Center HURDAT data (which some of the information initially came from me), but I will note the following additional aspects:

- 1) The 1853 storm listed in the on the following page is likely not at hurricane strength, probably a strong TS - at least according to my records. Also, there was a hurricane in September 1861 that is not listed in the database, and perhaps another one in early November (which is on the borderline of TS/Hurricane) the same year. I will communicate that info to the National Hurricane Center folks soon.
- 2) For Beaufort in particular, the 1885 storm is probably right at the Category 2/3 threshold, but I would lean that it is slightly on the high cat 2 and wouldn't count it in terms of major hurricane impacts.
- 3) The 1896 (and 1854) hurricanes were clearly major hurricanes that hit Georgia. The impact "just across the border" in my opinion is also mostly strong cat 2, but I clearly do not doubt that Savannah was a little harder hit.
- 4) I think that Hurricane Able (1952) was a cat 1 storm for SC, same mostly for Ginny and David. I think the database from NOAA gives the stronger state out further away from land.
- 5) Gracie is the last major hurricane to hit near the Beaufort area, at cat 3 strength (1959), before a lot of development. All of the cat 1s that have happened since really did not hit the area directly. Hugo didn't really impact the area that much.
- 6) As far as pre-1851 major hurricanes of cat 3+, 1804 should definitely be included. The 1813 storm was close, but I wouldn't say it had cat 3 impact (a bit offshore and headed more towards Charleston). Georgia experienced a very strong hurricane in 1824, and it also impacted Beaufort, though I think at strong Category 1 strength. I have hurricane information back into the 1700's but data around Beaufort in particular is a little more scarce, and I don't want to imply specific hurricane years for it at this point.
- 7) You can put the hurricane data I presented and come up with a general hurricane history of strikes and rough recurrence intervals, which I suggest to do separately for all hurricanes and major hurricanes. You probably know more than me, but it is pretty obvious that even a strong cat 1 hurricane can cause a serious storm surge along the Sea Islands near Beaufort, and a cat 3 would be catastrophic - and I would say that Beaufort has not seen this since Gracie (and Gracie did not do a direct hit on Beaufort). The area is long overdue for a big hit but I don't have the means to do a prediction of the next hurricane as there is a lot of random behavior of hurricane tracks -- and it is impossible to predict at this point to the county scale. I can say, however, that sometimes Category 2+ hurricanes have hit the area frequently (1885, 1893, 1896), and we haven't seen activity like that clustered together for some time.

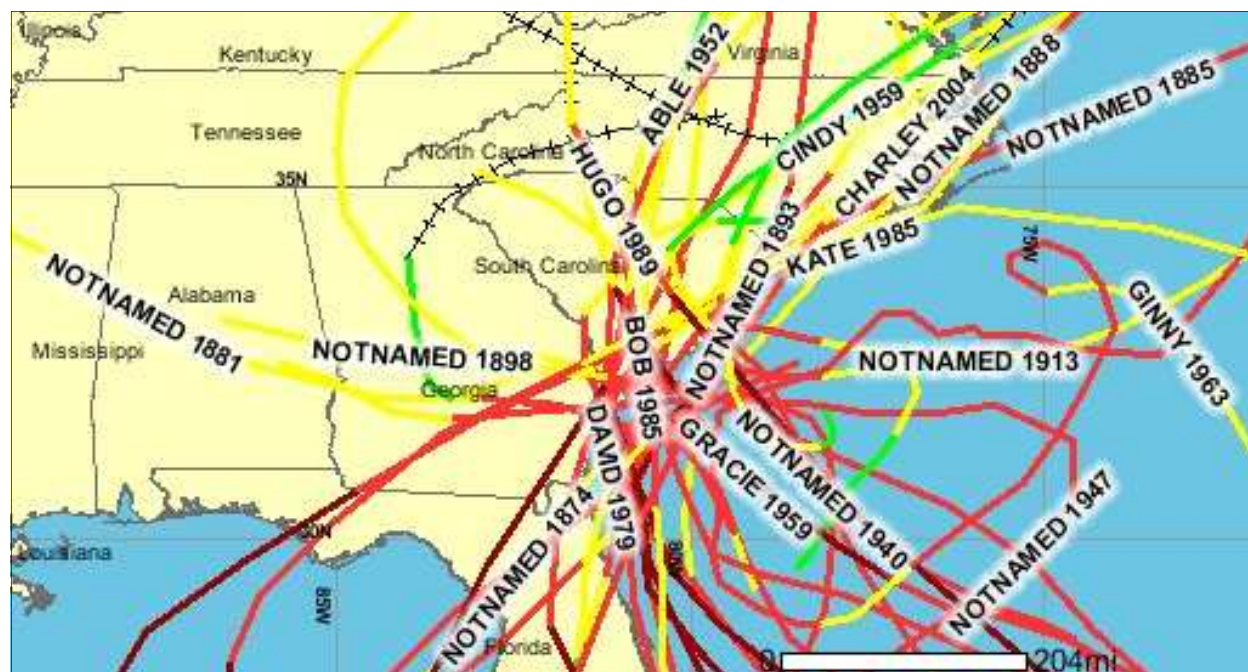


Beaufort, South Carolina Hurricane History

Rec	YEAR	MONTH	DAY	STORM NAME	WIND SPEED(K TS)	PRESSURE(MB)	CATEGORY
1	1853	10	21	NOTNAMED	90	0	H2
2	1853	10	21	NOTNAMED	80	0	H1
3	1853	10	21	NOTNAMED	80	0	H1
4	1853	10	22	NOTNAMED	80	0	H1
5	1854	9	8	NOTNAMED	110	0	H3
6	1854	9	8	NOTNAMED	100	0	H3
7	1854	9	8	NOTNAMED	100	950	H3
8	1854	9	9	NOTNAMED	80	0	H1
9	1854	9	9	NOTNAMED	70	0	H1
10	1867	6	22	NOTNAMED	70	0	H1
11	1867	6	22	NOTNAMED	70	0	H1
12	1874	9	28	NOTNAMED	70	0	H1
13	1874	9	28	NOTNAMED	80	981	H1
14	1878	9	11	NOTNAMED	80	0	H1
15	1878	9	12	NOTNAMED	80	0	H1
16	1878	9	12	NOTNAMED	80	0	H1
17	1878	9	12	NOTNAMED	80	0	H1
18	1881	8	27	NOTNAMED	90	0	H2
19	1881	8	27	NOTNAMED	90	0	H2
20	1881	8	28	NOTNAMED	90	970	H2
21	1881	8	28	NOTNAMED	70	0	H1
22	1885	8	25	NOTNAMED	90	0	H2
23	1885	8	25	NOTNAMED	100	0	H3
24	1885	8	25	NOTNAMED	90	0	H2
25	1888	10	11	NOTNAMED	70	0	H1
26	1893	8	28	NOTNAMED	100	954	H3
27	1893	8	28	NOTNAMED	90	958	H2
28	1893	10	13	NOTNAMED	105	0	H3
29	1893	10	13	NOTNAMED	105	955	H3
30	1894	9	26	NOTNAMED	70	0	H1
31	1894	9	27	NOTNAMED	75	0	H1
32	1894	9	27	NOTNAMED	80	0	H1
33	1894	9	27	NOTNAMED	70	0	H1
34	1894	10	9	NOTNAMED	70	0	H1
35	1896	9	29	NOTNAMED	100	963	H3
36	1896	9	29	NOTNAMED	85	973	H2
37	1898	8	30	NOTNAMED	75	0	H1
38	1898	8	31	NOTNAMED	75	0	H1
39	1898	8	31	NOTNAMED	75	0	H1
40	1906	10	20	NOTNAMED	70	0	H1
41	1911	8	27	NOTNAMED	85	0	H2
42	1911	8	28	NOTNAMED	85	0	H2
43	1911	8	28	NOTNAMED	85	972	H2
44	1911	8	28	NOTNAMED	65	0	H1
45	1913	10	8	NOTNAMED	65	0	H1
46	1916	7	14	NOTNAMED	75	0	H1



Rec	YEAR	MONTH	DAY	STORM NAME	WIND SPEED(K TS)	PRESSURE(MB)	CATEGORY
47	1928	9	18	NOTNAMED	80	974	H1
48	1928	9	18	NOTNAMED	75	0	H1
49	1940	8	11	NOTNAMED	70	0	H1
50	1940	8	11	NOTNAMED	65	975	H1
51	1947	10	15	NOTNAMED	70	0	H1
52	1947	10	15	NOTNAMED	75	0	H1
53	1947	10	15	NOTNAMED	75	973	H1
54	1952	8	30	ABLE	85	0	H2
55	1952	8	31	ABLE	90	0	H2
56	1952	8	31	ABLE	70	0	H1
57	1959	7	9	CINDY	65	0	H1
58	1959	9	29	GRACIE	120	950	H4
59	1959	9	29	GRACIE	105	0	H3
60	1963	10	25	GINNY	85	0	H2
61	1963	10	25	GINNY	90	976	H2
62	1979	9	4	DAVID	85	970	H2
63	1979	9	4	DAVID	80	970	H1
64	1979	9	5	DAVID	65	972	H1
65	1985	7	24	BOB	65	1003	H1
66	1985	7	25	BOB	65	1002	H1
67	1985	11	22	KATE	65	983	H1
68	1989	9	22	HUGO	120	935	H4
69	1989	9	22	HUGO	85	952	H2
70	2004	8	14	CHARLEY	75	993	H1
71	2004	8	14	CHARLEY	65	988	H1
72	2004	8	29	GASTON	65	986	H1



Beaufort, South Carolina Category 1+ Storms



Beaufort, South Carolina Category 3+ Storms