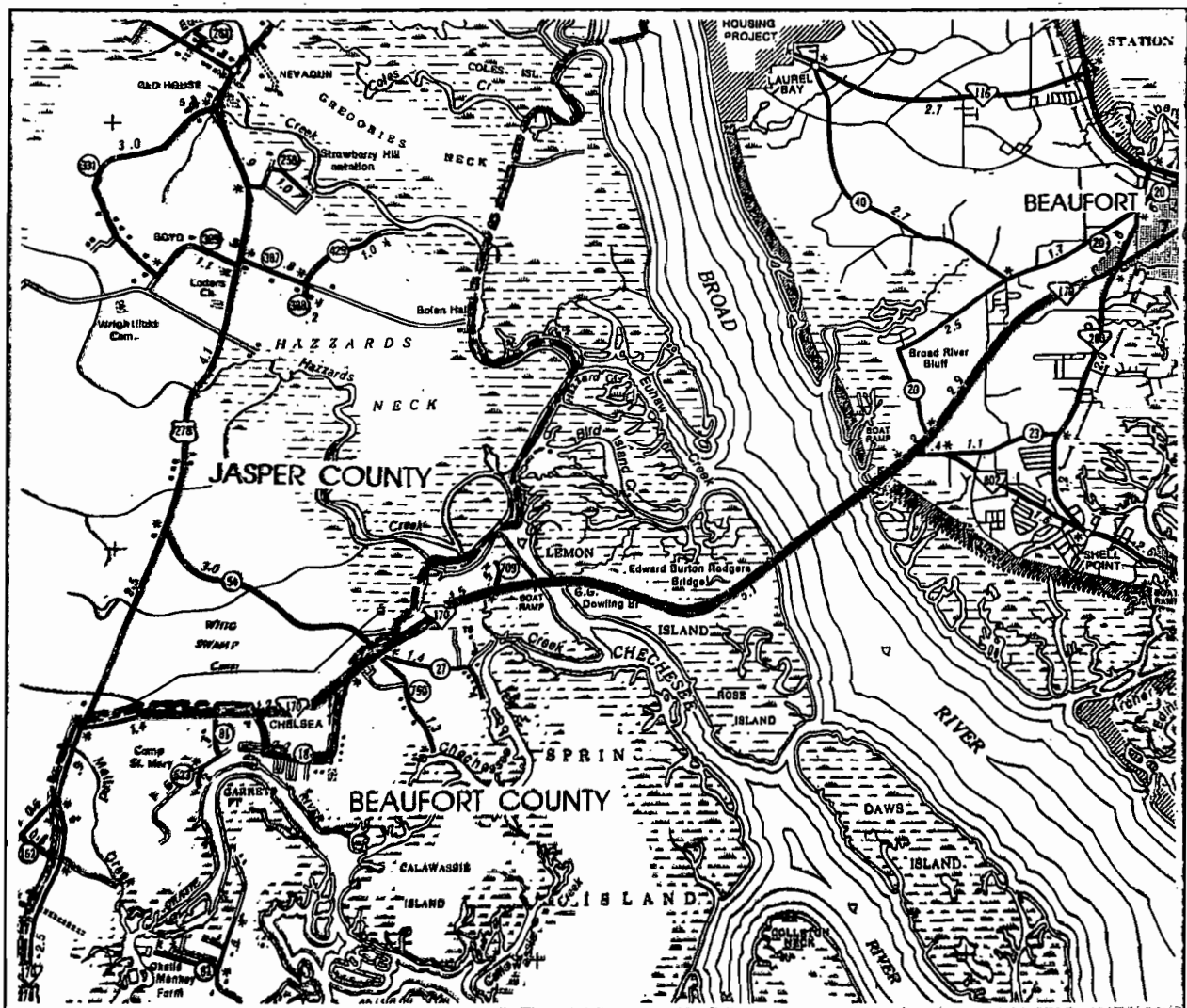




# FINANCIAL ASSISTANCE APPLICATION

To  
State Transportation Infrastructure Bank

For  
South Carolina Highway 170 Improvement



# **FINANCIAL ASSISTANCE APPLICATION**

**To**

**State Transportation Infrastructure Bank**

**For**

**South Carolina Highway 170 Improvement**

**December 19, 1997**

**769**

# COUNTY COUNCIL OF BEAUFORT COUNTY

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COUNTY ATTORNEY

SUZANNE M. RAINEY  
CLERK TO COUNCIL

December 19, 1997

The Honorable Howard Covington, Chairman  
SC Transportation Infrastructure Bank  
25 Woods Lake Road  
Greengate Office Park  
Building 6, Suite 600  
Greenville, SC 29607

Dear Mr. Covington:

Enclosed is Beaufort County's application to the State Transportation Infrastructure Bank for financial assistance in the amount of \$103,760,000 for the widening/improvement of SC Highway 170 from the Career Education Center eastward to the City limits of Beaufort.

Beaufort County proposes to contribute \$25,000,000 toward the funding of this vitally important project. The local funding mechanism will be the one percent special-purpose sales tax. This matter will, pursuant to state law, be put before local voters by referendum in November 1998. The County Council fully recognizes that the proposed local funding is contingent upon this future event. This decision evolved after considering a menu of other funding sources, upon which considerable public comment was received. It stands as the preferred option, and is one we have confidence that will succeed.

This project has already enjoyed important resources and activities prerequisite to necessary improvements. Preliminary Engineering and the Environmental Assessment have been completed by SCDOT. Right-of-way acquisition is also well underway. With this in mind, the application draws upon maximum use of SCDOT's approved STIP funding already earmarked for this project. It is anticipated that \$11,240,000 of additional SCDOT funding will be available.

Our project plan/strategy envisages that -- immediately upon passage of the special-purpose sales tax referendum in November 1998 -- SCDOT's Request for Proposals for a "design-build" contract will be ready for release. Final design and permitting can proceed in mid-1999, with project completion three years thereafter.



## COUNTY COUNCIL OF BEAUFORT COUNTY

The Honorable Howard Covington, Chairman

December 19, 1997

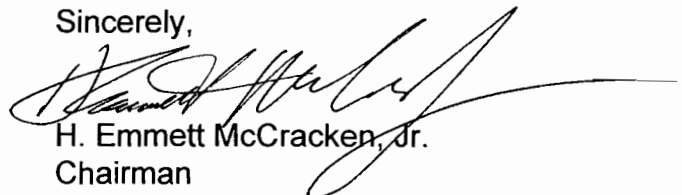
Page 2

Fourteen copies of this application (of the total of 20 required) are enclosed herewith. Due to the impending Christmas holiday, and in order to expedite transmittal of this document to the other members of your Board of Directors without imposing an administrative burden on you, we have taken the liberty to express deliver a copy of this application directly to the other six Board members. We hope this action meets with your approval. However, if you would like six or more additional copies forwarded directly to you, please let me know.

We would appreciate an opportunity to clarify and elaborate upon our application through an oral presentation to your Board of Directors. We could then also respond to questions that you may have after reading the enclosed application. Accordingly, we respectfully invite the Board to visit Beaufort County at your earliest opportunity. While here, we believe an on-site inspection of SC Highway 170 also would be informative and helpful. I have asked County Councilman Leonard Tinnan to contact you after January 1 to explore what dates might best suit you and your colleagues. In the interim, we stand prepared to respond to any requests for additional information.

In closing, let me extend Beaufort County Council's holiday greetings to every member of the Infrastructure Bank Board and their families, along with our best wishes for a happy, healthy and successful 1998.

Sincerely,



H. Emmett McCracken, Jr.  
Chairman

HEMjr:smr

Attachments

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## EXECUTIVE SUMMARY

The 12.5 - mile section of South Carolina Highway 170 (SC 170) from near the Beaufort-Jasper Career Education Center, at the SC 462 intersection, easterly to the Beaufort city limits is arguably *the most dangerous transportation corridor in the State*. The number of accidents, injuries and fatalities that have occurred over the past five years on this two-lane undivided highway is shocking, intolerable, and cannot be left unattended any longer. With Beaufort County now the fastest growing county in South Carolina, this safety problem is rapidly being magnified.

Additionally, due to the unique geography of Beaufort County -- comprised principally of several dozen islands and vast waterways -- SC 170 is the sole and exclusive transportation link between the northern portion of the County (including the City of Beaufort, the Town of Port Royal, the Sea Islands, etc.) and the southern portion (which includes the Town of Hilton Head Island, the Town of Bluffton, Sun City, etc.). Thousands of workers living in the northern sector of the County commute daily to work in the jobs-rich southern sector. Thus, SC 170 is literally the "*economic lifeline*" of Beaufort County.

Without near-term improvement of SC 170, it is likely that automobile injury and death counts will rise markedly, and the economic growth of Beaufort County -- now one of the largest contributors to State tax coffers -- could be stifled.

The costs to improve SC 170 to a divided four-lane highway is unusually costly, on a per mile basis, due to the need to build new bridges to span two major rivers (the Chechessee River and the Broad River). The latter requires a bridge approximately 1.5 miles long, with a navigational clearance of at least 45 feet above mean high water. The total cost of the SC 170 improvement project is currently projected to be \$140,000,000, based upon December 1997 estimates provided by the South Carolina Department of Transportation (SCDOT), including inflationary escalation plus contingency and other allowances, including a full resurfacing of the highway at a future date.

Based on "normal" federal and state funding expectations, SCDOT projects that completion of the SC 170 improvement could not be completed for two decades or more. That is not an acceptable solution for Beaufort County. It is imperative, therefore, that the County turn to the recently created State Transportation Infrastructure Bank (SIB) for financial assistance with this critical and costly project. This document represents Beaufort County's formal financial assistance application to the SIB.

Project funding will include a local contribution of \$25,000,000, to be raised through a short-term one percent local sales tax, subject to Beaufort County voters' approval of a referendum to be held on November 3, 1998. Though a special-purpose sales tax referendum regarding SC 170 funding was defeated previously (November 1996), the dollar amount and tax collection period was substantially greater than now proposed.

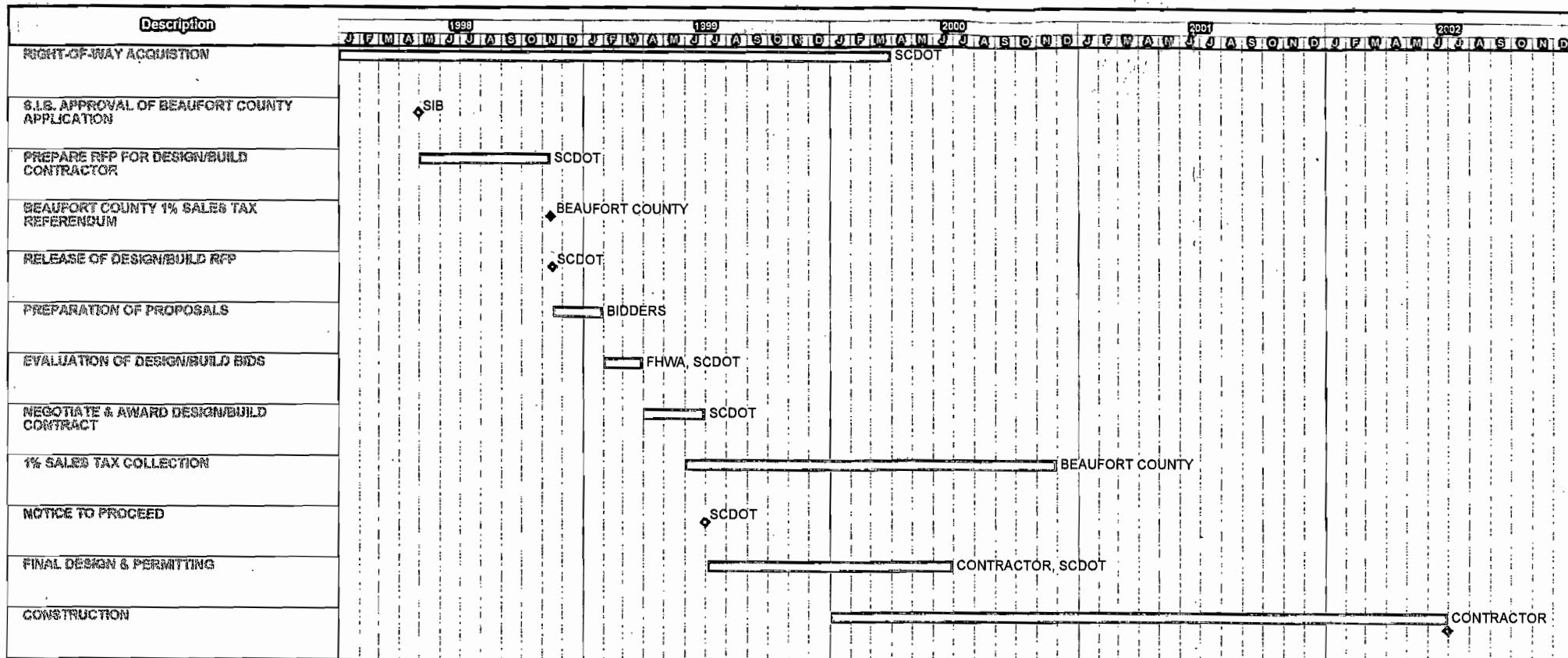
Additionally, the County's four municipalities, the County School Board, the Lowcountry Council of Governments (including Jasper, Hampton, and Colleton Counties), and many local business and civic associations have this time pledged their support to the passage of the sales tax referendum upon which this application is based (see Appendix B for copies of the resolutions and letters of support); and the area's three largest newspapers have recently run editorials strongly supporting the County's plan. Beaufort County Council believes that the mood of the County's voters has now changed in favor of the short-term sales tax. We believe, therefore, that the requisite forthcoming referendum for \$25,000,000 will be approved – assuming that the SIB grants its approval to this financial assistance application.

Funding of the SC 170 improvement project is contemplated as follows:

<u>Source of Funds</u>	<u>Amount</u>	<u>Percentage</u>
SCDOT (current approved STIP)	\$ 11,240,000	8.03
Beaufort County	25,000,000	17.86
State Infrastructure Bank	103,760,000	74.11
Total	<u>\$ 140,000,000</u>	<u>100.00</u>

The SC 170 project is "ready to run." Preliminary engineering has been completed by SCDOT. The Environmental Assessment also has been completed and gone through the public hearing process, and the right-of-way acquisition has been initiated. As shown in the project schedule included herein, final design and permitting could begin -- through a "design-build" contractor selected/managed by SCDOT -- by mid-1999, with full construction completed by mid-2002.

Approval of this financial assistance application by the State Transportation Infrastructure Bank is urgently needed and respectfully requested.



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Finish date	01/01/00
Run date	12/17/97
Page number	1A
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**SCDOT / BEAUFORT COUNTY  
S.C. HIGHWAY 170 IMPROVEMENT PROJECT**

	Early bar
	Progress bar
	Critical bar
	Summary bar
	Summary point
	Start milestone point
	Finish milestone point



## DESCRIPTION OF PROJECT

The South Carolina Department of Transportation (SCDOT) engineering plans for improvement of SC 170 proposes to “widen” the existing two travel lanes of SC 170 to four travel lanes from near the intersection of SC 170 with SC 462 (formerly US 278) to S-761 (W. L. Alston Drive) near the Beaufort city limits (see Figure 1). The project length is 12.5 miles, and would incorporate two new 12-foot travel lanes and a median.

The median between the existing two-lane roadway and the new two-lane roadway will vary in both width and type depending upon its location along the project in order to minimize impacts to the environment, while preserving the beauty and rural character of the roadway, to the degree practicable. From the SC 462/SC 170 intersection to a point on Lemon Island approximately mid-way between the Chechessee River and Broad River, the median will be 48 feet wide and grassed, except for a short section at the Camp St Mary’s Road intersection. The existing Chechessee River bridge will be replaced with two separate two-lane (one-way) bridges constructed in stages. From the point mid-way between the Chechessee and Broad Rivers to west of the SC 802/ SC 170 intersection, the roadway median will be 15 feet wide, curbed and grassed. The existing Broad River bridge will be replaced with a single 82-foot wide, four-lane bridge (including 10-foot shoulders and a 14-foot median), with a 45-foot navigational height, constructed in one stage. The new bridge will be a fixed span bridge replacing the existing swing span structure, which will be partially demolished after opening of the new bridge. From west of the SC 802/SC 170 intersection to west of S-761 (W.L. Alston Drive), the median will be 15 feet wide and paved. As part of this project, existing at-grade intersections at Old Bailey’s Road (S-18), Callawassie Road (S-54/S-790), Castle Rock Road (S-802) and Goethe Road (S-589) will be upgraded.

The design year of this project is 2015, with a projected average daily traffic (ADT) of over 40,000 vehicles at that date.

The above project description can be seen in the Preliminary Engineering design drawings in Figure II - 1 and Figures III - 1 through Figures III - 9, contained in Appendix A hereto.

The need to accelerate the completion of this project is due to the following:

- the anticipated increase in traffic volume;
- the increasing frequency and severity of traffic accidents;
- the service life expectancy of the Chechessee River and Broad River bridges.

By the year 2015, the average daily traffic (ADT) volume is projected to increase to 40,400 vehicles per day along this section of SC 170. Without adding lanes to SC 170, the roadway will operate at well over capacity. Congestion will increase, passing opportunities will decrease, and traffic accidents will increase.

The combination of increasing traffic volumes and substandard geometry has contributed to both the number and severity of roadway accidents. Accident information collected for the

time period January 1, 1991 through December 31, 1995 revealed that 429 accidents were reported within the project area. This represents an average of 9 accidents per mile per year. From 1991 to 1995, the number of accidents increased 44 percent from 75 (1991) to 108 (1995). Of the 429 accidents, 8 accidents (1.9 percent) involved 10 fatalities, 100 accidents (23.3 percent) involved 152 personal injuries and 321 accidents (74.8 percent) involved only property damage. During the three -year period 1993 - 1995, the rate of fatal accidents on SC 170 exceeded those on rural roads statewide by a factor of 1.40 (1993), 1.50 (1994) and 1.41 (1995).

By the year 2015, both the Chechessee River and Broad River bridges will be 55 years old and beyond their service life expectancy. The increasing frequency and duration of repairs associated with the aging of these bridges has had a substantial impact on traffic delays, as SC 170 provides the only crossing of both rivers. The closure of either of these bridges causes motorists needing to go between the SC 462/SC 170 and the SC 170/S-761 (W. L. Alston Drive) intersections to detour approximately 52 miles out of their way.

The widening of SC 170 has been cited by SCDOT as one of the highest priority projects in the State of South Carolina.

Currently the status of this project is:

1. The concept/preliminary engineering is complete.
2. The environmental assessment has been completed and all environmental approvals in place.
3. The SCDOT has held a public hearing on the project site with no public opposition and only limited comment.
4. Right-of-way funds are budgeted and right-of-way acquisition is already underway.

# PROJECT ROUTE

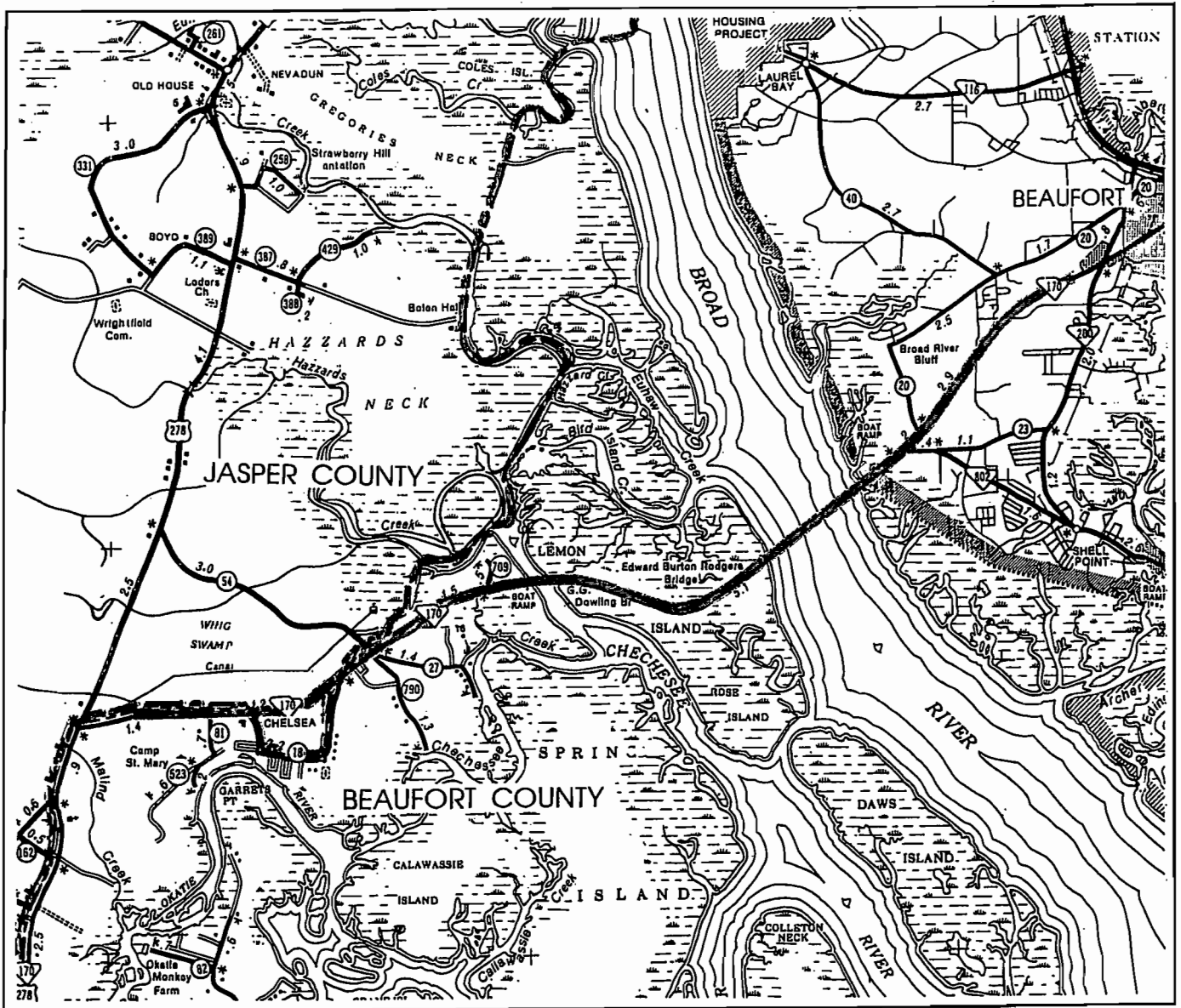


Figure 1

## PUBLIC BENEFITS

The 12.5 - mile section of South Carolina Highway 170 (SC 170) from near the Beaufort-Jasper Career Education Center, at the SC 462 intersection, easterly to the Beaufort city limits is arguably *the most dangerous transportation corridor in the State*. The number of accidents, injuries and fatalities that have occurred over the past five years on this two-lane undivided highway is shocking, intolerable, and cannot be left unattended any longer. With Beaufort County now the fastest growing county in South Carolina, this safety problem is rapidly being magnified.

Additionally, due to the unique geography of Beaufort County -- comprised principally of several dozen islands and vast waterways -- SC 170 is the sole and exclusive transportation link between the northern portion of the County (including the City of Beaufort, the Town of Port Royal, the Sea Islands, etc.) and the southern portion (which includes the Town of Hilton Head Island, the Town of Bluffton, Sun City, etc.). Thousands of workers living in the northern sector of the County commute daily to work in the jobs-rich southern sector. Thus, SC 170 is literally the "*economic lifeline*" of Beaufort County.

Without near-term improvement of SC 170, it is likely that automobile injury and death counts will rise markedly, and the economic growth of Beaufort County -- now one of the largest contributors to State tax coffers -- could be stifled.

The proposed SC 170 improvement project will clearly:

1. Enhance mobility and safety; and
2. Sustain and promote economic growth in Beaufort County; and
3. Sustain and improve the quality of life and general welfare of the local public.

### Traffic Volume and Public Safety Data

The subject portion of SC 170 has experienced an inordinate increase in Average Daily Traffic (ADT) count. In 1995, this two-laned highway logged an average of 11,500 vehicles per day at the Broad River bridge. The following year (1996), the same location had an ADT of 14,400 vehicles per day -- an increase of 25.2% from the previous year. This is significant, since the normal increase in traffic for this segment annually averages 6.6%. In fact, the increase from 1995 to 1996 (25.2%) is nearly equal to the four-year increase from 1990 to 1994 (26%).

In 1995, the Volume-to-Capacity (V/C) ratio for SC 170 at the Broad River bridge was 1.21. In 1996, the ratio increased to 1.52, showing a rapid degradation in the level of service. It is important to note that the project ADT volume for SC 170 (at the Broad River bridge) in the year 2015 will reach 40,400 vehicles per day. Should no action be taken prior to that date to replace the Broad River bridge, the V/C ratio will reach 4.25 -- representing a near-impassable "gridlock" situation. Even with a new four-lane bridge, the ratio of 2.12 represents a poor level of service.

Additional information on traffic volumes and accidents/injuries/fatalities are presented in the "Description of Project" section of this application and are not repeated here.

#### Resolution by County Council

The resolution adopted by Beaufort County Council on December 8, 1997, deems the improvement of SC 170 Highway Corridor to be essential to continued economic development and growth. A copy of the complete, signed County resolution is presented on the following pages of this section.

#### Support by Municipalities and Other Entities

The public benefits of the proposed project are further attested to by resolutions of support adopted recently by all four of the county's municipalities, the School Board, Jasper County Council, the Lowcounty Council of Governments, and virtually all other local government entities. Additionally, letters/resolutions of support for Beaufort County's financial assistance application to the SIB and for the one percent special-purpose sales tax to provide our local financial match have been received from every significant business association and from several prominent community organizations in Beaufort County.

Copies of these resolutions and letters of support are included in Appendix B of this document.

These documents clearly attest to the need for, and benefits of, the proposed SC 170 project. Additionally, they reflect the present mood of the local public to be supportive of the sales tax passage in November 1998. Such support was non-existent at the failed November 1996 sales tax referendum.

## RESOLUTION

WHEREAS, the 13.5-mile section of South Carolina Highway 170 (SC 170) from the Beaufort/Jasper Career Education Center to the Beaufort city limits currently carries overcapacity traffic loads and is demonstrably one of the most dangerous transportation corridors in the State; and

WHEREAS, the improvement of SC 170, including widening to four travel lanes and new bridges across the Chechessee and Broad Rivers, is projected to cost in excess of \$100,000,000 (based on SCDOT engineering estimates dated March 7, 1996, adjusted for inflation and contingency factors); and

WHEREAS, the South Carolina Department of Department (SCDOT) does not have, or expect to have, sufficient funding to accommodate the required SC 170 improvement in the foreseeable future; and

WHEREAS, the Federal government has not offered any funding assistance to this necessary project; and

WHEREAS, the Beaufort County Council believes that the responsibility to build and improve highways is a state and federal responsibility that is not being adequately addressed by either; and

WHEREAS, the Beaufort County Council does hereby find that the continued existence of Highway 170 as a two-lane road is a clear and present danger to our citizens and visitors; and

WHEREAS, the Beaufort County Council deems that the improvement of this highway corridor is essential to continued economic development and growth in Beaufort County; and

WHEREAS, the South Carolina General Assembly did, during its 1997 session, pass the Transportation Infrastructure Bank Act, thereby creating an instrumentality of the State known as the SC Transportation Infrastructure Bank (SIB), and authorized said SIB to provide financial assistance to government units for constructing highway facilities necessary for public purposes, with the stipulation that "*Preference must be given to eligible projects which have local financial support.*"; and

WHEREAS, the SIB has established a project application format and point rating evaluation process, and has indicated that primary consideration shall be given to project applications with local financial participation at 20 to 30 percent of the total project cost (or debt service); and

WHEREAS, the SIB has publicly noticed that project applications must be submitted prior to the end of the Calendar Year 1997 to be considered for financial assistance approval in 1998 with funds presently authorized; and

WHEREAS, the SCDOT could, with 1998 SIB approval of a Beaufort County SC 170 application, begin final design and construction management of the SC 170 improvements in early 1999, with project completion within three years thereafter; and

WHEREAS, of all revenue-generating options considered by and available to County Council, the one percent special purpose sales tax, subject to approval by public referendum, as provided under SC Act 52 of 1995, would result in the shortest term, least-cost solution for County residents and property owners; and

WHEREAS, Act 52 of 1995 restricts the timing of such sales tax referenda to be coincident with the date of a general election.

NOW, THEREFORE, BE IT RESOLVED that Beaufort County shall submit a financial assistance application for SC 170 to the SIB by not later than December 19, 1997, with such application to reflect a \$25,000,000 contribution/local match (representing approximately 20-25 percent of the project cost) to be made by Beaufort County *presuming passage of a limited term local one percent sales tax referendum in 1998*, with the County's application requesting that the SIB grant "conditional" approval of financial assistance, which approval would be valid if, and only if, Beaufort County voters approval the aforesaid sales tax referendum; and further

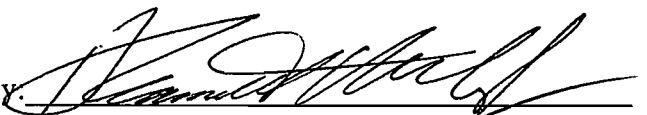
BE IT RESOLVED that Beaufort County Council thereby approves—*subject to SIB prior approval of the County's application*--the holding of the cited special purpose sales tax referendum on November 3, 1998, for the limited purpose of raising a maximum of \$25,000,000 to be applied toward the funding of improvements on Highway 170 and will later enact the ordinance and public notices required by SC Act 52 of 1995 in a timely manner; and further

BE IT RESOLVED that Beaufort County Council membership pledges to support and promote, *without the use of any public funds*, the passage of the said sales tax referendum; and further


BE IT RESOLVED that Beaufort County Council will solicit—from each of the County's municipal councils and from local citizen and business groups--similar resolutions of support for the sales tax solution to the SC 170 local financial match need, and will include all such supporting resolutions in the County's application to the SIB.

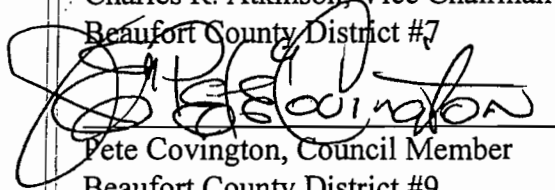
Adopted this 8th day of December, 1997.

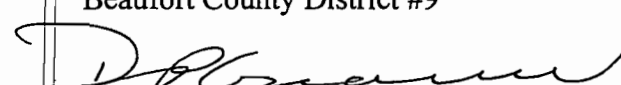
COUNTY COUNCIL OF BEAUFORT COUNTY

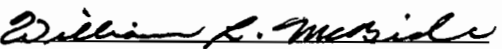
By: 

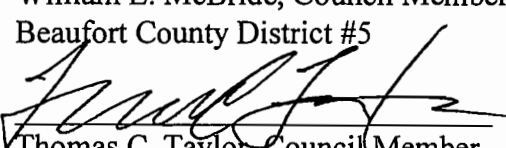
H. Emmett McCracken, Chairman  
Beaufort County District #4

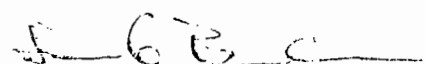
  
Charles R. Atkinson, Vice Chairman  
Beaufort County District #7

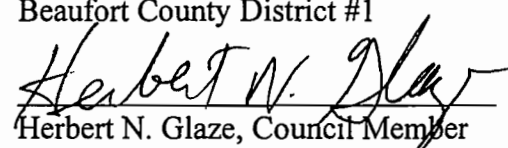
  
Pete Covington, Council Member  
Beaufort County District #9

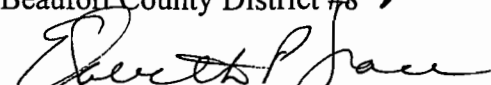
  
Dorothy P. Gnann, Council Member  
Beaufort County District #10


  
William L. McBride, Council Member  
Beaufort County District #5

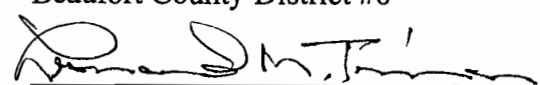
  
Thomas C. Taylor, Council Member  
Beaufort County District #2

  
Frank Brafman, Council Member  
Beaufort County District #1


  
Herbert N. Glaze, Council Member  
Beaufort County District #8

  
Elizabeth P. Grace, Council Member  
Beaufort County District #11

  
Eva M. Smalls, Council Member  
Beaufort County District #6

  
Leonard M. Tinnan, Council Member  
Beaufort County District #3

ATTEST:

  
Suzanne R. Reese  
Clerk to Council



## FINANCIAL PLAN

### Project Costs

Based upon a December 1997 estimate provided by the SCDOT (see Appendix C), the remaining cost of the SC 170 project is estimated to be \$140,000,000. This amount is based upon an 82-foot wide Broad River bridge; and includes inflation and contingency allowances, SCDOT/consultant project management costs, right-of-way acquisition completion, final design and permitting actions, construction costs, a one-time resurfacing and other allowances.

For the purposes of this application and the presentation of a cash flow analysis, the following simplified cost breakdown and schedule of expenditures have been assumed:

Remaining right-of-way	\$ 5,240,000	October 1998 - July 1999
Engineering and permitting	9,800,000	August 1999 - July 2000
Construction and other allowances	124,960,000	February 2000 - December 2002
Total	\$ 140,000,000	

### Project Funding

It is proposed/anticipated that funding of the SC 170 project will be from three sources, as follows:

<u>Source of Funds</u>	<u>Amount</u>	<u>Percentage</u>
SCDOT (current approved STIP)	\$ 11,240,000	8.03 %
Beaufort County	25,000,000	17.86
State Infrastructure Bank	103,760,000	74.11
Total	\$ 140,000,000	100.00 %

### Cash Flow

A simplified cash flow analysis, reflecting a monthly input of cash from each of the three funding sources against projected expenditures, is presented in tabular form in this section.

In preparing this analysis, the following assumptions have been made:

1. The SCDOT has budgeted \$5,240,000 in FY 1999 for the purchase of additional right-of-way. We would anticipate that the SCDOT will continue to acquire the necessary right-of-way for this project with these funds, as allocated in their budget. We have shown these revenues as allocated quarterly, with a corresponding

expenditure. Additionally, the SCDOT has budgeted \$6,000,000 in FY 2002 for the start of construction. Again, we have anticipated that this SCDOT funding will remain as projected and would be available to offset construction costs on a quarterly basis.

2. We anticipate that Beaufort County's \$25,000,000 local match, via the 1% special-purpose sales tax referendum will be approved by the county's voters in November 1998. Pursuant to State law, collections of that sales tax will begin in June 1999, with these funds becoming available from the S.C. Department of Revenue for this project in August 1999. It is currently planned that all tax revenues will, as collected, be placed on deposit with the State Treasurer, through the State-sponsored Government Investment Pool, and will be withdrawn as needed for the project.
3. We have anticipated that the State Infrastructure Bank funding would fund the remaining expenditures only after all SCDOT and Beaufort County funds have been utilized on the project.

As shown in the accompanying cash flow table, by utilizing this approach, these SCDOT and Beaufort County funds should exceed the expenditure needs of the project in the initial stages, *thereby deferring any requirement for State Infrastructure Bank funding until March 2000.*

### Financial Risks

We believe that the financial risks on this project are minimal, but those potential risk areas are identified below:

1. Project costs might be understated. However, we believe that SCDOT's latest (12/97) estimate of \$140,000,000 is well "cushioned" with inflation, contingency, and other allowances. Beaufort County believes that the project total cost will more likely be in the \$110-120,000,000 range. In any event, the firm fixed price bids will be available from "design/build" contractors by February 1999 -- which precedes Beaufort County's start of sales tax collection by at least four months, and precedes any SIB funds expenditure by more than one year. Thus, time is available, if necessary, to "adjust" the project to meet funding expectations/limits -- or at worst to cancel the SIB and Beaufort County's involvement in the project, without monetary risk to either entity.
2. Beaufort County's sales tax referendum fails in November. In this unexpected event, there is no financial risk to the State Infrastructure Bank. The SC 170 improvement simply reverts to SCDOT's STIP funded actions over many years. The "risk" in this event is not financial, but rather that Beaufort County will need to continue to live with a dangerous and overly crowded highway.

3. The SCDOT commission "withdraws" the \$6,000,000 STIP funding currently projected for FY 2002. If the total cost of the project is bid at and held to \$134,000,000 or less, the loss of these funds will be of no consequence. Otherwise, there could be a funding shortfall of up to \$1,500,000 in October 2001; January, April, and July 2002 -- for which a solution would be needed.

#### Other Local Financial Contributions

Beaufort County and its municipalities have regularly, since prior to 1990, expended substantial amounts of local funds in the maintenance, resurfacing, and improvement of State (SCDOT) roads and highways.

A table in Appendix D of this document summarizes Beaufort County's expenditures for these purposes over the last four fiscal years. A total of \$2,070,892 of county funds has been expended over this period for the upkeep and betterment of state roads. We currently expect that this type and level of efforts will continue.

Appendix D also provides a summary of the municipal funds expended by the Town of Hilton Head Island, to improve and maintain SCDOT roads within the town limits. Since 1990, the town has expended over \$6,700,000 for these purposes. This includes over \$630,000 and approximately \$500,000 for median maintenance and litter control respectively, for William Hilton Parkway (US 278) and Pope Avenue. In addition, the Town Council has made available to SCDOT 32 acres of Town-owned land to provide for on-island wetlands mitigation associated with SCDOT's construction of the new Cross Island Parkway.

The City of Beaufort and the Town of Port Royal have likewise regularly expended municipal funds for the maintenance and improvement of state roads within their corporate boundaries. Data on such expenditures are now being assembled and can be presented later.

Beaufort County  
Estimated Cash Flow for SC 170 Project

	<u>SCDOT /STIP</u>	<u>Sales Tax</u>	<u>SIB</u>	<u>Total Revenues</u>	<u>Total Costs</u>
July 1998	0	0	0	0	0
August 1998	0	0	0	0	0
September 1998	0	0	0	0	0
October 1998	1,310,000	0	0	1,310,000	1,310,000
November 1998	0	0	0	0	0
December 1998	0	0	0	0	0
January 1999	1,310,000	0	0	1,310,000	1,310,000
February 1999	0	0	0	0	0
March 1999	0	0	0	0	0
April 1999	1,310,000	0	0	1,310,000	1,310,000
May 1999	0	0	0	0	0
June 1999	0	0	0	0	0
July 1999	1,310,000	0	0	1,310,000	1,310,000
August 1999	0	1,388,889	0	1,388,889	816,667
September 1999	0	1,388,889	0	1,388,889	816,667
October 1999	0	1,388,889	0	1,388,889	816,667
November 1999	0	1,388,889	0	1,388,889	816,667
December 1999	0	1,388,889	0	1,388,889	816,667
January 2000	0	1,388,889	0	1,388,889	816,667
February 2000	0	1,388,889	0	1,388,889	4,386,952
March 2000	0	1,388,889	2,562,794	3,951,683	4,386,952
April 2000	0	1,388,889	2,998,063	4,386,952	4,386,952
May 2000	0	1,388,889	2,998,063	4,386,952	4,386,952
June 2000	0	1,388,889	2,998,063	4,386,952	4,386,952
July 2000	0	1,388,889	2,998,063	4,386,952	4,386,952
August 2000	0	1,388,889	2,181,397	3,570,286	3,570,286
September 2000	0	1,388,889	2,181,397	3,570,286	3,570,286
October 2000	0	1,388,889	2,181,397	3,570,286	3,570,286
November 2000	0	1,388,889	2,181,397	3,570,286	3,570,286
December 2000	0	1,388,889	2,181,397	3,570,286	3,570,286
January 2001	0	1,388,889	2,181,397	3,570,286	3,570,286
February 2001	0	0	3,570,286	3,570,286	3,570,286
March 2001	0	0	3,570,286	3,570,286	3,570,286
April 2001	0	0	3,570,286	3,570,286	3,570,286
May 2001	0	0	3,570,286	3,570,286	3,570,286
June 2001	0	0	3,570,286	3,570,286	3,570,286
July 2001	0	0	3,570,286	3,570,286	3,570,286
August 2001	0	0	3,570,286	3,570,286	3,570,286
September 2001	0	0	3,570,286	3,570,286	3,570,286
October 2001	1,500,000	0	2,070,286	3,570,286	3,570,286
November 2001	0	0	3,570,286	3,570,286	3,570,286
December 2001	0	0	3,570,286	3,570,286	3,570,286
January 2002	1,500,000	0	2,070,286	3,570,286	3,570,286
February 2002	0	0	3,570,286	3,570,286	3,570,286
March 2002	0	0	3,570,286	3,570,286	3,570,286
April 2002	1,500,000	0	2,070,286	3,570,286	3,570,286
May 2002	0	0	3,570,286	3,570,286	3,570,286
June 2002	0	0	3,570,286	3,570,286	3,570,286
July 2002	1,500,000	0	2,070,286	3,570,286	3,570,286
August 2002	0	0	3,570,286	3,570,286	3,570,286
September 2002	0	0	3,570,286	3,570,286	3,570,286
October 2002	0	0	3,570,286	3,570,286	3,570,286
November 2002	0	0	3,570,286	3,570,286	3,570,286
December 2002	0	0	3,570,286	3,570,286	3,570,286
	11,240,000	25,000,000	103,760,000	140,000,000	140,000,000

## PROJECT APPROACH

Due to earlier SCDOT actions and planning, the SC 170 improvement project is ready to move into "high gear." Preliminary engineering has been completed by SCDOT. The Environmental Assessment also has been completed and gone through the public hearing process. The right-of-way acquisition has been initiated. As shown in the project schedule included in this section, final design and permitting could begin -- through a "design-build" contractor selected/managed by SCDOT -- by mid-1999, with full construction completion by mid-2002.

There are no known obstacles -- legal, environmental, or other -- in the way of this project. Additionally, there is no known public opposition to the proposed construction. To the contrary, there is widespread total support for the earliest possible improvement of SC 170.

### Project Management

It is proposed that SCDOT manage all remaining developmental and construction activities through project completion, and that SCDOT continue to maintain the SC 170 highway thereafter.

This management approach has been discussed at length with senior SCDOT staff members. SCDOT has indicated their willingness to assume such responsibility, but have indicated that the total number of new projects -- particularly those major ones in which the SIB is a financial partner -- will overwhelm SCDOT's present staff capability. It will be necessary to hire additional project management personnel to oversee the SC 170 project, or more preferably, to contractually employ a specialized engineering/construction management firm for this purpose. In either event, at SCDOT's discretion, the project budget includes over \$7.5 million for this purpose.

### Project Schedule

The overall schedule for this project is shown on a following page in this section.

The schedule presumes SIB approval of Beaufort County's financial assistance application by April 1998. From that date until the sales tax referendum on November 3, 1998, a period of approximately six months, SCDOT staff (or consultant) would prepare a Request for Proposal (RFP) and associated bid specifications and drawings, to be used for soliciting "design/build" contractor proposals.

Upon passage of the tax referendum, SCDOT would issue the RFP, allowing almost three months for proposal responses to be prepared and submitted. Evaluations of bids and negotiation of a design/build contract will span an additional five months, with a contract award on or about July 1, 1999.

A one-year final design and permitting phase would then begin, overlapping the start of construction on about January 1, 2000. It is expected that the initial phase of construction would encompass the three-mile stretch from S-20, east of the Broad River, to S-761 (W. L. Alston Drive), the project terminus, since right-of-way acquisition for this section of the project will soon be completed.

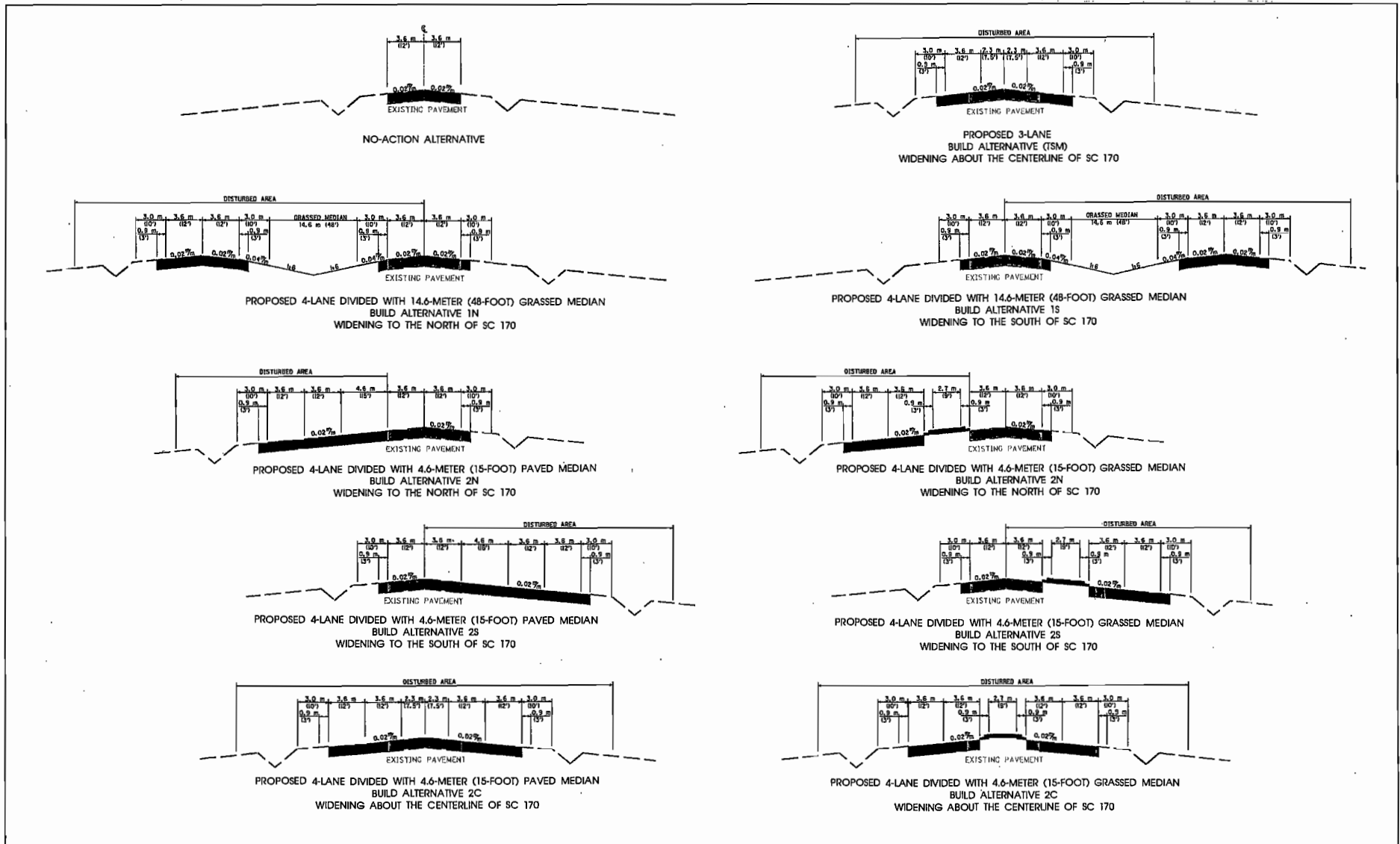
The total construction period is estimated to be 30 months, including 24 months for the new bridges, with remaining roadway construction running concurrently. Thus, project completion by mid-2002 is anticipated.

#### Intergovernmental Agreements

It is contemplated that a single three-party Intergovernmental Agreement -- encompassing the SIB, SCDOT, and Beaufort County -- could be utilized to define the respective rights and responsibilities of the parties to assure that the project will be completed successfully and within allocated financing. If the SIB has previously determined that multiple two-party agreements would be preferred, Beaufort County would have no objection thereto.

Assurance of contractor(s) compliance and satisfactory work completion would be expected through a performance bond(s) equaling 100% of the contract(s) value.

FIGURE II-1, TYPICAL ROADWAY CROSS SECTIONS



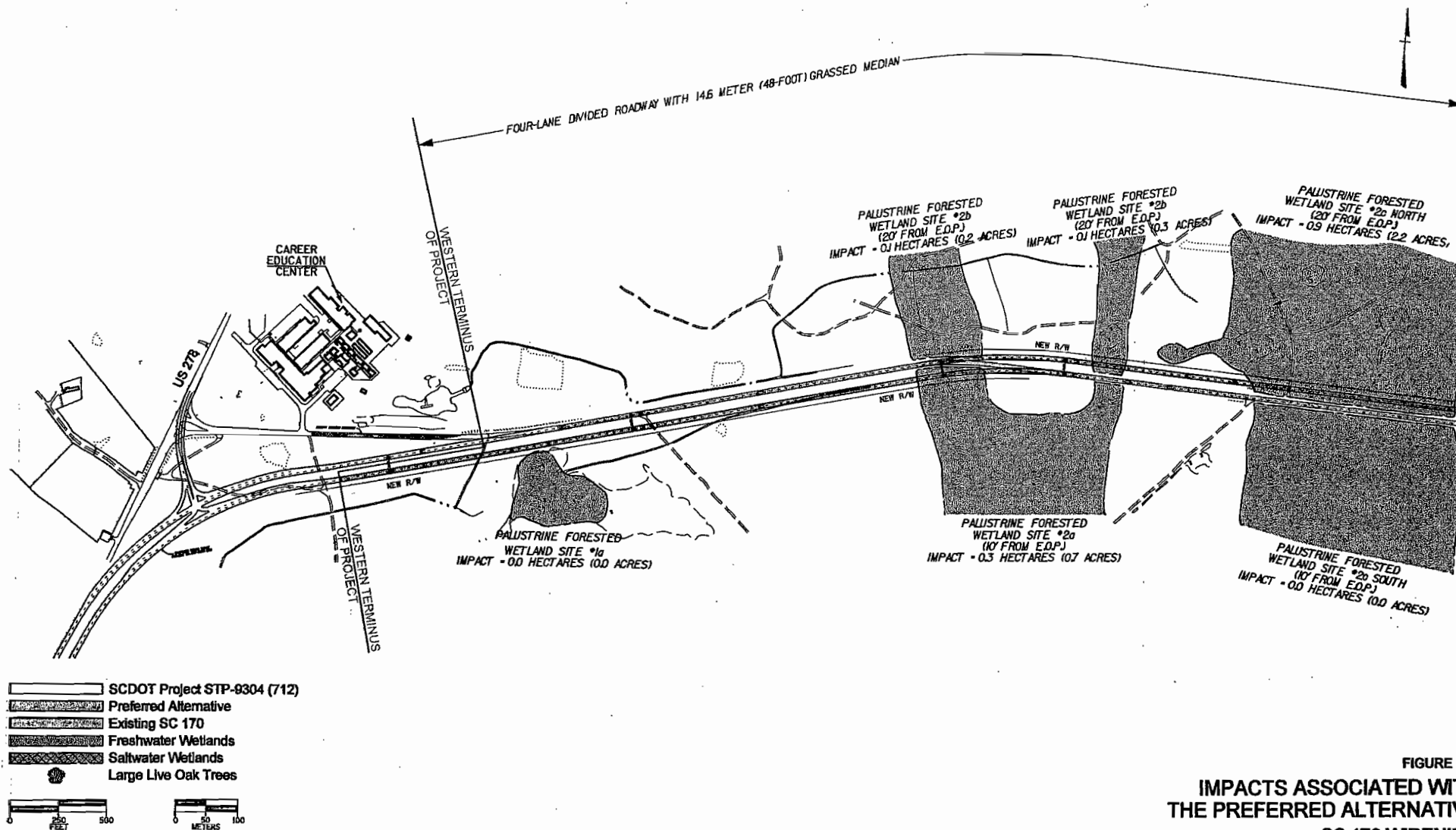
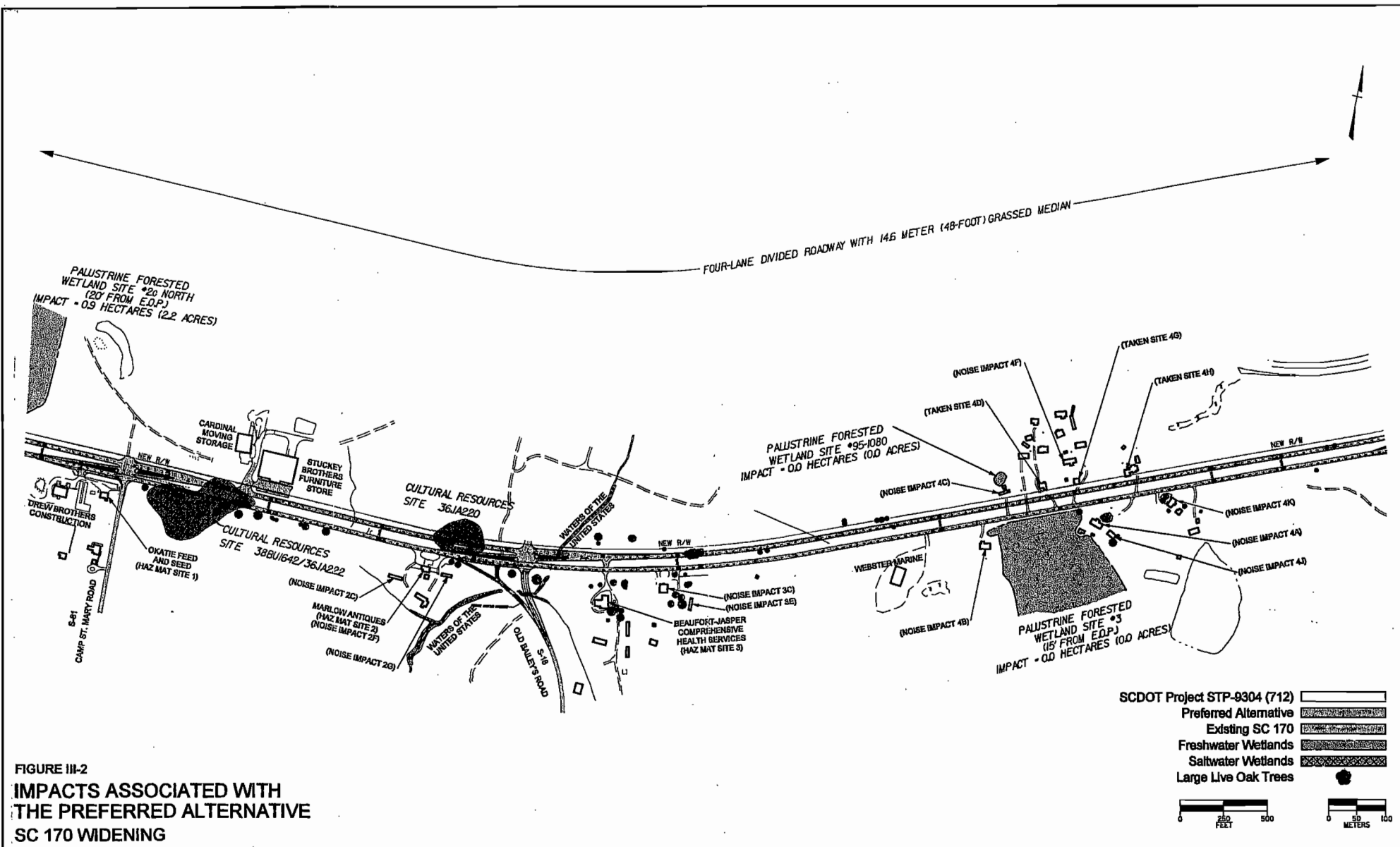


FIGURE III-1  
IMPACTS ASSOCIATED WITH  
THE PREFERRED ALTERNATIVE  
SC 170 WIDENING





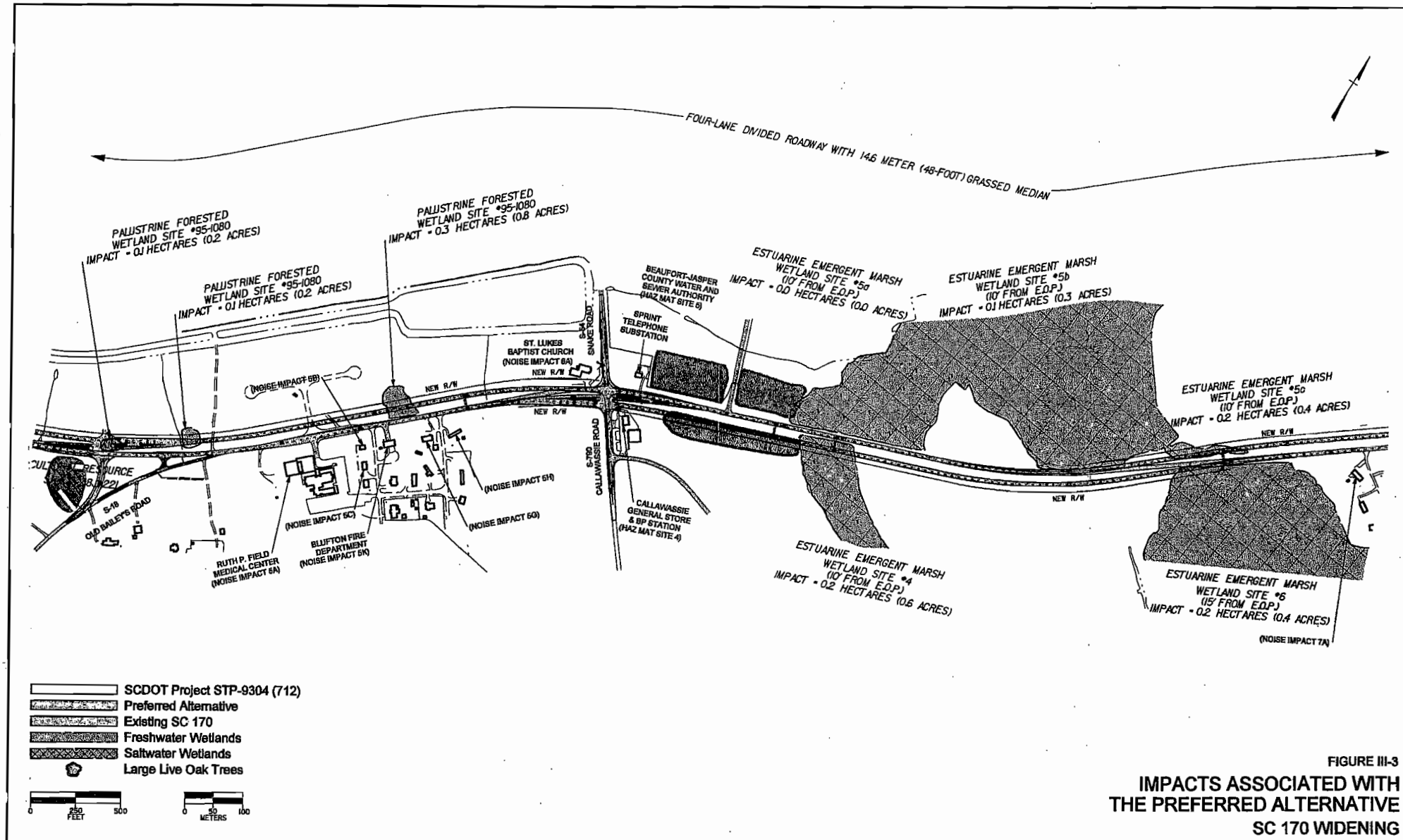


FIGURE III-3  
IMPACTS ASSOCIATED WITH  
THE PREFERRED ALTERNATIVE  
SC 170 WIDENING



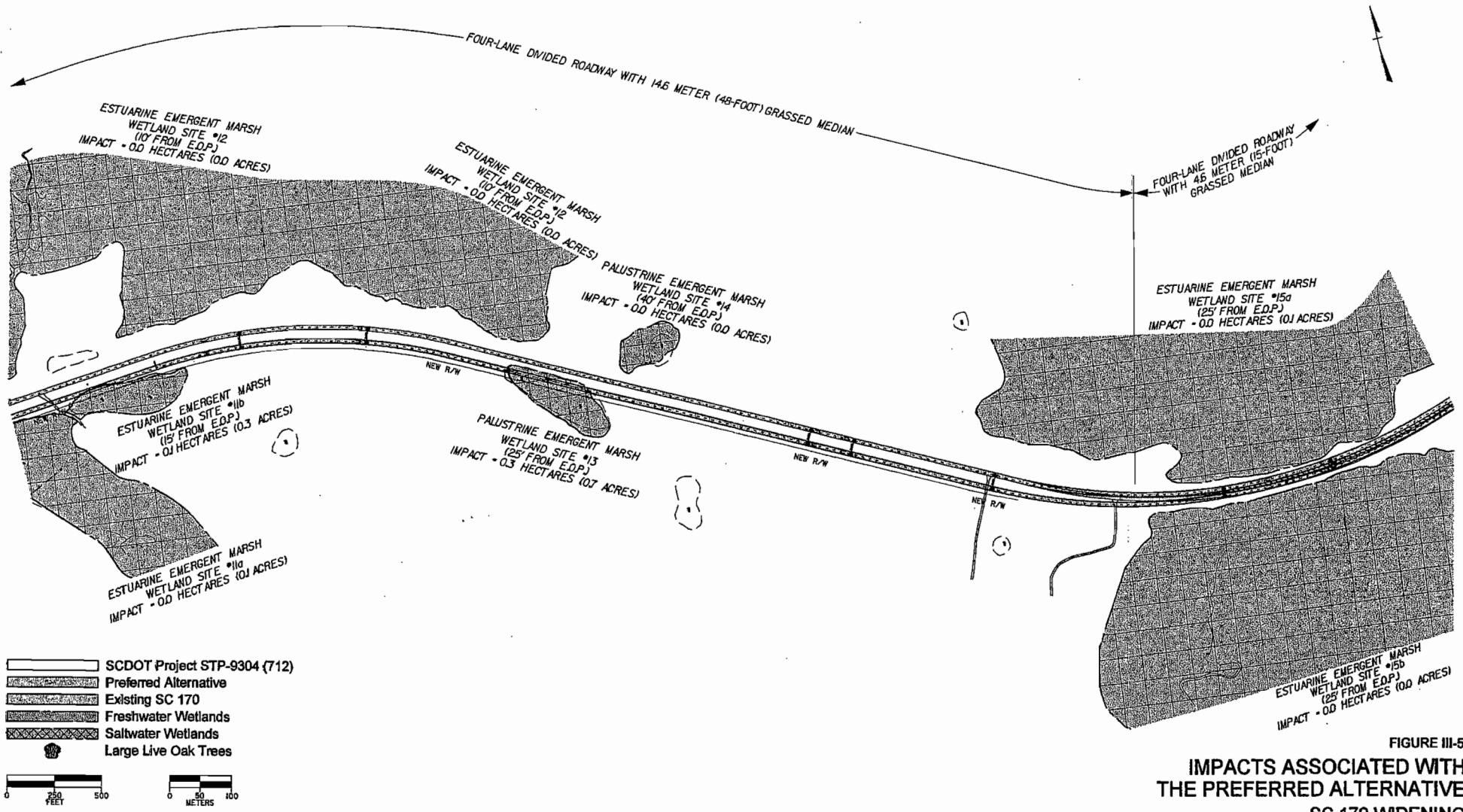


FIGURE III-5  
IMPACTS ASSOCIATED WITH  
THE PREFERRED ALTERNATIVE  
SC 170 WIDENING

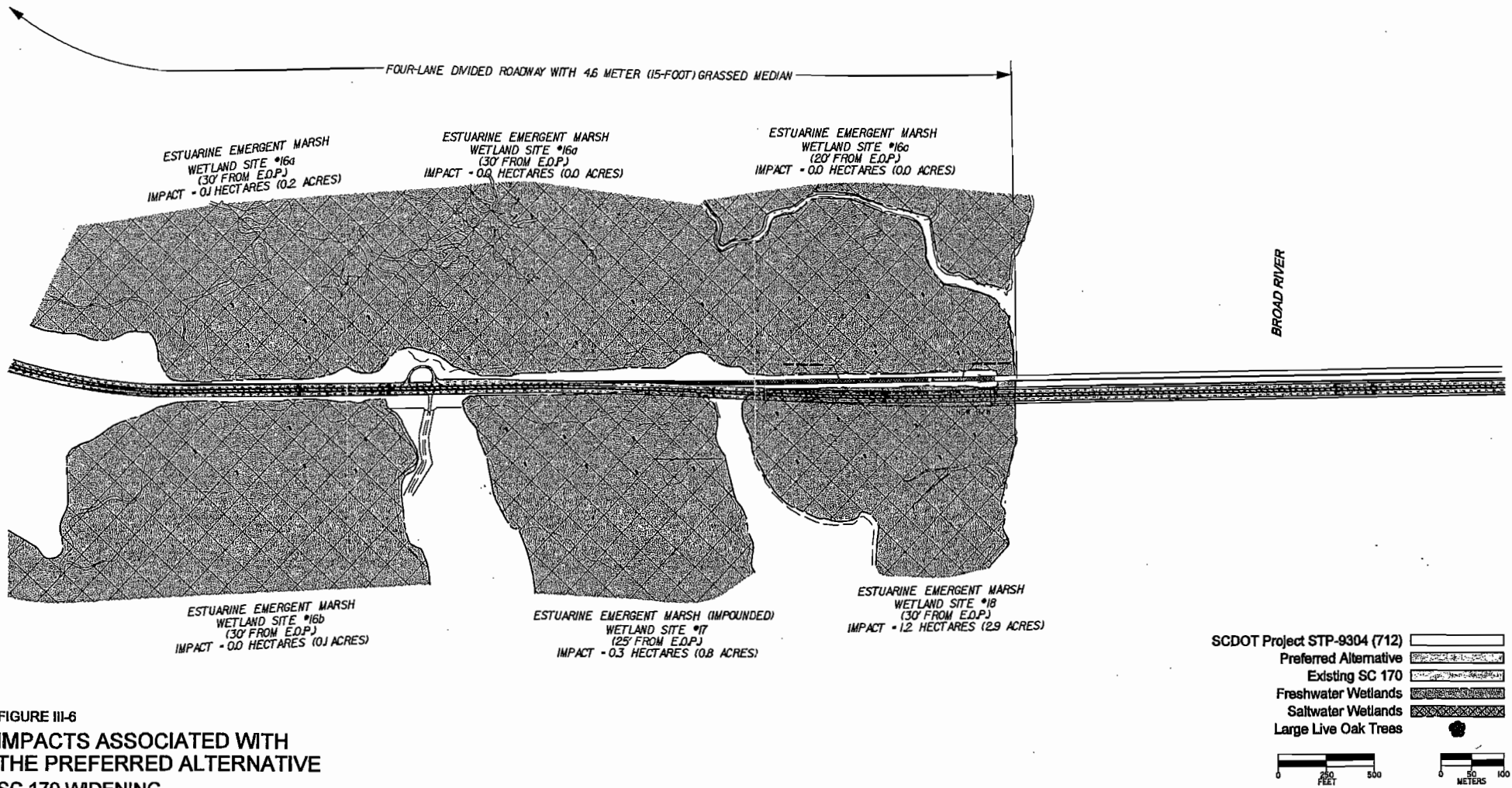


FIGURE III-6  
IMPACTS ASSOCIATED WITH  
THE PREFERRED ALTERNATIVE  
SC 170 WIDENING

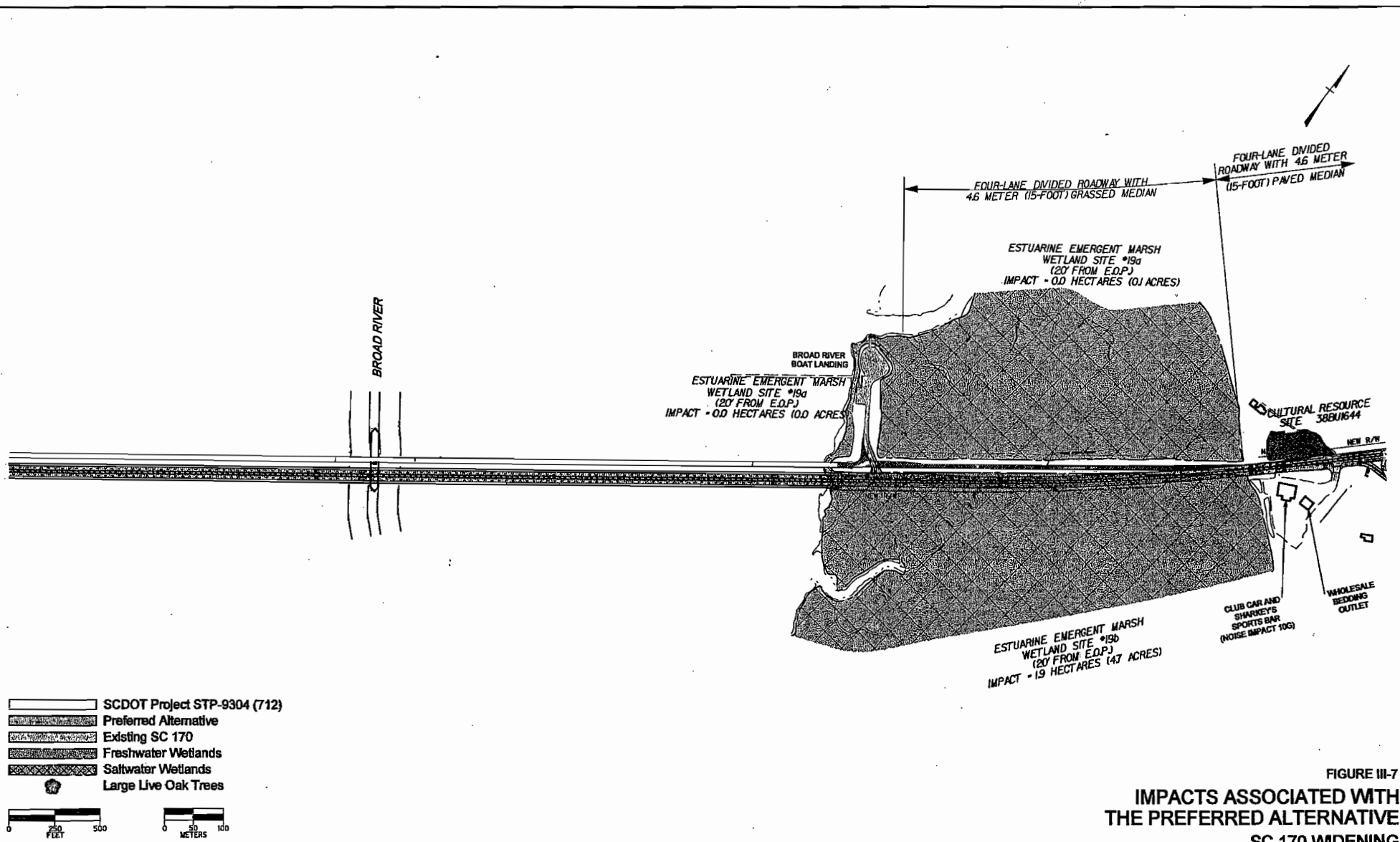


FIGURE III-7  
**IMPACTS ASSOCIATED WITH  
 THE PREFERRED ALTERNATIVE  
 SC 170 WIDENING**

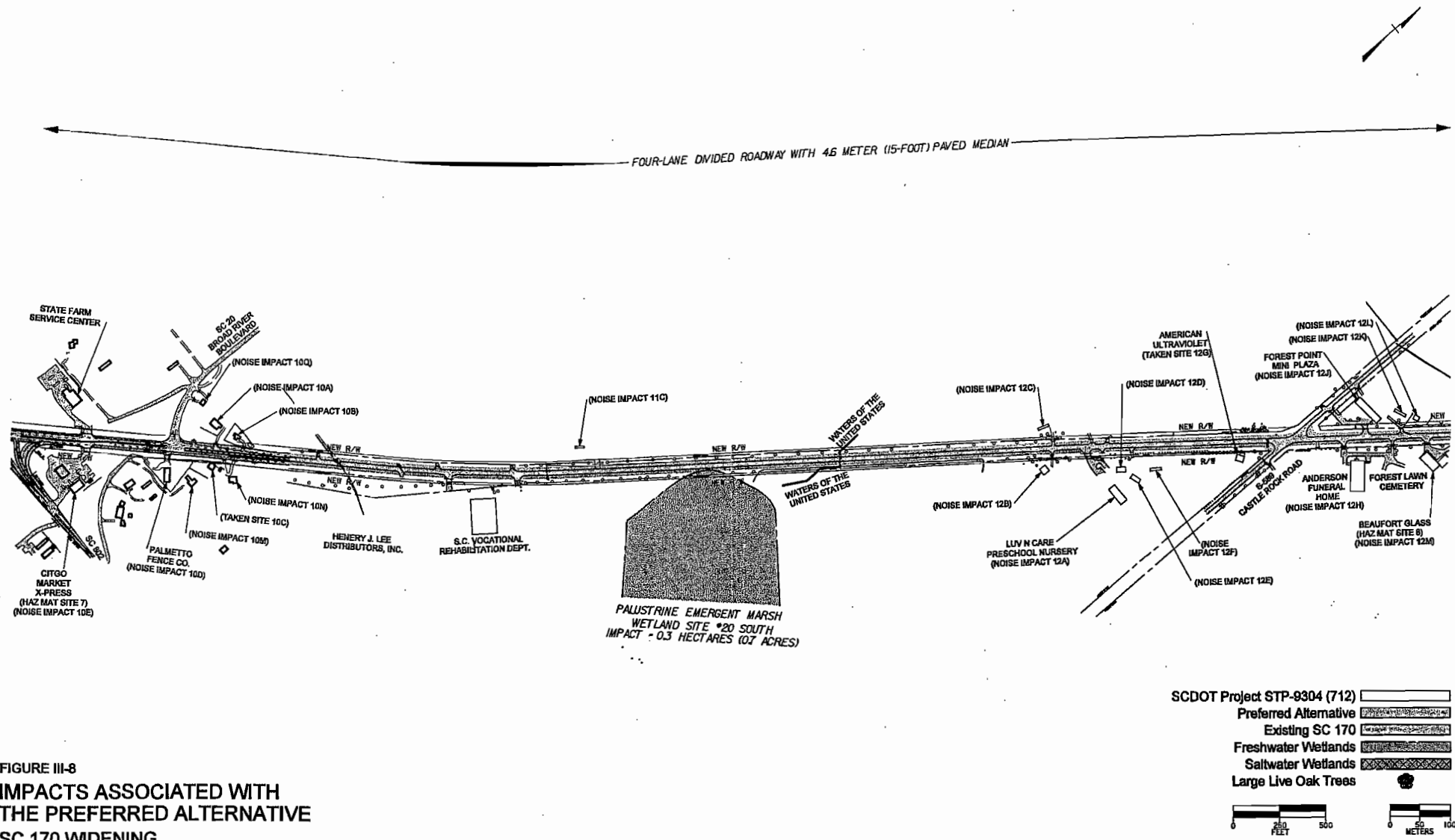


FIGURE III-8  
 IMPACTS ASSOCIATED WITH  
 THE PREFERRED ALTERNATIVE  
 SC 170 WIDENING





APPENDIX B  
RESOLUTIONS AND LETTERS OF SUPPORT

Municipalities

Town of Hilton Head Island  
City of Beaufort  
Town of Port Royal  
Town of Bluffton

Other Governmental Entities

Beaufort County Economic Development Board  
Beaufort County Board of Education  
Jasper County Council  
Lowcountry Council of Governments  
Burton Fire District  
Bluffton Township Fire District  
United States Marine Corps Air Station - Beaufort  
Beaufort/Jasper Water and Sewer Authority  
Beaufort/Jasper Comprehensive Health Services  
Lowcountry Regional Transportation Authority  
Technical College of the Lowcountry  
Beaufort/Jasper County Commission on Higher Education

Local Business and Civic Organizations

Hilton Head Island Chamber of Commerce  
Beaufort Area Chamber of Commerce  
Hilton Head Hospitality Association  
Homebuilders Association of Hilton Head Island  
Homebuilders Association of the Lowcountry  
Beaufort Memorial Hospital  
Greater Island Committee  
Beaufort County Republican Party  
Spring Island Property Owners Association  
Northern Beaufort County Committee

Newspaper Editorials

The Island Packet  
The Beaufort Gazette  
Savannah Morning News

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND IN SUPPORT OF THE BEAUFORT COUNTY COUNCIL'S RESOLUTION TO SUMIT A FINANCIAL ASSISTANCE APPLICATION FOR SOUTH CAROLINA HIGHWAY 170 TO THE SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK INCLUDING A \$25,000,000 LOCAL MATCH CONTINGENT UPON VOTER APPROVAL OF A LIMITED TERM ONE-PERCENT LOCAL SALES TAX IN A PUBLIC REFERENDUM ON NOVEMBER 3, 1998.**

**WHEREAS**, South Carolina Highway 170 (SC 170) is critical to the economic well-being of Beaufort County and the Town of Hilton Head Island; and

**WHEREAS**, SC 170 is vital to the Town of Hilton Head Island, carrying its citizens to Beaufort and back as well as bringing thousands of employees to the Town on a daily basis; and

**WHEREAS**, SC 170 is recognized as a dangerous highway which needs substantial improvements in order to provide for the safe and efficient transportation of vehicles, goods and services between the Town and the northern sector of Beaufort County; and

**WHEREAS**, the needed improvements, including widening the highway to four travel lanes and new bridges across the Chechessee and Broad Rivers, are projected to cost over \$100,000,000 for the section from the Beaufort/Jasper Career Education Center to the Beaufort city limits; and

**WHEREAS**, it is clear that the South Carolina Department of Transportation will not be able to provide sufficient funding to make these improvements for many years, despite the strong feeling of the Town Council of the Town of Hilton Head Island that the responsibility to build and improve such highways is a state and federal responsibility that is not being adequately addressed by either; and

**WHEREAS**, the South Carolina General Assembly did, during its 1997 session, pass the Transportation Infrastructure Bank Act, thereby creating an instrumentality of the State known as the South Carolina Transportation Infrastructure Bank (SIB), and authorized said SIB to provide financial assistance to government units for constructing highway facilities necessary for public purposes, with the stipulation that "Preference must be given to eligible projects which have local financial support"; and

**WHEREAS**, the SIB requires evidence to substantiate public benefit including, but not limited to, resolutions of support from the municipalities within the applicant county; and

**WHEREAS**, the South Carolina Department of Transportation could, with SIB approval in 1998 of Beaufort County's application, begin final design and construction management of these improvements in early 1999, with project completion within three years thereafter; and

**WHEREAS**, of all of the feasible revenue generating options for local support, a limited term one-percent sales tax, if approved by public referendum, would provide the shortest term, least cost solution for property owners and residents in the Town of Hilton Head Island; and

**WHEREAS**, the Beaufort County Council, on November 24, 1997, approved a Resolution to submit a financial assistance application for SC 170 to the SIB by December 19, 1997, including a \$25,000,000 local match contingent upon voter approval of a limited term one-percent local sales tax by public referendum on November 3, 1998; and

**WHEREAS**, the early improvement of SC 170 will clearly benefit the mobility and safety of the residents of Hilton Head Island as well as the thousands of employees of Hilton Head businesses that commute daily on this highway, and thus support the continued economic viability of the Town.

**NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, THAT** the Town Council of the Town of Hilton Head Island concurs with and fully supports the County's stated plan for submittal of a financial assistance application to the SIB and pledges to support the County Council in promoting, without the use of any public funds, the passage of said sales tax referendum for this worthwhile project.

MOVED, APPROVED, AND ADOPTED THIS 16<sup>th</sup> DAY OF DECEMBER, 1997.

Thomas D. Peeples  
Thomas D. Peeples, Mayor

ATTEST:

Sandi T. Santaniello  
Sandi T. Santaniello, CMC, Town Clerk

## **R E S O L U T I O N**

R-39-97

**WHEREAS**, the transportation corridor known as South Carolina Highway 170 (SC 170) is critical to the economic well-being and growth of Beaufort County ("County") and the City of Beaufort ("City"); and

**WHEREAS**, it is critical that SC 170 provide for the safe and efficient movement of employees, goods and services between the City and the southern sector of the County; and

**WHEREAS**, the section of SC 170 from the Beaufort/Jasper Career Education Center to the Beaufort city limits already carries overcapacity traffic loads and is demonstrably the most dangerous transportation corridor in the County and the State; and

**WHEREAS**, the needed improvement of SC 170, including widening to four travel lanes and new bridges across the Chechessee and Broad Rivers, is projected to cost over \$100,000,000; and

**WHEREAS**, the South Carolina Department of Transportation (SCDOT) is not expected to have sufficient funding to accommodate the needed SC 170 improvements for many years; and

**WHEREAS**, the South Carolina General Assembly has established the SC Transportation Infrastructure Bank (SIB) to provide financial assistance to government units for constructing highway facilities necessary for public purposes; and

**WHEREAS**, the SIB requires evidence to substantiate public benefit including, but not limited to, resolutions of support from the municipalities within the applicant county; and

**WHEREAS**, the SCDOT could, with SIB approval in 1998 of the County's SC 170 application, begin final design and construction management of the SC 170 improvements in early 1999, with project completion within three years thereafter; and

**WHEREAS**, of all revenue-generating options for local financing considered by Beaufort County Council, a one-percent sales tax for this purpose, if approved by public referendum, would yield the shortest term (15-18 months), least cost (interest-free) solution for City and County residents and property owners; and

**WHEREAS**, Beaufort County Council, on November 24, 1997, approved a Resolution to submit a financial assistance application for SC 170 to the SIB by December 19, 1997 including a \$25,000,000 local match contingent upon voter approval of a one-percent local sales tax by public referendum on November 3, 1998; and


**WHEREAS**, the early improvement of SC 170 will clearly benefit the mobility and safety of the large number of Beaufort area residents and the employees of City-based businesses that travel daily on

this highway, and thus support the continued economic growth of the City.

**NOW, THEREFORE, BE IT RESOLVED** that the Beaufort City Council concurs with and fully supports the County's stated plan for submittal of a financial assistance application to the SIB; and

**FURTHER, BE IT RESOLVED** that the City Council pledges to support the County council in promoting, without the use of any public funds, the passage of said sales tax referendum for this worthwhile project.

Adopted this 9th day of December, 1997.

  
\_\_\_\_\_  
DAVID M. TAUB, MAYOR

SEAL

ATTEST:

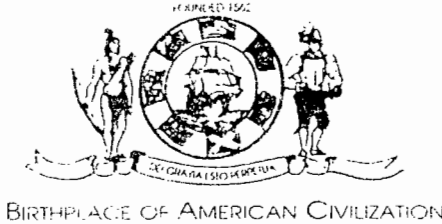
  
\_\_\_\_\_  
BEVERLY W. GAY, CITY CLERK

Samuel E. Murray  
Mayor

**Council**

Mary Beth Heyward  
Mayor Pro Tempore

Yvonne C. Butler  
Shirley R. Heyward  
Samuel L. Smalls



**Town Officials**

John P. Perry  
Town Manager

George D. Smith  
Chief of Police

Harvey W. Cawthorn  
Operations Manager

# Town of Port Royal South Carolina

## RESOLUTION 19-97

**WHEREAS**, the transportation corridor known as South Carolina Highway 170 (SC 170) is critical to the economic well-being and growth of Beaufort county ("County") and the Town of Port Royal ("Town"); and

**WHEREAS**, it is critical that SC 170 provide for the safe and efficient movement of employees, goods and services between the Town and the southern sector of the County; and

**WHEREAS**, the section of SC 170 from the Beaufort/Jasper Career Education Center to the Beaufort city limits already carries overcapacity traffic loads and is demonstrably the most dangerous transportation corridor in the County and the State; and

**WHEREAS**, the needed improvements of SC 170, including widening to four travel lanes and new bridges across the Chechessee and Broad Rivers, is projected to cost over \$100,000,000; and

**WHEREAS**, the South Carolina Department of Transportation (SCDOT) is not expected to have sufficient funding to accommodate the needed SC 170 improvements for many years; and

**WHEREAS**, the Port Royal Town Council deems that the improvement of this highway corridor is essential to continued economic development and growth in the Town of Port Royal; and

**WHEREAS**, the South Carolina General Assembly has established the SC Transportation Infrastructure Band (SIB) to provide financial assistance to government units for constructing highway facilities necessary for public purpose; and

**WHEREAS**, the SIB has established a financial assistance application process whereby primary consideration shall be given to eligible project applications with local financial participation and which provide public benefits such as enhancement of mobility and safety, promotion of economic development, etc.; and

**WHEREAS**, the SIB requires evidence to substantiate public benefit including, but not limited to, resolutions of support from the municipalities within the applicant county; and

**WHEREAS**, the SCDOT could, with SIB approval in 1998 of the County's SC 1700 application, begin final design and construction management of the SC 170 improvements in early 1999, with project completion within three years thereafter; and

**WHEREAS**, of all revenue-generating options for local financing considered by Beaufort County Council, a one-percent sales tax for this purpose, if approved by public referendum, would yield the shortest term (15-18 months), least cost (interest-free) solution for Town and County residents and property owners; and

**WHEREAS**, Beaufort county Council, on November 24, 1997, approved a Resolution to submit a financial assistance application for SC 170 to the SIB by December 19, 1997 including a \$25,000,000 local match contingent upon voter approval of a one-percent local sales tax by public referendum on November 3, 1998; and

**WHEREAS**, the early improvement of SC 170 will clearly benefit the mobility and safety of the large number of Port Royal area residents and the employees of Town-based businesses that travel daily on this highway, and thus support the continued economic growth of the Town;

**NOW, THEREFORE, BE IT RESOLVED** that the Town Council of Port Royal concurs with and fully supports the County's stated plan for submittal of a financial assistance application to the SIB; and further

**BE IT RESOLVED** that the Town Council pledges to support the County Council in promoting, *without the use of any public funds*, the passage of said sales tax referendum for this worthwhile project.

This Resolution shall become effective this 3<sup>rd</sup> day of December, 1997.

**APPROVED:**

BY: Samuel E. Murray  
Samuel E. Murray  
Mayor

**APPROVED:**

BY: Mary Beth Gray Heyward  
Mary Beth Gray-Heyward  
Mayor Pro Tempore

**APPROVED:**

BY: Yvonne Butler  
Yvonne Butler  
Council

**APPROVED:**

BY: Shirley R. Heyward  
Shirley R. Heyward  
Council

**APPROVED:**

BY: Samuel L. Smalls  
Samuel L. Smalls  
Council

**ATTEST:**

BY: Denise L. Dominguez  
Denise L. Dominguez  
Municipal Clerk

## RESOLUTION

WHEREAS, the transportation corridor known as South Carolina Highway 170 (SC 170) is critical to the economic well-being and growth of Beaufort County ("County") and the Town of Bluffton ("Town"); and

WHEREAS, it is critical that SC 170 provide for the safe and efficient movement of employees, goods and services between the Town and the northern sector of the County; and

WHEREAS, the section of SC 170 from the Beaufort/Jasper Career Education Center to the Beaufort city limits already carries overcapacity traffic loads and is demonstrably the most dangerous transportation corridor in the County and the State; and

WHEREAS, the needed improvement of SC 170, including widening to four travel lanes and new bridges across the Chechessee and Broad Rivers, is projected to cost over \$100,000,000; and

WHEREAS, the South Carolina Department of Transportation (SCDOT) is not expected to have sufficient funding to accommodate the needed SC 170 improvements for many years; and

WHEREAS, the South Carolina General Assembly has established the SC Transportation Infrastructure Bank (SIB) to provide financial assistance to government units for constructing highway facilities necessary for public purposes; and

WHEREAS, the SIB has established a financial assistance application process whereby primary consideration shall be given to eligible project applications with local financial participation and which provide public benefits such as enhancement of mobility and safety, promotion of economic development, etc; and

WHEREAS, the SIB has established a financial assistance application process whereby primary consideration shall be given to eligible project applications with local financial participation and which provide public benefits such as enhancement of mobility and safety, promotion of economic development, etc.; and

WHEREAS, the SIB requires evidence to substantiate public benefit including, but not limited to, resolutions of support from the municipalities within the applicant county; and

WHEREAS, the SCDOT could, with SIB approval in 1998 of the County's SC 170 application, begin final design and construction management of the SC 170 improvements in early 1999, with project completion within three years thereafter; and



WHEREAS, of all revenue-generating options for local financing considered by Beaufort County Council, a one-percent sales tax for this purpose, if approved by public referendum, would yield the shortest term (15-18 months), least cost (interest-free) solution for Town and County residents and property owners; and

WHEREAS, Beaufort County Council on November 24, 1997, approved a Resolution to submit a financial assistance application for SC 170 to the SIB by December 19, 1997 including a \$25,000,000 local match contingent upon voter approval of a one-percent local sales tax by public referendum on November 3, 1998; and

WHEREAS, the early improvement of SC 170 will clearly benefit the mobility and safety of the large number of Bluffton area residents and Town-based businesses that travel daily on this highway, and thus support the continued economic growth of the Town;

NOW, THEREFORE, BE IT RESOLVED that the Town Council of Bluffton concurs with and fully supports the County's stated plan for submittal of a financial assistance application to the SIB; and further

BE IT RESOLVED that the Town Council pledges to support the County Council in promoting, without the use of any public funds, the passage of said sales tax referendum for this worthwhile project.

Adopted this 10 day of December, 1997.

Town of Bluffton

By: Theodore D. Washington  
Theodore D. Washington, Mayor

Attest: Sandra Lunceford  
Sandra Lunceford, Town Clerk

**December 10, 1997**

**Resolution of the Beaufort County Economic Development Board.**

***RE: Resolution in Support of South Carolina Highway 170 Widening.***

---

**In that the Beaufort County Economic Development Board is charged by it's charter by the Beaufort County Council to pursue policies and programs for Beaufort County that lead to attraction and expansion of environmentally appropriate firms and job creation in Beaufort County;**

**Whereas, the Board has participated in the comprehensive planning process, that has evolved over the last three years; as part of that process basic infrastructure issues were addressed that were needed to enhance job creation potential and public safety;**

**Whereas, the widening of SC Highway 170 meets both of these basic requirements. The Beaufort County Economic Development Board membership hereby acknowledges this great need by affixing the names of the members of said Board to this resolution and signed by the Chairman of the Board:**



**Randy Dolyniuk, Chairman  
Beaufort County Economic Development Board**

## ECONOMIC DEVELOPMENT BOARD MEMBERS IN SUPPORT OF SOUTH CAROLINA HIGHWAY 170 WIDENING

### **DISTRICT**

Tinnan 3      **Randy K. Dolyniuk, Chairman**  
68 North Calibogue Cay  
Hilton Head, SC 29938

McCracken 4      **Malcolm Goodridge**  
**Vice Chairman**  
242 Spring Island Drive  
Spring Island, SC 29910

McBride 5      **Kitty K. Green**  
97 Perry Rd  
St. Helena Island, SC 29920

Glaze 8      **Clara Jordan**  
16 Burlington Circle  
Burton, SC 29902

Atkinson 7      **Ron Lewis**  
4 South Point Trail  
Beaufort, SC 29902

Atkinson 7      **Robert Marshall**  
545 Island Circle East  
Dataw Island  
St. Helena, SC 29920

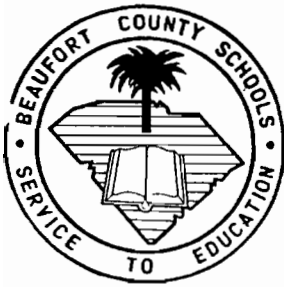
Smalls 6      **Deborah Robertson**  
26 Middlefield Circle  
Dale, SC 29914

Covington 9      **W. R. "Skeet" Von Harten**  
5 Sandy Ridge Road  
Beaufort, SC 29902

*Emeritus*      **Edwin H. Seim**  
Chairman Emeritus  
7622 Joe Allen Drive  
Beaufort, SC 29902

*ex-officio*      **Martin Goodman**      Beaufort Chamber of Commerce  
436 Widgeon Ct.  
Beaufort, SC 29902

*ex-officio*      **A. Berl Davis, Jr.**      Hilton Head Chamber of Commerce  
13 Rosebud Lane  
Bluffton, SC 29910



**BEAUFORT COUNTY SCHOOL DISTRICT**

Post Office Drawer 309  
Beaufort, South Carolina 29901-0309  
(803) 525-4200  
FAX (803) 525-4324

December 15th, 1997

Chairman  
LAURA BUSH

Vice Chairman  
CHARLES KRESCH

Secretary  
DALE FRIEDMAN

Board Members  
Earl Campbell  
Rick Caporale  
Joseph Floyd  
York L. Glover  
Reuben Greene  
Susan Jancourtz  
Ronald Speaks  
Bonnie Smith

Superintendent  
HERMAN K. GAITHER

Executive Secretary  
Maureen A. Prime

The Honorable H. Emmett McCracken  
Chairman, County Council of Beaufort County  
Post Office Drawer 1228  
Beaufort, SC 29901

Re: U. S. Highway 170 Project

Dear Mr. McCracken:

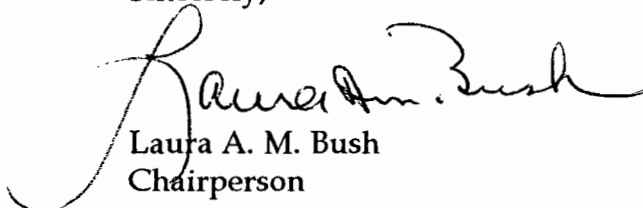
Please be advised that at its meeting of Tuesday, December 9th, 1997, the Beaufort County Board of Education voted to support the application of the County Council of Beaufort County for SIB funds for the widening of U.S. Highway 170 from Beaufort to the Beaufort-Jasper Career Education Center.

During discussion, many board members expressed their personal concerns for the safety of our students and teachers who travel this dangerous highway on a daily basis. In the past year, we suffered the tragic loss of Mary LaFrance, of the Hilton Head High School faculty, as well as multiple injuries to several CEC students.

While the question is ultimately in the hands of the voters, you have our unqualified support in your efforts to secure the necessary funding.

With best wishes for the holiday season,

Sincerely,



Laura A. M. Bush  
Chairperson

LAMB:map

## Resolution 97-16

**WHEREAS**, South Carolina Highway 170 (SC 170) is a critical corridor for Beaufort County and the Lowcountry Region; and

**WHEREAS**, the two-lane section of SC 170 between the City of Beaufort and the Beaufort-Jasper Career Education Center is operating well beyond its design capacity and is neither safe nor efficient; and

**WHEREAS**, widening SC 170 to four lanes and building new bridges over the Broad and Chechessee Rivers will cost an estimated \$100 million; and

**WHEREAS**, sufficient Federal and State funds are not available to fund this project in the foreseeable future; and

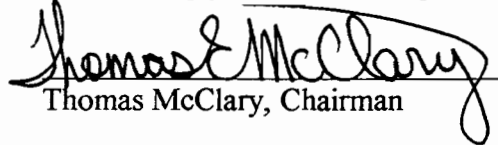
**WHEREAS**, Beaufort County Council has developed a project application to the State Infrastructure Bank for these much-needed SC 170 improvements.

**NOW, THEREFORE, BE IT RESOLVED** by the Jasper County Council, that the Beaufort County plan to improve SC 170 as set out in Beaufort County Council's Resolution of November 24, 1997 is hereby endorsed; and further

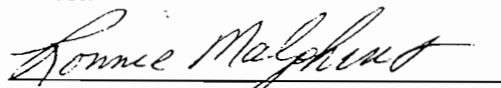
That the Jasper County Council urges all local jurisdictions and public officials in the Lowcountry Region to actively support the Beaufort County plan to improve SC 170 and specifically to support the passage of a limited term one percent sales tax referendum in Beaufort County to fund the local contribution for the project.

**DONE** this fifteenth day of December, 1997.

JASPER COUNTY COUNCIL

  
Thomas McClary, Chairman

Attest:

  
Ronnie Malphrus  
Acting Clerk to Council



LOWCOUNTRY COUNCIL OF GOVERNMENTS • P.O. BOX 98, YEMASSEE, SC 29945 • (803) 726-5536/FAX 726-5165  
LOWCOUNTRY REGIONAL DEVELOPMENT CORPORATION • LOWCOUNTRY AREA AGENCY ON AGING

### **A RESOLUTION**

**WHEREAS**, South Carolina Highway 170 (SC 170) is a critical commercial corridor for Beaufort County and the Lowcountry Region; and

**WHEREAS**, the two-lane section of SC 170 between the City of Beaufort and the Beaufort-Jasper Career Education Center is operating well beyond its design capacity and is neither safe nor efficient; and

**WHEREAS**, widening SC 170 to four lanes and building new bridges over the Broad and Chechessee Rivers will cost an estimated \$100 million; and

**WHEREAS**, sufficient Federal and State funds are not available to fund this project in the foreseeable future; and

**WHEREAS**, Beaufort County Council has developed a project application to the State Infrastructure Bank for these much-needed SC 170 improvements.

**NOW, THEREFORE, BE IT RESOLVED** by the Lowcountry Council of Governments, acting through its Executive Committee, that the Beaufort County plan to improve SC 170 as set out in Beaufort County Council's Resolution of November 24, 1997 is hereby endorsed; and further

That Lowcountry Council of Governments urges all local jurisdictions and public officials in the Lowcountry Region to actively support the Beaufort County plan to improve SC 170 and specifically to support the passage of a limited term one percent sales tax referendum in Beaufort County to fund the local contribution for the project.

**DONE** this tenth day of December, 1997.

Lowcountry Council of Governments

Isaiah Orr  
Chairman

Attest:

Theodore D. Kinard  
Secretary

HARRY G. ROUNTREE  
FIRE CHIEF



WORK: (803) 521-5539  
FAX: (803) 521-5540

36 BURTON HILL RD.  
POST OFFICE BOX 4382  
BURTON, SOUTH CAROLINA 29903

09 December 1997


Mr. Emmett McCracken, Chairman  
Beaufort County council  
P.O. Drawer 1228  
Beaufort, SC 29901-1228

Dear Mr. McCracken,

The Burton Fire District Commission would like to offer support for the widening of Highway 170, however, the Commission does not endorse any specific financing plan.

Commissioners' Bright, Manning and Peebles approve and Commissioner Hagood is unavailable at this time.

Sincerely,

  
Gary Bright  
Chairman

cl:

LTR97.067



## BLUFFTON TOWNSHIP FIRE DISTRICT

P.O. BOX 970  
BLUFFTON, SOUTH CAROLINA 29910

### RESOLUTION

**WHEREAS, South Carolina 170 (SC 170) is identified as a major thoroughfare within The Bluffton Township Fire District; and**

**WHEREAS, the two lane section of SC 170 between the City of Beaufort and the Beaufort-Jasper Career Education Center is operating well beyond its designed capacity; and**

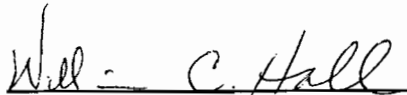
**WHEREAS, The Bluffton Township Fire District responded to forty-one vehicle accidents within this corridor in 1997 which identifies it to be one of the most dangerous highways in the state; and**

**WHEREAS, widening SC 170 to four lanes and building new bridges over the Chechessee and Broad Rivers would make SC 170 a much safer highway;**

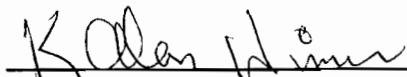
**NOW, THEREFORE, BE IT RESOLVED by The Bluffton Township Fire District Board of Commissioners that they give their full support in the widening of SC 170 to four lanes from Beaufort Jasper Career Center to the Beaufort City limits.**

**Adopted this fifteenth day of December, 1997.**

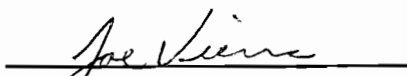
### BLUFFTON TOWNSHIP FIRE DISTRICT BOARD OF COMMISSIONERS



William C. Hall, Chairman



Alan K. Himes, Vice-Chairman



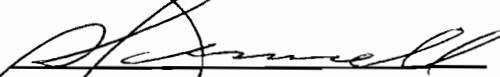
Joe Viens, Treasurer



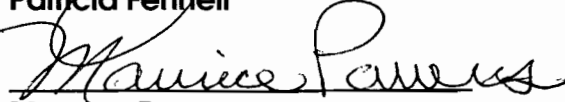
Murray Baughman



Ce Ce Caldwell



Patricia Fennell



Maurice Powers





**UNITED STATES MARINE CORPS**  
MARINE CORPS AIR STATION  
BEAUFORT, SOUTH CAROLINA 29904-5000

IN REPLY REFER TO:

1000

JA/JSB

12 Dec 97

Mr. Emmitt McCracken  
Chairman, Beaufort County Council  
c/o Mr. Randy Woods  
Beaufort County Manager  
P.O. Box 1228  
Beaufort, SC 29901

Dear Mr. McCracken,

The widening of Hwy 170 south of the Broad River is an important project and has the full support of the Marine Corps Air Station Beaufort. The increased safety that a widened road would provide will benefit a great many travelers to include our Marines, Sailors, civilian employees, and their dependents, who utilize Highway 170 to either commute to and from work or to visit Hilton Head or Savannah.

Since 1993, the Air Station has experienced 6 fatalities from three separate accidents. Additionally, 7 other persons have suffered serious injuries from accidents on Highway 170 between Beaufort and Hilton Head and Savannah. Among other contributing factors in most of the mishaps was the poor visibility and narrow road surface of Highway 170.

An expanded road surface would improve visibility, enhance traffic flow, and reduce the number of motor vehicle accidents and thus make Beaufort County a safer place to live, work and enjoy.

Sincerely,

A handwritten signature in black ink, appearing to read "L. D. STAAK", is written over the typed name.

L. D. STAAK  
Colonel  
Commanding Officer

## **BEAUFORT-JASPER WATER AND SEWER AUTHORITY RESOLUTION**

**WHEREAS** the transportation corridor known as South Carolina Highway 170 (SC 170) is critical to the economic well-being and growth of Beaufort County ("County"); and,

**WHEREAS** it is critical that SC 170 provide for the safe and efficient movement of employees, goods and services between the southern and northern sectors of the County; and,

**WHEREAS** the section of SC 170 from the Beaufort/Jasper Career Education Center to the Beaufort city limits already carries overcapacity traffic loads and is demonstrably the most dangerous transportation corridor in the County and the State; and,

**WHEREAS** the customers, employees and suppliers of the Beaufort Jasper Water and Sewer Authority depend upon Highway 170 and must use it to reach the Authority office; and,

**WHEREAS** the needed improvement of SC 170, including widening to four travel lanes and new bridges across the Chechessee and Broad Rivers, is projected to cost over \$100,000,000; and,

**WHEREAS** the South Carolina Department of Transportation (SCDOT) is not expected to have sufficient funding to accommodate the needed SC 170 improvements for many years; and,

**WHEREAS** the South Carolina General Assembly has established the SC Transportation Infrastructure Bank (SIB) to provide financial assistance to government units for constructing highway facilities necessary for public purposes; and,

**WHEREAS** the SIB has established a financial assistance application process whereby primary consideration shall be given to eligible project applications with local financial participation and which provide public benefits such as enhancement of mobility and safety, promotion of economic development, etc.; and,

**WHEREAS** the SIB requires evidence to substantiate public benefit including, but not limited to, resolutions of support from the municipalities and other groups within the applicant county; and,

**WHEREAS** the SCDOT could, with SIB approval in 1998 of the County's SC 170 application, begin final design and construction management of the SC 170 improvements in early 1999, with project completion within three years thereafter; and,

**WHEREAS** of all revenue-generating options for local financing considered by Beaufort County Council, a one-percent sales tax for this purpose, if approved by public referendum, would yield the shortest term (15-18 months), least cost (interest-free) solution for Town and County residents and property owners; and,

**WHEREAS** Beaufort County Council, on November 24, 1997, approved a Resolution to submit a

financial assistance application for SC 170 to the SIB by December 19, 1997 including a \$25,000,000 local match contingent upon voter approval of a one-percent local sales tax by public referendum on November 3, 1998; and,

**WHEREAS** the early improvement of SC 170 will clearly benefit the mobility and safety of the thousands of employees of businesses that commute daily on this highway, and thus support the continued economic growth of the Region;

**NOW, THEREFORE, BE IT RESOLVED** that the Beaufort-Jasper Water and Sewer Authority concurs with and fully supports the County's stated plan for submittal of a financial assistance application to the SIB.

**ADOPTED** this 11 day of DECEMBER, 1997.

**Beaufort-Jasper Water and Sewer Authority**

By: 

James A. Carlen, III, Chairman



BEAUFORT - JASPER  
COMPREHENSIVE HEALTH SERVICES, INC.

RESOLUTION

WHEREAS, South Carolina Highway 170 is critical to the economic well-being and growth of Beaufort County, and

WHEREAS, South Carolina Highway 170 is no longer safe, and does not provide for efficient movement of employees, goods and services between the northern and southern sections of Beaufort County, and

WHEREAS, the section of South Carolina Highway 170 between the City of Beaufort city limits and the Beaufort Jasper Career Education Center carries an over capacity of traffic,

WHEREAS, the South Carolina Department of Transportation is not expected to have sufficient funding to make the necessary improvements by widening to four lanes, and constructing new bridges across the Chechessee and Broad Rivers, and

WHEREAS, the South Carolina General Assembly has established the South Carolina Transportation Infrastructure Bank to provide financial assistance to government units for constructing highway facilities necessary for public purposes, and

WHEREAS, a one cent sales tax appears to be the most reasonable revenue source for local financing, and would yield the shortest term and lowest cost solution for the residents and property owners of Beaufort County.

NOW, THEREFORE, be it resolved that the Board of Directors of Beaufort Jasper Comprehensive Health Services, Incorporated concurs with, and fully supports the County's stated plan for submittal of a financial assistance application to the SIB and it is further

Resolved that the Board of Directors of Beaufort-Jasper Comprehensive Health Services, Incorporated pledges to support the County Council in promoting (without the use of any federal, state or local funds) the passage of said sales tax referendum for this project.

Adopted this 10th day of December, 1997

BEAUFORT-JASPER COMPREHENSIVE HEALTH  
SERVICES, INCORPORATED

BY: *La Vaughn Nesmith*  
CHAIRMAN, BOARD OF DIRECTORS

**LOWCOUNTRY REGIONAL TRANSPORTATION AUTHORITY**

*PO Box 2079, 25 Benton Field Road, Bluffton, SC 29910*

*Phone (803) 757-5782, FAX (803) 757-5783*

*Serving Allendale, Beaufort, Colleton, Hampton and Jasper Counties*

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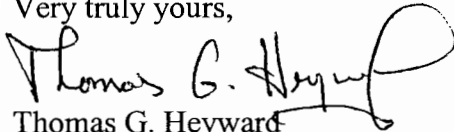
5 December, 1997

Mr. Emmett McCracken JR., Chairman  
Beaufort County Council  
P O Box 716  
Bluffton, SC 29910

Dear Mr. McCracken:

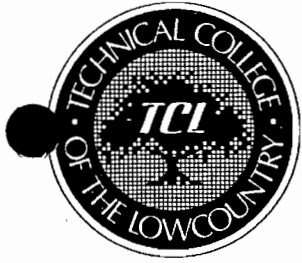
The Lowcountry Regional Transportation Authority wholeheartedly supports the effort to widen and improve South Carolina 170 in Beaufort and Jasper counties. We feel this project is necessary for the safety improvements and congestion relief so needed along that corridor.

Very truly yours,



Thomas G. Heyward  
Chairman of LRTA Board

TGH/as



■

**OFFICE OF THE  
PRESIDENT**

■

*Technical College of the Lowcountry  
P.O. Box 1288  
921 Ribaut Road  
Beaufort, S.C. 29901-1288  
(803) 525-8247*

December 12, 1997

Mr. Leonard M. Tinnan  
51 Wagon Road  
Hilton Head Island, SC 29928

Dear Leonard:

On behalf of the Commission of the Technical College of the Lowcountry, I am writing this letter of support for Beaufort County's application to the South Carolina Infrastructure Bank for improvement of SC 170.

The Technical College of the Lowcountry serves a commuting student body in a four county area. Within Beaufort County, SC 170 is the major artery connecting the northern and southern Beaufort County access to TCL's campuses.

As it exists now, SC 170 is overcrowded and dangerous. Because transportation is a serious problem for students at the Technical College of the Lowcountry, the improvement of SC 170 to four lanes would be of significant value to the College and educational opportunity for our Lowcountry citizens. SC 170 must be improved.

Sincerely,

Angus Cotton, Chairman  
TCL Commission

AC/nlb

## **RESOLUTION**

**WHEREAS** the transportation corridor known as South Carolina Highway 170 (SC170) is critical to the economic well-being and growth of Beaufort County ("County").

**WHEREAS** it is critical that SC 170 provide for the safe and efficient movement of employees, goods and services between the southern and northern sectors of the County; and

**WHEREAS** the section of SC 170 from the Beaufort/Jasper Career Education Center to the Beaufort city limits already carries overcapacity traffic loads and is demonstrably the most dangerous transportation corridor in the County and the State; and

**WHEREAS** the needed improvement of SC 170, including widening to four travel lanes and new bridges across the Chechessee and Broad Rivers, is projected to cost over \$100,000,000; and

**WHEREAS** the South Carolina Department of Transportation (SCDOT) is not expected to have sufficient funding to accommodate the needed SC 170 improvements for many years; and

**WHEREAS** the South Carolina General Assembly has established the SC Transportation Infrastructure Bank (SIB) to provide financial assistance to government units for constructing highway facilities necessary for public purposes; and

**WHEREAS** the SIB has established a financial assistance application process whereby primary consideration shall be given to eligible project applications with local financial participation and which provide public benefits such as enhancement of mobility and safety; promotion of economic development, etc; and

**WHEREAS** the SIB requires evidence to substantiate public benefit including, but not limited to, resolutions of support from the municipalities within the applicant county; and

**WHEREAS** the SCDOT could, with SIB approval in 1998 of the County's SC 170 application, begin final design and construction management of the SC 170 improvements in early 1999, with project completion within three years thereafter; and

**WHEREAS** of all revenue-generating options for local financing considered by Beaufort County Council, a one-percent sales tax for this purpose, if approved by public referendum, would yield the shortest term (15-18 months), least cost (interest-free) solution for County residents and property owners; and

**WHEREAS** Beaufort County Council, on November 24, 1997, approved a Resolution to submit a financial assistance application for SC 170 to the SIB by December 19, 1997 including a \$25,000,000 local match contingent upon voter approval of a one-percent local sales tax by public referendum on November 3, 1998; and

**WHEREAS** the early improvement of SC 170 will clearly benefit the mobility and safety of the thousands of employees of community-based businesses that commute daily on this highway, and thus support the continued economic growth of the region.

**NOW, THEREFORE, BE IT RESOLVED** that the Beaufort-Jasper County Commission on Higher Education concurs with and fully supports the County's stated plan for submittal of a financial assistance application to the SIB; and further

**BE IT RESOLVED** that the Commission pledges to support the County Council in promoting, *without the use of any public funds*, the passage of said sales tax referendum for this worthwhile project.

Adopted this 11<sup>th</sup> day of December, 1997.

**BEAUFORT-JASPER COUNTY COMMISSION ON  
HIGHER EDUCATION**

By: Walter J. Conti Chairman

Other members in support of Resolution:

Valerie W. Curry  
Sally H. Mitchell  
Alice G. Wright  
Thomas Johnson, Jr.





Whereas, the 13.5 mile section of South Carolina Highway 170 from the Beaufort-Jasper Career Education Center and to the Beaufort city limits currently carries over-capacity traffic loads and is demonstrably one of, if not the most, dangerous highway in South Carolina; and

Whereas, South Carolina Highway 170 is a major artery carrying goods, services, employers and employees throughout the county and a source of economic growth for our county and state; and

Whereas, the South Carolina General Assembly passed the 1997 Transportation Infrastructure Bank Act, creating the South Carolina State Infrastructure Bank (SIB), an instrument to help communities fund major road improvement projects; and


Whereas, Beaufort County is proposing application to the SIB for funding improvements to South Carolina Highway 170 to include local funding not to exceed \$25,000,000; and

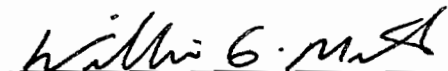
Whereas, Beaufort County Council has voted to call for a referendum question on the ballot at the next general election on November 3, 1998 proposing a local Capital Project Sales Tax in full accordance with A138, R196, S409 in which to pay to the SIB \$25,000,000 in local support; and

Whereas, final application to the bank is to be made on or about December 19, 1997 and approval in concept only is a viable choice for local community organizations and municipalities.

Therefore be it resolved, that the Hilton Head Island Chamber of Commerce Board of Directors is in support of Beaufort County Council's recommendations regarding improvements to South Carolina Highway 170 and application to the infrastructure bank at this time.

Approved this 12th day of December, 1997 by the Hilton Head Island Chamber of Commerce Board of Directors.

  
Raymond E. Warco, Chairman

  
William G. Miles, President & CEO





December 4, 1997

H. Emmett McCracken, Jr, Chairman  
Beaufort County Council  
PO Box 1228  
Beaufort, SC 29901-1228

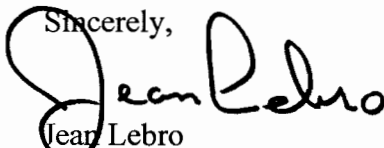
Dear Chairman McCracken:

The Greater Beaufort Chamber of Commerce Board of Directors voted unanimously to support the expansion of SC 170 from the Beaufort Jasper Career Education Center to the Beaufort city limits. The improvements should include widening to four travel lanes and new bridges across the Chechessee and Broad Rivers. The highway is presently carrying an overload of traffic and the traffic will continue to increase as the population expands. This highway is one of the most dangerous corridors in the County and the State.

Given the current and projected growth and development, Beaufort Country will be at a major disadvantage without the improvements to SC 170. Tourism is one of our largest industries. We must make SC 170 a safe highway for our workers, residents, and visitors as soon as possible. The need for good roads to transport people safely is essential for the continued economic growth of the area.

We support the County Council's plans to submit a financial assistance application to South Carolina Transportation Infrastructure Bank. The Chamber of Commerce Board of Directors voted to support a special one cent sales tax as one of the local funding options as long as it had a sunset clause and was brought to the voters in the form of a referendum in November 1998. In the past, the one cent sales tax did not pass because of the concerns of creating a new authority and the length of the tax. There is a general consensus throughout the business community that a one cent sales tax with a limited purpose and time frame will gain voter approval.

Sincerely,

  
Jean Lebro  
Executive Vice President

cc L. Tinnan, Councilor



December 12, 1997

Mr. Emmett McCracken, Jr.  
Chairman  
Beaufort County Council  
PO Drawer 1228  
Beaufort, SC 29901

Dear Mr. McCracken:

The Board of Directors of the Hilton Head Hospitality Association fully endorses the Beaufort County Council's resolution to apply for SC Transportation Infrastructure Bank (SIB) funds to pay for improvements to SC 170 and supports the option of using a one percent special purpose sales tax to generate local funding. Safe roads in Beaufort County are of utmost importance to our citizens, our visitors, and our community's economic well being.

The HHHHA Board of Directors still holds the position that it is the State's responsibility to build state roads. However, providing local financial support and working through the SIB appears to be the fastest way to improve SC170, one of the most deadly roads in the state. Concerning local financial support, our Board of Directors has considered every source of income and concluded that a one percent special purpose sales tax is the most equitable for our community for several reasons. First, the tax is not burdensome on just a single industry and will be shared by both residents and visitors. Second, residents of Jasper County (through which SC170 passes) will also share the responsibility of financial support as they frequent Beaufort County establishments and benefit from improvements. Third, the tax will be imposed for a period of only 15 to 18 months and not indefinitely.

We encourage the SC Transportation Infrastructure Bank to look favorably upon this much needed and worthwhile project.

Sincerely,

Roy Prescott  
President

## RESOLUTION

**WHEREAS**, the transportation corridor known as South Carolina Highway 170 (SC170) is critical to the economic well-being of Beaufort County; and

**WHEREAS**, it is critical that SC 170 provide for the safe and efficient movement of employees, goods and services between the northern and southern sectors of the County; and

**WHEREAS**, the section of SC 170 from the Beaufort/Jasper Career Education Center to the Beaufort city limits already carries overcapacity traffic loads and is demonstrably the most dangerous transportation corridor in the County and the State; and

**WHEREAS**, the needed improvement of SC 170, including widening to four travel lanes and new bridges across the Chechessee and Broad Rivers, is projected to cost over \$100,000,000, and

**WHEREAS**, the South Carolina Department of Transportation (SCDOT) is not expected to have sufficient funding to accommodate the needed SC 170 improvements for many years; and

**WHEREAS**, the South Carolina General Assembly has established the SC Transportation Infrastructure Bank (SIB) to provide financial assistance to government units for constructing highway facilities necessary for public purposes; and

**WHEREAS**, the SIB has established a financial assistance application process whereby primary consideration shall be given to eligible project applications with local financial participation and which provide public benefits such as enhancement of mobility and safety, promotion of economic development, etc.; and

**WHEREAS**, the SIB requires evidence to substantiate public benefit including, but not limited to, resolutions of support from the municipalities and organizations within the applicant county; and

**WHEREAS**, the SCDOT could, with SIB approval in 1998 of the County's SC 170 application, begin final design and construction management of the SC 170 improvements in early 1999, with project completion within three years thereafter; and

**WHEREAS**, of all revenue-generating options for local financing considered by Beaufort County Council, a one-percent sales tax for this purpose, if approved by public referendum, would yield the shortest term (15-18 months), least cost (interest-free) solution for City and County residents and property owners; and

WHEREAS, Beaufort County Council, on November 24, 1997, approved a Resolution to submit a financial assistance application for SC 170 to the SIB by December 19, 1997 including a \$25,000,000 local match contingent upon voter approval of a one-percent local sales tax by public referendum on November 3, 1998; and

WHEREAS, the early improvement of SC 170 will clearly benefit the mobility and safety of the large number of Beaufort County residents, and the employees of member firms of the Home Builders Association of the Lowcountry that travel daily on this highway in the performance of their duties;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Home Builders Association of Hilton Head Island concurs with and fully supports the County's stated plan for submittal of a financial assistance application to the SIB; and further

BE IT RESOLVED that the Board of Directors of the Home Builders Association of Hilton Head Island pledges to support the County Council in promoting the passage of said sales tax referendum for this worthwhile project.

Adopted this 15 day of December, 1997

Maureen Ellis  
President  
HBA of Hilton Head

Attest: William A. Fisher  
Member of the Board of Directors

## RESOLUTION

WHEREAS, the transportation corridor known as South Carolina Highway 170 (SC170) is critical to the economic well-being of Beaufort County; and

WHEREAS, it is critical that SC 170 provide for the safe and efficient movement of employees, goods and services between the northern and southern sectors of the County; and

WHEREAS, the section of SC 170 from the Beaufort/Jasper Career Education Center to the Beaufort city limits already carries overcapacity traffic loads and is demonstrably the most dangerous transportation corridor in the County and the State; and

WHEREAS, the needed improvement of SC 170, including widening to four travel lanes and new bridges across the Chechessee and Broad Rivers, is projected to cost over \$100,000,000, and

WHEREAS, the South Carolina Department of Transportation (SCDOT) is not expected to have sufficient funding to accommodate the needed SC 170 improvements for many years; and

WHEREAS, the South Carolina General Assembly has established the SC Transportation Infrastructure Bank (SIB) to provide financial assistance to government units for constructing highway facilities necessary for public purposes; and

WHEREAS, the SIB has established a financial assistance application process whereby primary consideration shall be given to eligible project applications with local financial participation and which provide public benefits such as enhancement of mobility and safety, promotion of economic development, etc.; and

WHEREAS, the SIB requires evidence to substantiate public benefit including, but not limited to, resolutions of support from the municipalities and organizations within the applicant county; and

WHEREAS, the SCDOT could, with SIB approval in 1998 of the County's SC 170 application, begin final design and construction management of the SC 170 improvements in early 1999, with project completion within three years thereafter; and

WHEREAS, of all revenue-generating options for local financing considered by Beaufort County Council, a one-percent sales tax for this purpose, if approved by public referendum, would yield the shortest term (15-18 months), least cost (interest-free) solution for City and County residents and property owners; and

WHEREAS, Beaufort County Council, on November 24, 1997, approved a Resolution to submit a financial assistance application for SC 170 to the SIB by December 19, 1997 including a \$25,000,000 local match contingent upon voter approval of a one-percent local sales tax by public referendum on November 3, 1998; and

WHEREAS, the early improvement of SC 170 will clearly benefit the mobility and safety of the large number of Beaufort County residents, and the employees of member firms of the Home Builders Association of the Lowcountry that travel daily on this highway in the performance of their duties;

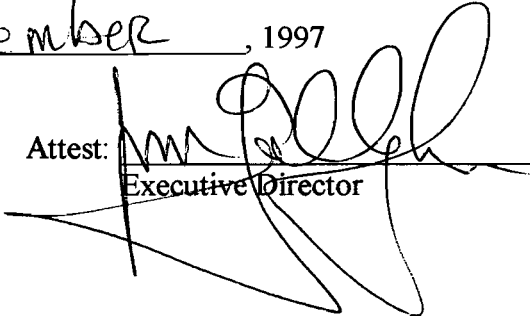
NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Home Builders Association of the Lowcountry concurs with and fully supports the County's stated plan for submittal of a financial assistance application to the SIB; and further

BE IT RESOLVED that the Board of Directors of the Home Builders Association pledges to support the County Council in promoting the passage of said sales tax referendum for this worthwhile project.

Adopted this 11th day of December, 1997

  
\_\_\_\_\_  
President

Attest:

  
\_\_\_\_\_  
Executive Director



# BEAUFORT MEMORIAL HOSPITAL

---

## **RESOLUTION FROM BEAUFORT MEMORIAL HOSPITAL BOARD OF TRUSTEES**

**WHEREAS**, the transportation corridor known as South Carolina Highway 170 (SC 170) is critical to the economic well-being and growth of Beaufort County ("County") and;

**WHEREAS**, it is critical that SC 170 provide for the safe and efficient movement of employees, goods and services between the northern and southern sections of the County and;

**WHEREAS**, the section of SC 170 from the Beaufort/Jasper Career Education Center to the Beaufort city limits already carries over-capacity traffic loads and is demonstrably the most dangerous transportation corridor in the County and the State and;

**WHEREAS**, the needed improvement of SC 170, including widening to four travel lanes and new bridges across the Chechessee and Broad River, is projected to cost over \$100,000,000 and;

**WHEREAS**, the South Carolina Department of Transportation (SCDOT) is not expected to have sufficient funding to accommodate the needed SC 170 improvements for many years and;

**WHEREAS**, the South Carolina General Assembly has established the SC Transportation Infrastructure Bank (SIB) to provide financial assistance to government units for constructing highway facilities necessary for public purposes and;

**WHEREAS**, the SIB has established a financial assistance application process whereby primary consideration shall be given to eligible project applications with local financial participation and which provide public benefits such as enhancement of mobility and safety, promotion of economic development, etc. and;

**WHEREAS**, the SIB requires evidence to substantiate public benefit including, but not limited to, resolutions of support from the municipalities within the applicant county and;

**WHEREAS**, the SCDOT could, with SIB approval in 1998 of the County's SC 170 application, begin final design and construction management of the SC 170 improvements in early 1999, with project completion within three years thereafter; and



**WHEREAS**, of all revenue-generating options for local financing considered by Beaufort County Council, a one-percent sales tax for this purpose if approved by public referendum, would yield the shortest term (15-18 months) least cost (interest-free) solution for Town and County residents and property owners and;

**WHEREAS**, Beaufort County Council, on November 24, 1997, approved a Resolution to submit a financial assistance application for SC 170 to the SIB by December 19, 1997 including a \$25,000,000 local match contingent upon voter approval of a one-percent local sales tax by public referendum on November 3, 1998 and;

**WHEREAS**, the early improvement of SC 170 will clearly benefit the mobility and safety of the thousands of employees that commute daily on this highway;

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Trustees of Beaufort Memorial Hospital concurs with and fully supports the County's stated plan for submittal of a financial assistance application to the SIB, and further;

**BE IT RESOLVED** that the Beaufort Memorial Hospital Board of Trustees pledges to support the County Council in promoting, *without the use of any public funds*, the passage of said sales tax referendum for this worthwhile project.

Adopted this 18<sup>th</sup> day of December, 1997.

THE BOARD OF TRUSTEES OF  
BEAUFORT MEMORIAL HOSPITAL

By: Audrey C. McBride  
Chairman

THE GREATER ISLAND COMMITTEE, INC.  
OF HILTON HEAD ISLAND

November 11, 1997

Mr. Emmett McCracken  
Chairman, Beaufort County Council  
P.O. Box 1228  
Beaufort, SC 29901

Dear Chairman McCracken:

Re: Funding Highway 170 Improvements

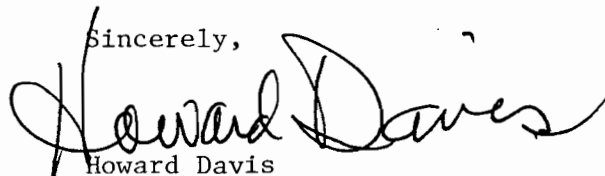
At our December 4, 1997 Annual Membership Meeting, our members strongly supported the County Council's action and authorized the Executive Committee to send a letter of support to you for the application the County Council plans to submit to the State's Highway Infrastructure Bank.

The following is the motion adopted by our Government Sub-Committee:

"State Highway #170, serving Beaufort and Jasper Counties, is a vital part of the State's highway system. It is the primary artery connecting the northern and southern portions of one of the State's fastest growing counties and a key contributor to the State's economic growth. Unfortunately, this highway, which carries over 10,900 vehicles a day on a two lane road, is also one of, if not the most, deadly highways in South Carolina. It is, therefore, absolutely imperative that this highway and its bridges be reconstructed.

It is, therefore, resolved that The Greater Island Committee of Hilton Head Island, as a result of a vote at its December 4, 1997 Annual Membership Meeting, does fully support the application for funding being submitted by the Beaufort County Council to the State's Highway Infrastructure Bank. We are convinced that this project deserves the highest priority among the projects submitted for funding and construction."

Our best wishes for complete success in obtaining the funding necessary for this very vital project.

Sincerely,  
  
Howard Davis  
Chairman

**JAMES W. BEQUETTE  
4 BROOMFIELD LANE  
BEAUFORT, SC 29902  
(803) 521-0931**

December 6, 1997

Emmett McCracken, Chairman  
Beaufort County Council  
100 Ribaut Road  
Beaufort, SC 29902

Dear Chairman McCracken,

Subject: One cent sales tax referendum for widening Highway 170

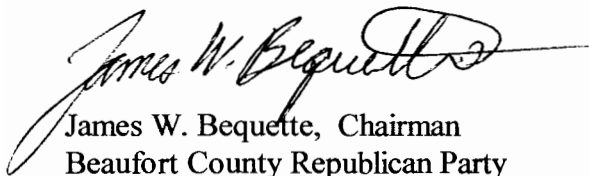
At the January 19 meeting of the Executive Committee of the Republican Party I shall be asking them to vote to support the sales tax increase for the specific purpose of providing funds to assist the South Carolina Department of Transportation in widening SC 170 from Beaufort to the Career Education Center.

I have met with Mr. Robert Holzmacher, who chairs our Issues and Platform Committee, and he will be assisting me in securing the support of the Executive Committee.

Both Bob and I opposed the one cent sales tax in the last referendum because we were totally against the County going into the highway construction business. We shall give our whole-hearted support to this referendum provided that SC DOT accepts their responsibility for managing the construction.

I firmly expect that our Executive Committee will endorse total support by the Republican Party of Beaufort County.

Sincerely,



James W. Bequette, Chairman  
Beaufort County Republican Party



December 15, 1997

Mr. Emmett McCracken  
Chairman, Beaufort County Council  
302 Carteret Street  
Beaufort, SC 29902

Dear Emmett:

First of all, I would like to commend you and your colleagues on Council for your courageous action in supporting immediate action on Highway 170. Sales Tax initiatives are never popular, but your leadership will save lives and improve the quality of life for thousands of commuting workers and "car-pool" parents.

Please convey to the Council that we at Spring Island are 100% behind the resolution that was passed, and we will continue to assist you in any way possible to achieve the goal of timely action on this critical matter.

With continuing gratitude for your insightful leadership, I remain

Cordially yours,

James J. Chaffin, Jr., President  
Spring Island Property Owners Association

NBCC  
Northern Beaufort Co. Committee  
PO Box 274  
Sheldon, SC 29941

Mr. Leonard Timmer  
Beaufort Co. Council

12/18/97

Dear Mr. Timmer,

Firstly, forgive this handwritten letter.  
my computer is being repaired.

Secondly, in regards to the proposed  
1% sales tax to be used as matching  
funds for the widening of Highway 170 and  
278, the majority of our members would  
not be in favor of the tax increase.

Many of those polled feel that some other  
way of raising the money needs to be  
investigated.

Respectfully,

Nan Campbell

NAN Campbell Sect./Treas



# THE ISLAND PACKET

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## Vote on S.C. 170 step in right direction

Beaufort County Council has aimed the community in the right direction by approving a definitive plan for widening S.C. 170, the primary highway linking the county's two population centers.

The Council voted 7-4 Monday to seek a grant from the new state Infrastructure Bank and to hold a referendum next November on a short-lived, 1-cent local sales tax to help fund the project.

There will be plenty of time to debate the merits of the sales tax. But for now we can bank on the following factors:

- Beaufort County has a plan. Local leaders and residents have discussed a variety of ways to fund the highway, and from that give and take a plan of action has emerged.

- The Infrastructure Bank was set up to address major highway needs and get them out of the way quickly. For that reason, wording in its enabling legislation asks local communities to contribute what is expected to be 20 to 30 percent of a project's cost.

- Other communities are lining up to take advantage of this deal, including Myrtle Beach, Greenville and Spartanburg. Charleston has balked, saying it doesn't like the local input part.

- Beaufort County will be making an application based on local money it does not have. If voters turn down the sales tax idea, there is no backup plan in what the Council approved Monday. That does not appear to be putting the county's best foot forward, according to the rules of the game, but it is a start and it reflects political reality.

- The rules may change. When the legislature reconvenes in January, there may be a push to change the law so that the Infrastructure Bank does not require local funds. But, experts say, that would go against the national trend on highway funding, and it would go against the methods of other successful Infrastructure Banks.

- Beaufort County has a choice. It can wait until the state widens S.C. 170 in its own good time, which could take decades, or it can move swiftly to take advantage of a new funding mechanism. We hope Monday's action will be good enough to fit the latter description.

## The Beaufort Gazette

FOUNDED IN 1897

Sunday, November 30, 1997

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# Widening S.C. 170

## County Council steers right course

**B**eaufort County may or may not receive a share of State Infrastructure Bank funding to improve S.C. 170, but County Council has steered a course in the right direction.

On Monday council voted 7-4 to file an application for a grant from the SIB with plans to hold a November 1998 referendum on a 1-cent special project tax. Special project taxes were approved by the General Assembly, along with legislation creating the SIB. A special project tax has a specified life (in months or dollars) and the money goes to a specific project. The money can't pay for another project and it can't be extended.

The SIB was created because S.C. Department of Transportation, the Legislature and the governor realized the state's infrastructure needs vastly outweigh the state's ability to pay for them. The bank, which already has received applications from other areas of the state, only has \$600 million, half of the amount Gov. David Beasley initially proposed in his State of the State address.

Members of the SIB have said projects with a local contribution will fare better on the priority list.

County Council has discussed a funding mechanism for the widening of a 13.5-mile segment of S.C. 170 from the Beaufort-Jasper Career Education Center to the Beaufort city limits. The road would be widened from two to four lanes, including new bridges over the Broad and Chechessee rivers.

S.C. 170 is the major artery between northern and southern Beaufort County. Thousands of people use the road each week to get to and from jobs at Bluffton, Hilton Head and Savannah. The road is often clogged with traffic and considered one of the most dangerous in the state, with more than 21 people killed over the past five years.

County Council discussed a one-cent sales tax for the widening project last year prior to creation of the SIB. The one-cent sales tax was to be levied for eight years with the anticipation of raising \$100 million for the S.C. 170 project. DOT would have reimbursed the county over a period of years and the money would have been used to improve other roads in the county. Voters by a 2-1 margin rejected the plan in a November 1996 referendum. That was the third time voters had rejected a one-cent sales tax.

Council's new proposal is to ask voters to approve a one-cent tax for 18 months or until 25 to 30 percent of the project's cost has been raised. This plan is sound for several reasons:

- It has the backing of municipalities.
- The tax is for a shorter period of time and would not require a separate board to oversee use of the money.
- A large portion of the tax would be paid by people who don't live in the county but enjoy amenities along the coast.

According to SIB Chairman Howard Covington, Beaufort County doesn't need to raise taxes to come up with its matching share of money to improve the road. However, the matching share raised any other way would come at the expense of other road projects. For instance, Covington says Beaufort County could agree to assume maintenance of some state roads and grant the state easements it needs for other road projects. The money for maintenance and easements has to be raised in some manner. A likely place would be the property tax, which vacationers don't have to pay.

At this point council doesn't have a fall-back plan. Because the one-cent sales tax is based on assumption, Covington says the plan doesn't have much credibility with the SIB.

The council steered a course in the right direction. It just needs fine tuning. Council would be wise to quickly devise a fall-back plan, a plan that the SIB would accept if voters reject the one-cent sales tax in November.

# Savannah Morning News.

Established 1850

FRANK T. ANDERSON

Publisher

REXANNA KELLER LESTER

Executive Editor

THOMAS S. BARTON

Editorial Page Editor

M. DANIEL SUWYN

Managing Editor

## S.C. road funds thin

**T**HE OUTLOOK for state and federal funds to widen S.C. 170 in Beaufort County took another body blow this week: The Upstate said it wants a whopping \$450 million from the state Infrastructure Bank for road projects up there.

Add that to the \$400 million Charleston County wants to build new bridges across the Cooper and Ashley rivers plus the \$545 million that Myrtle Beach is seeking and you get a massive overdraft.

The total comes to almost \$1.4 billion. The legislature gave the new Infrastructure Bank it created this year only \$700 million to allocate throughout the whole state.

Beaufort County is seeking only \$30 million to widen 13 miles of S.C. 170 from the Career Education Center to the Beaufort city limits. The route is the county's principal north-south thoroughfare.

Hundreds of workers use it every day to get to jobs in the booming south county. Accidents have soared — 1,000 collisions since 1991. In 14 of them, 18 persons were killed. Population growth means more accidents are sure to come.

What is galling to hat-in-hand supplicants for state road funds under the new state law is that each one is expected to provide 20 to 30 percent of project costs from local funds. Dutiful to a fault, the Beaufort County Council voted 6-4 this month to chip in \$20 million toward the \$100 million cost of widening S.C. 170.

If voters approve in a referendum a year from now, the \$20 million would come from a one-year, one-cent, local-option sales tax hike.

Charleston and Beaufort counties were set last month to submit applications to the Infrastructure Bank for 100 percent funding. Charleston went ahead and tried it. The bank

returned its application for "procedural errors," delivering the message that some local funding is a prerequisite for seeking state funds.

What is now clear is that the legislature has changed the game plan for state road construction, and the counties must live with it. What is also clear is that the legislature is a long way from funding the estimated \$20 billion in road projects that have accumulated throughout the state.

The backlog stems largely from the political favoritism that has dominated road-building for years. Legislators have frequently dipped into state road funds to finance pork projects in their home districts.

Voter approval of Beaufort County's proposed sales tax is not a foregone conclusion. Voters have turned down a sales tax hike three times in the last five years, and the memory of those defeats of county initiatives still floats in the public mind.

The next time around, though, voters will see better what choices the County Council faces. If the sales tax hike is defeated, the council says it will impose a one-mill property tax hike, add \$10 to the vehicle license tag fee, and levy a 0.25 sales tax on restaurant food and drinks.

None of these taxes would require a referendum.

The Infrastructure Bank may accept a local funding plan contingent on voter approval a year from now, but the existence of a backup funding plan could help overcome any reservations.

All this suggests that spending cuts and budget balancing in Washington are beginning to have just the predicted effect: Local governments are taking on more financing burdens than they can handle.





South Carolina  
Department of Transportation

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(803) 737-1302 • Fax (803) 737-2038

State Highway Engineer  
(803) 737-1314 • Fax (803) 737-2038

Chief Financial Officer  
(803) 737-1240 • Fax (803) 737-2014

Director of Mass Transit  
(803) 737-9720 • Fax (803) 737-9739

Rec'd  
12/17/97  
CC

December 15, 1997

**S.C. Route 170 Widening from U.S. Route 278 at the Career Education  
Center to west of S.C. Route 280, File 7.615, PIN 18286  
Beaufort and Jasper Counties**

Honorable Leonard M. Tinnan  
Beaufort County Councilman  
37 Wagon Road  
Hilton Head Island, SC 29928

Dear Mr. Tinnan:

The Department is excited about Beaufort County's efforts to accelerate the widening of S.C. Route 170 and looks forward to the success of the November, 1998 referendum and the receipt of State Infrastructure Bank (SIB) funding.

As you know, the Department has been working on this project since mid 1996 and to date has finalized the Environmental Assessment for the entire project and right of way plans for the section from Road S-20 to S.C. Route 280. Efforts have recently begun to acquire the necessary right of way on this portion of S.C. Route 170. We are currently preparing right of way plans for the remainder of the project and could begin acquiring right of way for this section as early as next summer if funding were available. Preparation of the necessary permit applications could also begin at this time. However, any change to the current scope of work could delay the permitting process significantly.

Based on the amount of work that has been done to date and the complexities that will be involved with obtaining the necessary environmental permits, it is possible that the S.C. Route 170 project could be engineered and constructed in the conventional manner as timely as a Design/Build contractor. However, many of the Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs) across the state are considering the use of bonds and/or SIB financing to fund needed projects. As a result of these innovative financing techniques and the increased number of projects being administered by the Department, decisions must be made whether to request the assistance of local governments. Therefore, if Beaufort County is successful in obtaining SIB financing, a local governmental entity may be requested to develop the project using a Design/Build contractor.

Based on our review of the information provided by Beaufort County and considering current and future estimating trends, the Department estimates that the project could be completed for approximately \$130 million to \$145 million. These figures include all remaining engineering, right of way, and construction costs. The higher estimate includes modifications to the S.C. Route 802 intersection (\$5,000,000) and the increased width of the Broad River bridge (\$10,000,000). The Department and its consultant have studied the S.C. 802 intersection and have designed it to accommodate the anticipated future traffic growth in the area. Likewise, the Department understands your desire for a wider bridge with a 15 ft. median and breakdown lanes. The benefits of a wider bridge have been carefully considered, along with the savings associated with a more narrow bridge width. It is common for the Department to use a reduced width on long bridges such as the Broad River bridge which is approximately 7300 feet. The reduction in width on the Broad River bridge from 82 feet to 60 feet will result in an estimated savings of \$10,000,000. In this case, it is our belief that the potential savings far outweigh any disadvantages associated with a reduced bridge width. If the County still wishes to request additional funds from the SIB for improvements to S.C. Route 802 and a wider bridge, please be aware that this change in the scope of work could delay the project by a year or more depending on the ability to obtain the necessary permits.

I hope that this information is helpful to you in the preparation of Beaufort County's application to the SIB. Your efforts are greatly appreciated and the Department looks forward to working with Beaufort County in completing this much needed project. If the Department can assist you in any way, please feel free to contact me or someone from my staff.

Sincerely,



Don H. Freeman  
State Highway Engineer

DHF:sbc

File: PC\MCL

CC: Honorable H. Emmett McCracken, Jr.  
Chairman, Beaufort County Council

Honorable H. B. (Buck) Linehouse  
Chairman, Beaufort County Council


## Appendix D

**BEAUFORT COUNTY FUNDS UTILIZED FOR SCDOT ROADWAYS  
(FY 93/94 - FY 96/97)**

<u>LOCATION</u>	<u>AMOUNT</u>
Resurfacing of SCDOT Roads (FY93/94)	\$ 345,625
Resurfacing of SCDOT Roads (FY94/95)	300,000
Airport/Dillon Road	54,485
North Forest Beach Road	69,311
City of Beaufort/Sidewalks in SCDOT ROW	78,000
City of Beaufort/Sidewalks in SCDOT ROW	76,000
Marsh Dr/US 21 Signal	29,500
US 278 Median Curb & Gutter	25,150
Resurfacing of SCDOT Roads (FY95/96)	81,160
Union Cemetery Road	47,597
Beach City/Airport Roads	60,901
Folly Field Road	52,454
Carteret Street/US 21	75,000
Battery Creek/Waddell Road	49,317
Russell Bell Bridge Lighting/SC 802	36,000
Battery Creek HS/Robert Smalls MS	36,711
New Sidewalks/Bluffton in SCDOT ROW	114,681
Resurfacing of SCDOT Roads (FY96/97)	291,000
SC 170/Callawassie Road Intersection	248,000
	<hr/>
Total	\$ 2,070,892

## MEMORANDUM

TO: Councilman Leonard Tinnan

FROM: Stephen G. Riley, AICP, Town Manager 

DATE: December 10, 1997

SUBJECT: Town Projects within the SCDOT Right-of-Way

---

In response to your request I provide the following information:

Since the Town's inception we have participated in approximately 20 separate road, drainage and special projects in which the South Carolina Department of Transportation (SCDOT) and the Town shared benefit. The financial bulk of the road improvements was identified as being necessary in the Town's 1991 *Transportation Update to the Comprehensive Plan*. This plan identified the need for a viable secondary road network. In order to accomplish this, improvements to SCDOT roads as well as the construction of new routes were needed. Analysis continues to indicate that the improvements to the non-SCDOT roads are crucial to the success of the program. These routes provide much needed options to the motorist, reduce congestion and improve the efficiency of the state roads. A chronological list of improvements by category with approximate construction value is provided below:

### Roadway Improvements (within SCDOT R/W)

Burkes Beach Road *	Resurfacing	1989	\$50,000
Pope Avenue	Median Curbing	1990	\$20,000
Coligny Circle	Rehabilitation	1990	\$100,000
Palmetto Bay Road	Turn Lane	1991	\$15,000
Starfish Drive* /			
Sand Dollar Road*	Resurfacing	1991	\$15,000
Gumtree Road	Turn Lane	1993	\$50,000
Beach City Road*	Widening	1995	\$1,200,000
Traffic Signal System	Installation	1996	\$75,000
	O & M		\$30,000 /yr.
US 278	Median Curbing	1997	\$30,000
Marshland Road /			
Mathews Drive	Widening	1997	\$975,000
Total			\$2,530,000

### **Roadway Improvements ( non-SCDOT R/W)**

Pembroke Drive*	New Construction	1992	\$500,000
New Orleans Road	Rehabilitation	1993	\$600,000
Leg O'Mutton Road	New Construction	1995	\$600,000
Gardner Drive	Rehabilitation	1997	\$350,000
Dual Route	New Construction	1997	\$350,000
Total			\$2,400,000

As we move forward with the construction of the secondary road system, funds necessary for the survey, design, and right-of-way acquisition will continue to be spent. Significant projects in which we are currently engaged in these "up-front" tasks are improvements to the following SCDOT roads:

Mathews Drive, Arrow Road, Office Park Road, Gumtree Road and Bradley Beach Road.

To date we have expended \$80,000 in survey and design for these projects, cumulatively.

\* indicates projects for which the State released their interest in the right-of-way to the Town in order to facilitate completion the project

### **Drainage Improvements**

South Forest Beach	Roadside drainage, secured easements	1992	\$700,000
Fish Haul Road	Culverts	1995	\$20,000
Gumtree Road	Culverts	1996	\$35,000
Spanish Wells Road	Culverts	1997	\$2,000
Squire Pope Road	Culverts	1997	\$2,000
Total			\$759,000

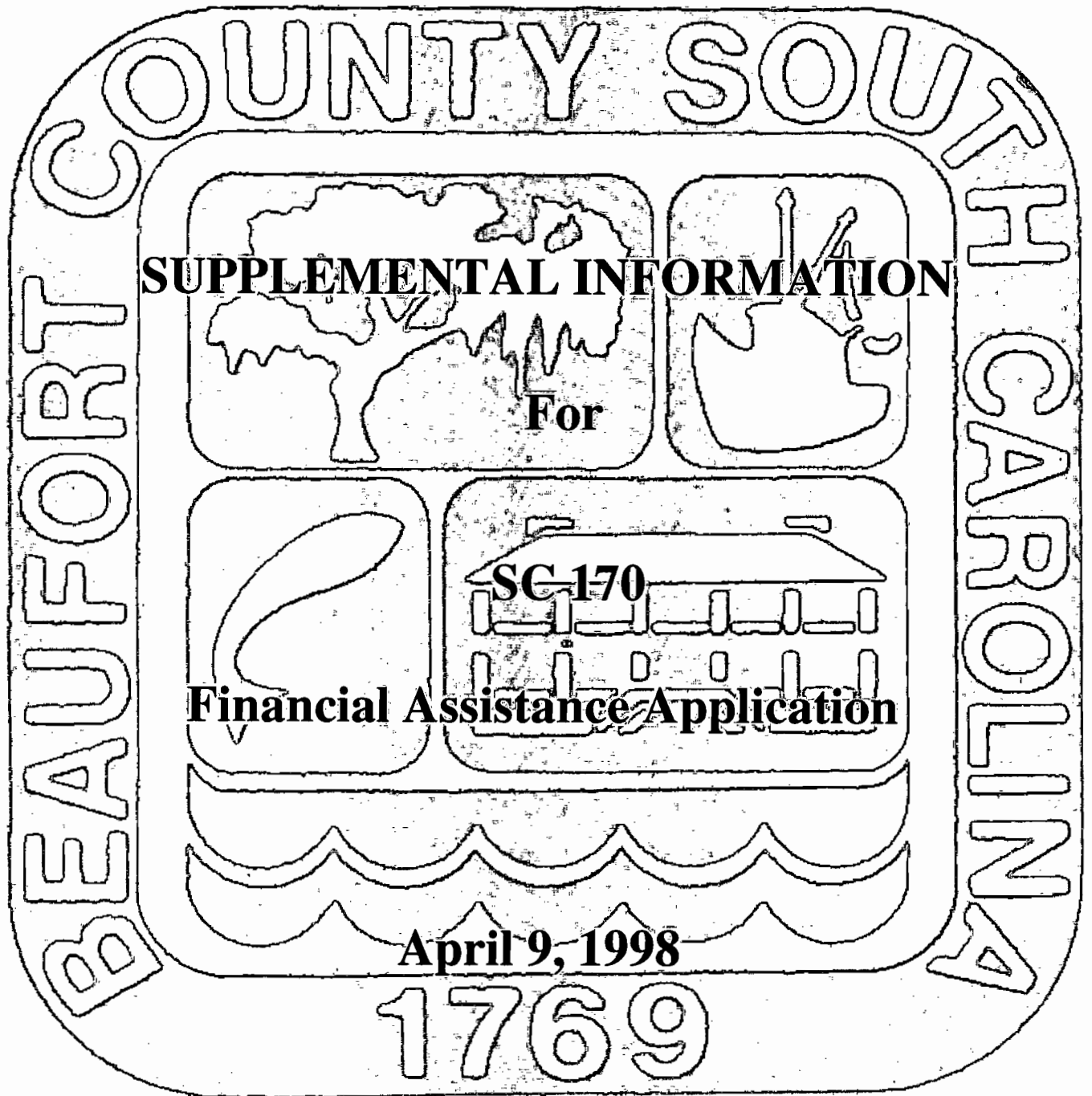
### **Special Projects**

Due to wetland impacts of the Cross-Island Parkway, wetlands mitigation was required. In order to help facilitate the mitigation on-Island, the Town provided approximately 32 acres of land at the Town's Crossings Tract on which to mitigate. The "value" of this arrangement has not been calculated. However, the Town purchased the entire 85 acre tract for \$1,677,500.

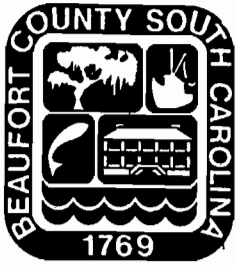
## **Landscape Maintenance and Litter Control**

Since 1990 \$631,530 has been spent on the upkeep of William Hilton Parkway and Pope Avenue. Since 1993, \$268,896 has been spent on the Litter Patrol. Before that, the Town expended \$75,900 per year for litter patrol services.

cc: Town Council  
C.O. Hoelle, Jr.  
Scott Liggett







## **SUBJECTS FOR DISCUSSION**

- **WHAT IS THE PROJECT'S COST?**  
**WHAT DOES THAT COST INCLUDE?**
- **WHY AN 83-FOOT WIDE BROAD RIVER BRIDGE?**
- **HOW MUCH WILL BEAUFORT COUNTY  
CONTRIBUTE FINANCIALLY?**
- **WILL THE SALES TAX REFERENDUM PASS?**



# **SECTION 1**

## **COST ESTIMATION HISTORY**



**1 - A**

**➤ MARCH 7, 1996**

**MEETING WITH SCDOT  
(COLUMBIA, SC)**

## **DISCLAIMER**

The following estimates are our best estimates at this time. No plans have been developed, therefore no quantities are available to prepare detailed estimates. All assumptions are based on current and anticipated trends.

**PRELIMINARY**  
**(SUBJECT TO CHANGE)**

**COST ANALYSIS FOR S.C. ROUTE 170**  
**FROM THE CAREER EDUCATION CENTER TO ROAD S-20**

Approximate Length of Roadway Widening 8.86 miles

Approximate Length of Chechesee River Bridge 1650 feet

Approximate Length of Broad River Bridge 7320 feet

**Roadway Construction Costs (@ \$1.7 million/mile)** **\$15,062,000.00**

**Chechesee River Bridge Costs**

	<u>Navigational Clearance</u>	<u>Bridge Width</u>	<u>Bridge Construction Cost</u>
Alt. 1	existing	70	\$8,352,500.00
Alt. 2	existing	82	\$7,441,500.00

**Broad River Bridge Costs**

	<u>Navigational Clearance</u>	<u>Bridge Width</u>	<u>Bridge Construction Cost</u>
Alt. 1	45 ft.	70 ft.	\$33,306,000.00
Alt. 2	45 ft.	82 ft.	\$39,015,600.00
Alt. 3	65 ft.	70 ft.	\$40,992,000.00
Alt. 4	65 ft.	82 ft.	\$48,019,200.00

**Estimated Bridge Costs Could Range from** **\$39,658,500.00**  
**to** **\$55,460,700.00**

Using 82 ft. bridge widths and a 65 ft. navigational clearance for the Broad River Bridge, the estimated construction cost for the project is:

**\$70,522,700.00**

**Estimated Right of Way Costs**

R/W will be required for approximately 3.71 miles  
 Estimated Cost \$400,000.00 /mile

**PRELIMINARY**  
**(SUBJECT TO CHANGE)**

**Total Estimated R/W Cost** **\$1,484,000.00**

**Preliminary Engineering Costs (6% Construction Costs)**

**Total Estimated PE Cost** **\$4,231,362.00**

**Total Estimated Cost for this portion of S.C. Route 170** **\$76,238,062.00**

3/7/96

**COST ANALYSIS FOR S.C.ROUTE 170 FROM ROAD S-20 TO S.C. ROUTE 280**

Approximate Length of Roadway Widening  
(Curb and Gutter)

2.5 miles

**Roadway Construction Costs (@ \$2.0 million/mile)**

**\$5,000,000.00**

**Estimated Right of Way Costs**

R/W will be required for approximately  
Estimated Cost

2.5 miles  
\$400,000.00 /mile

**PRELIMINARY,  
(SUBJECT TO CHANGE)**

**Total Estimated R/W Cost**

**\$1,000,000.00**

**Preliminary Engineering Costs (6% Construction Costs)**

**Total Estimated PE Cost**

**\$300,000.00**

**Total Estimated Cost for this portion of S.C. Route 170**

**\$6,300,000.00**



3/7/96

## ESTIMATE OF TIME

If developed as one project, the estimated time to complete the Engineering and Construction is shown below.

### ENGINEERING

#### Time

Preparation of Environmental Document and Preliminary Plans	9 months
Right of Way Plans and Preliminary Bridge Plans	7 months
Construction Plans	
Roadway	concurrent with Bridge Plans Development
Bridges	15 months
<b>Engineering Total</b>	<b><u>31 months</u></b>

### RIGHT OF WAY

Right of Way Aquisition	concurrent with Const. Plans Development
-------------------------	---

### CONSTRUCTION

Roadway	concurrent with Bridge Construction
Bridges	24 months
<b>Construction Total</b>	<b><u>24 months</u></b>

**PRELIMINARY  
(SUBJECT TO CHANGE)**

**S.C. ROUTE 170 WIDENING**  
**FROM CAREER EDUCATION CENTER TO S.C. ROUTE 280**

**SUMMARY OF ESTIMATED COST AND TIME**

	<u>AMOUNT</u>	<u>TIME</u>
Engineering	\$4,531,362.00	31 months
Right of Way Aquisition	\$2,484,000.00	concurrent with Engineering
Construction (Assuming 82 ft. bridge widths and 65 ft. navigational clearance for the Broad River Bridge)	\$75,522,700.00	24 months
<b>TOTAL</b>	<b>\$82,538,062.00</b>	<b>55 months</b>

All costs are calculated using present day estimates.  
 For future costs, a 5% per year inflation factor is assumed.

Assuming R/W efforts could begin in 16 months,  
 the estimated R/W cost would be — \$2,654,877.00

Assuming the project is ready for letting in 3 years,  
 the estimated Construction cost would be — \$87,717,518.89

**Total Project Cost (including PE & R/W)**      **\$94,903,757.89**

**Minimum Construction Costs**

**PRELIMINARY**  
**(SUBJECT TO CHANGE)**

If 70 ft. bridge widths are used and a 45 ft.  
 navigational clearance is provided at the  
 Broad River bridge, the estimated  
 construction cost would be — \$59,720,500.00 (excluding R/W and PE)

Assuming the project is ready for letting in 3 years,  
 the estimated cost for construction would be — \$69,363,702.39 (excluding R/W and PE)

**Total Project Cost (including PE & R/W)**      **\$76,549,941.39**



**3/7/96**

## **COST ESTIMATE SUMMARY**

- **WITH 70-FOOT WIDE CHECHESSEE  
RIVER BRIDGE AND 82-FOOT WIDE  
(X 45 FT HIGH) BROAD RIVER BRIDGE**

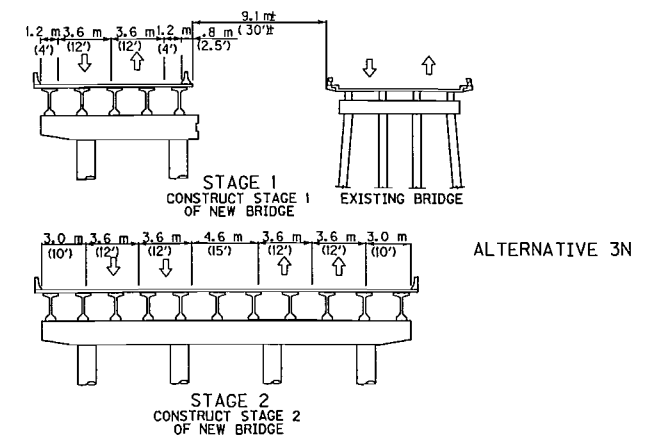
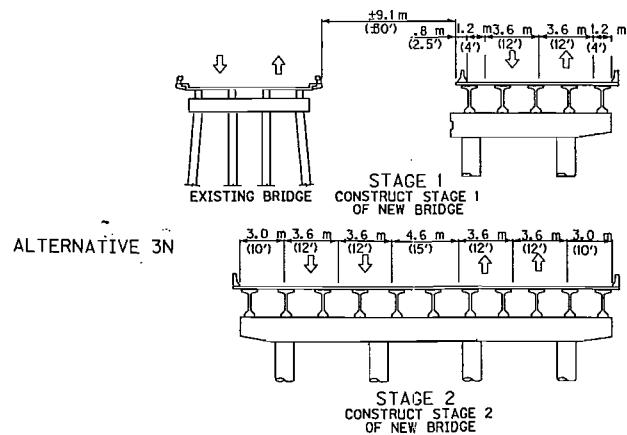
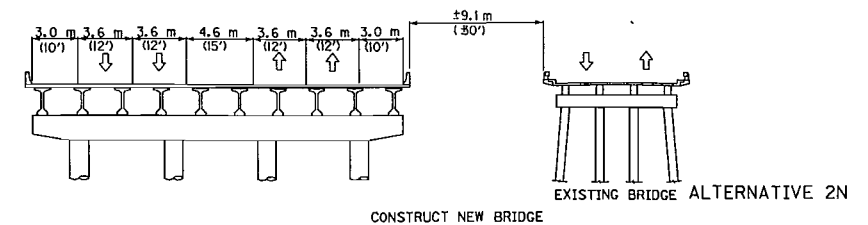
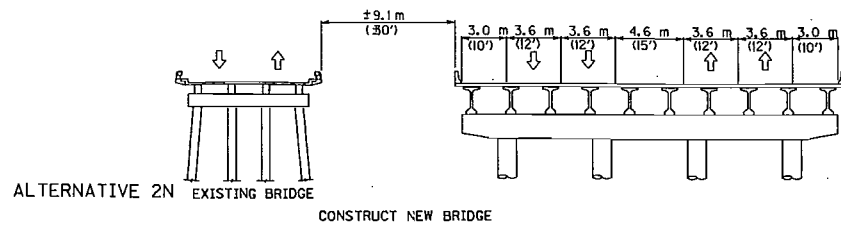
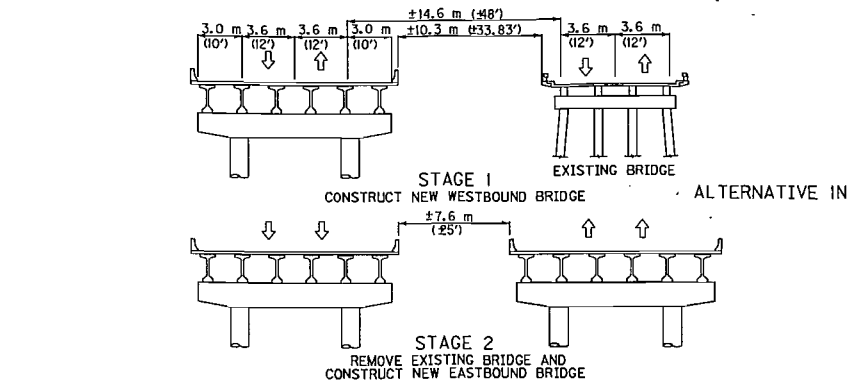
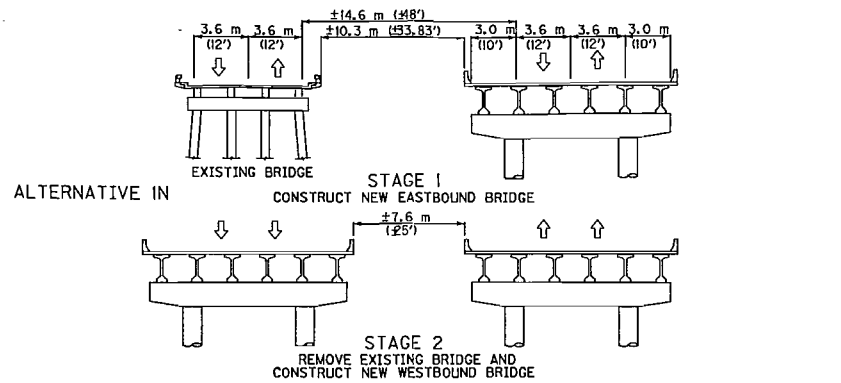
<b>ROADWAY CONSTRUCTION</b>	<b>\$ 20,062,000</b>
<b>BRIDGE CONSTRUCTION</b>	
<b>CHECHESSEE RIVER</b>	<b>6,352,500</b>
<b>BROAD RIVER</b>	<b>39,015,600</b>
<b>RIGHT OF WAY ACQUISITION</b>	<b>2,484,000</b>
<b>PRELIMINARY ENGINEERING</b>	<b><u>4,531,362</u></b>
<b>TOTAL</b>	<b>\$ 72,445,462</b>

**1 - B**

**➤ FEBRUARY 20, 1997**

**SCDOT  
ENVIRONMENTAL ASSESSMENT REPORT**

FIGURE II-2, TYPICAL BRIDGE CROSS SECTIONS



b. Unstaged Construction of a Single Four-lane Bridge with a Paved Median\_\_\_\_\_

This alternative involved the unstaged construction of a single four-lane bridge with four 3.6-meter (12-foot) lanes, a 4.6-meter (15-foot) paved center median and 3.0-meter (10-foot) outside shoulders. The construction would be undertaken as follows:

- traffic would be maintained on the existing two-lane bridge, while a new four-lane bridge was constructed parallel to and either north or south of the existing bridge; and,
- upon completion of the new four-lane bridge, traffic would be switched to it, while the existing two-lane bridge was demolished.

Alternatives to the north (Alternative 2N) and south (Alternative 2S) of the existing bridges were considered.

TABLE II-3, IMPACTS ASSOCIATED WITH THE BRIDGE ALTERNATIVES

IMPACTS	STAGED BRIDGES		UNSTAGED BRIDGE		STAGED BRIDGE		PREFERRED
	1N	1S	2N	2S	3N	3S	
<b>CHECHESSEE RIVER</b>							<b>STAGED BRIDGES 1S</b>
COST (MILLION)	\$10.4	\$10.8	\$10.0	\$10.6	\$10.5	\$11.0	\$10.8
COMPLETION TIME (MONTHS)	16-20	16-20	21-25	21-25	19-23	19-23	16-20
DEN OF ANTIQUITY	TAKE	NO IMPACT	TAKE	NO IMPACT	TAKE	NO IMPACT	NO IMPACT
LEMON ISLAND MARINA (HAZ MAT SITE 6)	TAKE	NO TAKE	TAKE	NO TAKE	TAKE	NO TAKE	NO TAKE
EDGAR C. GLENN, JR. BOAT LANDING	NO TAKE	NO TAKE	NO TAKE	NO TAKE	NO TAKE	NO TAKE	NO TAKE
WATERLINE	MOVE	NO IMPACT	MOVE	NO IMPACT	MOVE	NO IMPACT	NO IMPACT
<b>BROAD RIVER</b>							<b>UNSTAGED BRIDGE 1S</b>
COST (MILLION)	\$45.4	\$45.4	\$42.0	\$42.0	\$46.2	\$46.2	\$42.0
COMPLETION TIME (MONTHS)	22-28	22-28	25-31	25-31	24-30	24-30	25-31
BROAD RIVER BOAT LANDING	NO TAKE	NO TAKE	TAKE	NO TAKE	NO TAKE	NO TAKE	NO TAKE
WATERLINE	MOVE	NO IMPACT	MOVE	NO IMPACT	MOVE	NO IMPACT	NO IMPACT

## C. THE BUILD ALTERNATIVES

Initially, a range of build alternatives on existing location were considered. These alternatives included five roadway alternatives, each with three bridge alternatives. As the planning process continued, refinements were made to these alternatives and their strengths and weaknesses reevaluated. Based on this examination, it was determined that a combination of these alternatives, rather than a single alternative, would best address the project's purpose and need and be the most environmentally sensitive. This section provides a description of each individual alternative and the combination Preferred Alternative.

### 1. Roadway Alternatives

Five roadway alternatives to widen SC 170 from a two-lane roadway to a four-lane divided roadway with either a 14.6-meter (48-foot) grassed median (Alternatives 1N and 1S) or a 4.6-meter (15-foot) grassed median and a 4.6-meter (15-foot) paved median (Alternatives 2N, 2S and 2C) were considered, as shown in Figure II-1. Each alternative was evaluated in terms of their potential impacts, as shown in Table II-2.

TABLE II-2, IMPACTS ASSOCIATED WITH THE ROADWAY ALTERNATIVES

IMPACT	ROADWAY ALTERNATIVES					PREFERRED
	1N	1S	2N	2S	2C	
<b>COST IN \$MILLIONS*</b>	\$82.3	\$83.0	\$81.6	\$81.6	\$81.6	\$79.4
<b>DISPLACEES</b>						
HOUSES	10	9	2	4	2	4
MOBILE HOMES	4	5	2	1	1	0
BUSINESSES	4	9	2	2	1	1
NON-PROFITS	2	1	1	0	0	0
<b>RIGHT-OF-WAY</b>	32.8 H (81A)	32.0 H (79 A)	16.6 H (41 A)	16.2 H (40 A)	16.4 H (41 A)	21.5 H (53 A)
<b>NOISE</b>	27B/7C	23B/7C	34B/8C	33B/11C	37B/10C	36B/9C
<b>FLOODPLAIN</b>	18.2 H (45 A)	18.2 H (45 A)	9.7 H (24 A)	9.7 H (24 A)	9.7 H (24 A)	15.4 H (38 A)
<b>WETLANDS</b>	9.0 H (22.3 A)	11.6 H (28.6 A)	6.2 H (15.2 A)	6.7 H (19.6 A)	4.5 H (11.0 A)	7.4 H (18.4 A)
<b>FRESHWATER</b>	1.6 H (4.0 A)	2.1 H (5.1 A)	1.1 H (2.6 A)	0.1 H (3.2 A)	1.4 H (3.4 A)	1.3 H (3.1 A)
<b>SALTWATER</b>	7.4 H (18.3 A)	9.5 H (23.5 A)	5.1 H (12.6 A)	6.6 H (16.4 A)	3.1 H (7.6 A)	6.1 H (15.3 A)
<b>CULTURAL</b>	3	2	3	2	4	3
<b>HAZ MAT SITES</b>	1	5	0	1	0	1

\*COST INCLUDES BRIDGE COSTS SHOWING IN TABLE II-3

**1 - C**

**➤ MARCH 25, 1997**

**SCDOT**

**SC170 PUBLIC HEARING**

**(BEAUFORT, SC)**



**1 - D**

**➤ JUNE 3, 1997**

**BEAUFORT COUNTY  
COMMENTS TO SCDOT  
RE: PUBLIC HEARING**

**AND**

**➤ JULY 8, 1997**

**SCDOT LETTER RESPONSE**

# COUNTY COUNCIL OF BEAUFORT COUNTY

ADMINISTRATION BUILDING  
100 RIBAUT ROAD  
POST OFFICE DRAWER 1228  
BEAUFORT, SOUTH CAROLINA 29901-1228  
TELEPHONE: (803) 525-7100  
FAX: (803) 525-7181

H. EMMETT MC CRACKEN, JR.  
CHAIRMAN

CHARLES R. (RON) ATKINSON  
VICE CHAIRMAN

#### COUNCIL MEMBERS

J.E. "PETE" COMINGTON  
HERBERT N. GLAZE  
DOROTHY P. GNANN  
ELIZABETH P. GRACE  
WILLIAM L. MERRIDE  
EVA M. SMALLS  
THOMAS C. TAYLOR  
LEONARD M. TINNAN

MICHAEL G. BRYANT  
COUNTY ADMINISTRATOR  
DEPUTY ADMINISTRATORS

MORRIS C. CAMPBELL  
THOMAS A. HENRIKSON, CPA  
RANDOLPH L. WOOD, JR.

LADSON F. HOWELL  
COUNTY ATTORNEY

SUZANNE M. RAINEY  
CLERK TO COUNCIL

June 3, 1997

**VIA FAX AND REGULAR MAIL**

Mr. William M. DuBose, III  
Director of Preconstruction  
SC Department of Transportation  
P.O. Box 191  
Columbia, SC 29202

RE: SC Route 170 Widening - Career Education Center to SC Route 280

Dear Mr. DuBose:

Thank you for providing us with a set of plans for the proposed widening of SC 170 as presented at the March 25, 1997 public hearing in Beaufort. These documents have provided members of our County Council and key members of the County staff with the opportunity to carefully review every portion of this 13.5-mile widening as proposed by the South Carolina Department of Transportation (SCDOT). We have also taken into consideration the statements in your April 14, 1997 transmittal letter, that SCDOT is "revising the plans to reflect a five (5) lane ditch section from just west of Camp St. Mary's Road (S-81) to just east of Callawassie Road (S-54/790). This revision will reduce the right-of-way impacts in this area and provide more reasonable access to adjacent property owners."

This submittal represents the consolidated formal comments by Beaufort County Council to your design plans, as modified by the above-cited revision under consideration. We apologize for the belated submittal of our comments but, as you know, this section of highway is the arterial transportation "lifeline" linking the northern and southern portions of our County, and is so vitally important to the economic well-being of our community and its citizens. Therefore, we believe strongly that the final design must be done properly, not just quickly. We trust that you will consider the comments herein, which we sincerely offer in a constructive fashion, with some understanding of the perspective that we (County Council) have of the views of the 105,000 citizens we represent here in the fastest growing county in South Carolina.

It is our hope that the following comments will help SCDOT achieve the functionality and safety that is necessary, as well as provide for near-future population and traffic growth that is certain:

1. Regarding the design revision suggested in your April 14, 1997 letter, Beaufort Council is unalterably opposed to five-lane paving of any section of this beautiful rural highway, except

## COUNTY COUNCIL OF BEAUFORT COUNTY

Mr. William M. DuBose, III, Director of Preconstruction

June 3, 1997

Page 2

at/near major roadway intersections such as Callawassie Road or SC 802. Where a 48-foot (or greater) grassed/treed median cannot be utilized due to excessively severe right-of-way impacts, we respectfully request that you utilize a 15-foot curbed and grassed/landscaped median. Your letter of December 12, 1996 clearly indicates that SCDOT could utilize this type of median, while maintaining a posted speed limit of 55 mph, instead of five-lane paving. Though we would prefer that median cuts typically be no closer than 1,500 feet, we acknowledge that some closer median breaks, with left turn lanes, may be necessary to provide reasonable access for some property owners.

2. Beaufort County Council has recently approved a new large Planned Unit Development (PUD), of mixed residential and commercial properties, near the western terminus of the subject SC 170 widening. It is contemplated that this 1,000-acre PUD will have two highway accesses, including an existing one on SC 170 south of the Career Education Center (CEC) and the other, a new access, on SC 170 east of CEC. Therefore, we request that SCDOT provide, at approximately Station 1+800, for the new access to/from the PUD — with acceleration and deceleration lanes on the south side of the eastbound lanes of SC 170, and with a left-turn lane (into the PUD) on the westbound side of the highway.
3. Station 3+100 to Station 3+800 (from Camp St. Mary's Road to the westerly most connection of Old Bailey's Road loop). In order to avoid/minimize the right-of-way impact on Stuckey's Furniture and other businesses planned for the Jasper County side of SC 170 in this area, we urge that you redesign this section with the two new travel lanes placed on the Beaufort County side, with the placement thereof south of the existing stand of large oak trees, thus creating a wider treed median. Median cuts with turn lanes could be placed as necessary to reasonably accommodate commercial properties on the north (Jasper County) side of the highway.
4. Station 3+800 to Station 6+500 (from Old Bailey's Road to east of the Callawassie General Store). Taper to a four-lane travel section with a 15-foot curbed and grassed median as mentioned above, but with a minimum 1,000-foot separation between median cuts.
5. Station 6+500 to 7+800 - Maintain the 48-foot grassed median design.
6. Station 7+800 to 8+700 - We urge you to locate the two new travel lanes to the north of the existing highway paving, placing the new lanes sufficiently behind (i.e., north of) the large live oak trees existing on the Fripp property, so as to preserve these trees in a new wide median. Then, transition back to the 48-foot grassed median at Station 8+700 (Bellinger Bluff), in order to reduce wetlands impact. Based on your April 24, 1997 letter to Mrs. M.H. (Tina) Fripp, SCDOT apparently concurs with this approach and intends to adjust the highway design accordingly. Thank you for your prompt reconsideration of this matter.
7. Station 12+000 to Broad River Bridge - We request that you use a 15-foot curbed and grassed median here, with minimum 1,500 foot separation between median cuts.

## COUNTY COUNCIL OF BEAUFORT COUNTY

Mr. William M. DuBose, III, Director of Preconstruction

June 3, 1997

Page 3

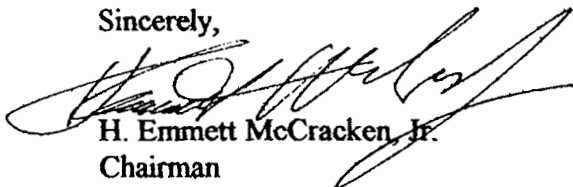
8. Broad River Bridge - Beaufort County Council strongly objects to the latest SCDOT proposal for a narrower bridge, with no outside "break-down lanes" and only a 4-foot median, on this critical span. We most emphatically urge that SCDOT return to an 82-foot bridge width, including 10-foot outside shoulders, that can doubly serve as break-down lanes and bicycle lanes, with a 14-foot median for safety reasons. We fully recognize that a wider bridge will cost more, but we also recognize that we will not likely see a replacement for "Broad River Bridge #2" for many decades into the future. Without the break-down lanes, a vehicle collision or mechanical breakdown on this 1.5-mile long bridge can tie up one or two lanes, with extremely high traffic loads, for an unnecessarily long period. This bridge is not the place to try to economize on the project.
9. Road S-20 to Robert Smalls School Road - Again, we urge that this highway section be based on a 15-foot curbed and grassed/landscaped median, with not less than 1,000 feet between median cuts. Beaufort County Council strongly opposes this highway section becoming a paved five-lane urban section like that existing east of the Robert Smalls School Road.

We are grateful for the time, assistance, and information that you and the SCDOT team have provided to Beaufort County in the past. We look forward to continuing a long and effective relationship with SCDOT. Please accept the foregoing comments in the constructive sense that we have intended.

It may be useful for Beaufort County representatives to meet with you and your staff to further discuss the issues and suggestions set forth in this letter. At the same meeting, our representatives could also review with you the list of suggestions we offered regarding the design of SC 170 from McGarvey's Corner to CEC, that Councilman Leonard Tinnan handed to you in Columbia, SC on March 19, 1997.

Please let me know if you need further information or clarification of our submittal and/or if you believe that a meeting of the parties might be useful.

Sincerely,



H. Emmett McCracken, Jr.  
Chairman

LMT:sjs

cc: County Council Members

Mike Bryant

Bob Klink

Summer Rutherford

Maurice Ungaro

Henry Moss



**South Carolina  
Department of Transportation**

955 Park Street  
Post Office Box 191  
Columbia, South Carolina 29202-0191      July 8, 1997

**Office of the Director**  
(803) 737-1302 • Fax (803) 737-2038

**Deputy Director of Engineering**  
(803) 737-1314 • Fax (803) 737-2038

**Deputy Director of Finance and Administration**  
(803) 737-1240 • Fax (803) 737-1719

**Deputy Director of Mass Transit**  
(803) 737-9720 • Fax (803) 737-9739

**S.C. Route 170 Widening from U.S. Route 278 at the Career Education  
Center to west of S.C. Route 280, File 7.615, PIN 18286  
Beaufort and Jasper Counties**

Mr. H. Emmett McCracken, Jr.  
Chairman, Beaufort County Council  
Post Office Drawer 1228  
Beaufort, SC 29901-1228

Dear Mr. McCracken:

This is to acknowledge and thank you for your recent comments and recommendations regarding the above described project. The following are our responses which have been numbered to correspond with those in your June 3, 1997 letter:

1. The Department has incorporated the use of a 48 ft. wide grassed median wherever possible. However, the use of this typical section is not practical in some areas due to amount of roadside development. Where the 48 ft. median can not be used, and where feasible, the Department will utilize a 15 ft. curbed and grassed median. This will be done with the understanding that Beaufort County will be responsible for maintaining the 15 ft. grassed median. Breaks in the curbed median will be minimized and spaced at least 1000 ft. apart.
2. The Department will provide for the new access that is planned for the large Planned Unit Development (PUD) near the Career Education Center. If the entrance to the PUD is constructed prior to the widening of S.C. Route 170, we will incorporate that entrance into our road plans by providing a break in the median with a left turn lane at that location. If warranted, acceleration and deceleration lanes will also be constructed.
3. We have carefully considered your recommendation to provide a wide median between Stations 3+100 and 3+800 with the widening to be constructed on the Beaufort County side of S.C. Route 170. For this to occur, the widening would shift to the Beaufort County side west of Camp St. Mary's Rd. (S-81) and shift back to the Jasper County side just east of Old Bailey's Rd. (S-18). The new alignment would severely impact the properties occupied by Drew Brothers Construction, Okatie Feed and Seed, Uncle Jim's Store and possibly the

Beaufort - Jasper County EMS Facility. In addition, Okatie Feed and Seed Company and Uncle Jim's Store have been identified as potential hazardous waste sites. An archaeological site located opposite Stuckey Brothers would also be impacted with this alignment. For these reasons, and in response to numerous public hearing comments, we plan to construct a five-lane typical section in this area, with the widening done to the north (Jasper County side) of the existing pavement. The five-lane section will begin just west of the Camp St. Mary's Rd. and end just east of Callawassie (approximately Station 6+500). The amount of roadside development in this area is not conducive to providing a landscaped median, however, the large live oak trees located opposite Stuckey Brothers will not be impacted by the five-lane widening.

4. S.C. Route 170 will be widened to five lanes from Station 3+100 to 6+500 as described above.
5. A 48 ft. grassed median will be utilized from Station 6+500 to 7+800.
6. As indicated in your letter, the Department has already agreed to provide a wide median to protect the large live oak at the Fripp property. We were able to incorporate this modification without significantly impacting adjacent properties or additional wetlands.
7. See paragraph number 9 below.
8. The Department understands your desire for a wider bridge with breakdown lanes. The Department strives to provide the safest and most efficient transportation system in the most feasible and economical way possible. The benefits of a wider bridge have been carefully considered, along with the savings associated with a more narrow bridge width. It is common for the Department to use a reduced bridge width on long bridges such as the Broad River bridge which is approximately 7300 feet. The reduction in width on the Broad River bridge from 82 feet to 60 feet will result in an estimated savings of \$10,500,000. In this case, it is our belief that the potential savings far outweigh any disadvantages associated with a reduced bridge width.
9. We have reviewed your proposal for landscaped medians from Station 12+00 to the Broad River Bridge and from Road S-20 to Robert Smalls School Road. The Department does not object to the construction of landscaped medians in certain areas. However, since the landowners are unaware of this proposal, it is recommended that the County write the owners and provide them with an opportunity to comment on the landscaped medians. I have enclosed a sample letter regarding landscaped medians for your review. Please send these letters to the adjacent landowners with a copy to Mr. Mark Lester, SCDOT, P.O Box 191 Columbia, S.C. 29202. Once the comment period has passed, please

provide us a copy of the comments received and advise us of your decision concerning the landscaped medians by August 15, 1997. It is important that we resolve this issue by this date so that the opportunity to obligate right of way funding during fiscal year 1997 and the right of way acquisition process are not delayed.

As noted above, the South Carolina Department of Transportation strives to provide a safe and efficient transportation system in the most feasible and economical way possible. At the same time, the Department is vitally concerned with the preservation of the natural beauty of this State and strives to preserve the natural beauty in all phases of its operation. When planning for new construction, the Department considers impacts to property owners, as well as natural and cultural resources, and attempts to avoid these impacts where possible.

Your interest and cooperation is appreciated and the Department of Transportation can assure you that all suggestions, objections, and concerns are carefully considered before any final project decisions are made. I hope that you and others will find the completed project a significant improvement to the overall community good in this area of Beaufort County. We believe the best interest of the motoring public will be served with the improved highway.

If you need additional information or would like to schedule a meeting to discuss the above, please contact Assistant Project Engineer Mark Lester at telephone number (803) 737-1692.

Sincerely,  
Original signed by  
Wm. M. DuBose, III  
William M. DuBose, III  
Director of Preconstruction

WMD:sbc

Enclosure

CC: Leonard M. Tinnan, Beaufort County Council Member

File: PC/MCL

McCracken, Mrs. Smalls, Mr. Taylor and Mr. Tinnan. ABSENT - Mr. Atkinson, Mrs. Gnann and Mrs. Grace. Ms. Bauer garnered the six votes required for appointment.

\* Robert Washington

It was moved by Mrs. Smalls, seconded by Mr. Glaze, that Council appoint Robert Washington, representing Solid Waste District #5, to serve a two-year term as a member on the Solid Waste Board. The vote was: FOR - Mr. Brafman, Mr. Covington, Mr. Glaze, Mr. McBride, Mr. McCracken, Mrs. Smalls, Mr. Taylor and Mr. Tinnan. ABSENT - Mr. Atkinson, Mrs. Gnann and Mrs. Grace. Mr. Washington garnered the six votes required for appointment.

#### Design of SC Highway 170 from Career Education Center to City of Beaufort

Mr. Tinnan explained several members of Council and staff met to review the design of SC 170 from the Career Education Center to the City of Beaufort as it was presented at public hearing by SCDOT. As a result of that very thorough review of members of Council and staff, a four-page letter of comments was prepared and submitted to Mr. William DuBose, SCDOT Director of Pre-Construction. In the last few weeks, the County has received a response that basically said SCDOT's appreciates receiving the County's comments, but plans to do otherwise in several areas: ① No five-lane hard paving, ② In those areas where SCDOT could not accommodate a 48-foot grassed median, that they at least provide a 15-foot curbed and grassed median, ③ In the Camp St. Mary's road area, SCDOT could not fulfill the County's request without impact on the commercial entities on the Jasper County side of the road (Haverty Construction, North American Storage), SCDOT has agreed to save the live oaks on the Beaufort County side of the highway just to the north of Camp St. Mary's, and ④ SCDOT refused the County's recommendations and insisted on using a narrower Broad River Bridge with no breakdown lanes and only a 4-foot median. The County has recommended that a wider bridge configuration be utilized with two 10-foot breakdown lanes one on each side and a 15-foot median. The cost difference is estimated at \$11 million. There is an analogy in that SCDOT staff has proposed in Charleston County to replace the Cooper River Bridge with a six-lane bridge despite the fact that Charleston County has asked for an eight-lane bridge and is arguing against the proposed action of SCDOT.

Mr. Tinnan recommends Council convey to SCDOT it essentially does not accept their position and ask that it be appealed to the SCDOT Commission. In other words, let the Commission rule on whether the Staff position is correct or not. Additionally, though SCDOT has agreed to a curbed and grassed median from mid Lemon Island to the Broad River bridge, Staff recommends SCDOT continue this proposal on the other side of the Broad River bridge to the Beaufort City boundary. This request was rebuffed by SCDOT asking the County to conduct a survey of the property owners along SC Highway 170 to see if they will agree with this proposal and then SCDOT will reconsider the suggestion. This Council has the right to determine curbcut placement, number of curbcuts,



number of median cuts, and has no obligation to ask the abutting property owners whether they think a curbed and grassed median are appropriate through a letter or survey of some sort.

It was moved by Mr. Tinnan, seconded by Mr. Covington, that Council appeal to the SCDOT Commission that they revisit the proposed width of the Broad River bridge and the median from Broad River to Beaufort City limits. The vote was: FOR - Mr. Brafman, Mr. Covington, Mr. Glaze, Mr. McBride, Mr. McCracken, Mrs. Smalls, Mr. Taylor and Mr. Tinnan. ABSENT - Mr. Atkinson, Mrs. Gnann and Mrs. Grace. The motion passed.

Mr. Atkinson arrived at 7:00 p.m.

#### PUBLIC COMMENT

The Chairman opened the floor for public comment and recognized Mrs. Sally Murphy, a Sheldon resident, who referenced an article published in *The Beaufort Gazette* about a train operating from Yemassee to Port Royal Island to support the tourist trade. A train is a good idea and should not be limited just to tourists. Hopefully, someone working in concert with the Lowcountry Regional Transportation Authority will consider incorporating into their long-term plans a provision for providing transportation to the more rural areas of the County. With regard to the Comprehensive Plan, if Council allows large landowners and developers to negate what a great many citizens have contributed to the Plan, then Council would have wasted approximately \$425,000 and, more important, it would have betrayed the trust of the citizens of this County.

#### ADJOURNMENT

Council adjourned at 7:05 p.m.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: \_\_\_\_\_  
H. Emmett McCracken, Jr.  
Chairman

ATTEST:

\_\_\_\_\_  
Clerk to Council

# **1 - E**

**➤ DECEMBER 10, 1997**

**MEETING WITH SCDOT (COLUMBIA)**

**AND**

**➤ DECEMBER 15, 1997**

**SCDOT FOLLOW-UP LETTER**

**AND**

**➤ DECEMBER 19, 1997**

**BEAUFORT COUNTY APPLICATION TO SIB**

**SC 170 PROJECT COST ESTIMATE**  
**(By Beaufort County, 12/10/97)**

Preliminary Engineering (1)	\$ 4,531,362 <
Right of Way Acquisition (1)	2,484,000 <
Design-Build Contractor	
Roadway (1)	20,062,000
Chechessee Bridge - 70 ft. (1)	6,352,500
Broad River Bridge - 82 ft. (1)	<u>39,015,600</u>
Sub-total	65,430,100
Inflation Allowance (2)	<u>10,313,419</u>
Projected Contract Amount	75,743,519 <
Contingency Allowance (3)	11,361,527 <
Other Allowances	
SCDOT Project Management (4)	7,574,352 <
Median Landscaping	1,000,000 <
SC 802 Intersection Improvement	2,000,000 <
15-year Resurfacing (5)	<u>2,700,000 &lt;</u>
TOTAL	\$107,394,760

**NOTES:**

- ( 1 ) SCDOT 3/7/96 estimate
- ( 2 ) Calculated at 5% annually compounded for 3 years,  
3/96-3/99 (estim. contract award date)
- ( 3 ) 15% of projected contract amount
- ( 4 ) 10% of projected contract amount
- ( 5 ) Estimated at \$200,000 per mile



## **SCDOT ORAL COMMENTS**

**(Re 12/10/97 County Estimate)**

- 1. Right of way acquisition cost now projected to be \$6,811,000 (vs. \$2,484,000).**
- 2. Five percent (5%) annual inflation probably low; (7.5%) more appropriate.**
- 3. Suggest 20% contingency allowance (vs. 15%).**
- 4. Wetlands impact resulting from “fly-over” lane at SC802 intersection could cause significant permitting delay.**



South Carolina  
Department of Transportation

955 Park Street  
Post Office Box 191  
Columbia, South Carolina 29202-0191

Office of the Executive Director  
(803) 737-1302 • Fax (803) 737-2038

State Highway Engineer  
(803) 737-1314 • Fax (803) 737-2038

Chief Financial Officer  
(803) 737-1240 • Fax (803) 737-2014

Director of Mass Transit  
(803) 737-9720 • Fax (803) 737-9739

December 15, 1997

**S.C. Route 170 Widening from U.S. Route 278 at the Career Education  
Center to west of S.C. Route 280, File 7.615, PIN 18286  
Beaufort and Jasper Counties**

Honorable Leonard M. Tinnan  
Beaufort County Councilman  
37 Wagon Road  
Hilton Head Island, SC 29928

Dear Mr. Tinnan:

The Department is excited about Beaufort County's efforts to accelerate the widening of S.C. Route 170 and looks forward to the success of the November, 1998 referendum and the receipt of State Infrastructure Bank (SIB) funding.

As you know, the Department has been working on this project since mid 1996 and to date has finalized the Environmental Assessment for the entire project and right of way plans for the section from Road S-20 to S.C. Route 280. Efforts have recently begun to acquire the necessary right of way on this portion of S.C. Route 170. We are currently preparing right of way plans for the remainder of the project and could begin acquiring right of way for this section as early as next summer if funding were available. Preparation of the necessary permit applications could also begin at this time. However, any change to the current scope of work could delay the permitting process significantly.

Based on the amount of work that has been done to date and the complexities that will be involved with obtaining the necessary environmental permits, it is possible that the S.C. Route 170 project could be engineered and constructed in the conventional manner as timely as a Design/Build contractor. However, many of the Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs) across the state are considering the use of bonds and/or SIB financing to fund needed projects. As a result of these innovative financing techniques and the increased number of projects being administered by the Department, decisions must be made whether to request the assistance of local governments. Therefore, if Beaufort County is successful in obtaining SIB financing, a local governmental entity may be requested to develop the project using a Design/Build contractor.

Based on our review of the information provided by Beaufort County and considering current and future estimating trends, the Department estimates that the project could be completed for approximately \$130 million to \$145 million. These figures include all remaining engineering, right of way, and construction costs. The higher estimate includes modifications to the S.C. Route 802 intersection (\$5,000,000) and the increased width of the Broad River bridge (\$10,000,000). The Department and its consultant have studied the S.C. 802 intersection and have designed it to accommodate the anticipated future traffic growth in the area. Likewise, the Department understands your desire for a wider bridge with a 15 ft. median and breakdown lanes. The benefits of a wider bridge have been carefully considered, along with the savings associated with a more narrow bridge width. It is common for the Department to use a reduced width on long bridges such as the Broad River bridge which is approximately 7300 feet. The reduction in width on the Broad River bridge from 82 feet to 60 feet will result in an estimated savings of \$10,000,000. In this case, it is our belief that the potential savings far outweigh any disadvantages associated with a reduced bridge width. If the County still wishes to request additional funds from the SIB for improvements to S.C. Route 802 and a wider bridge, please be aware that this change in the scope of work could delay the project by a year or more depending on the ability to obtain the necessary permits.

I hope that this information is helpful to you in the preparation of Beaufort County's application to the SIB. Your efforts are greatly appreciated and the Department looks forward to working with Beaufort County in completing this much needed project. If the Department can assist you in any way, please feel free to contact me or someone from my staff.

Sincerely,



Don H. Freeman  
State Highway Engineer

DHF:sbc

File: PC/MCL

CC: Honorable H. Emmett McCracken, Jr.  
Chairman, Beaufort County Council

**I - F**

**➤ APRIL 9, 1998**

**BEAUFORT COUNTY'S  
REVISED ESTIMATE**

**SC 170 PROJECT COST ESTIMATE**  
**(By Beaufort County, 4/9/98)**

Preliminary Engineering (1)	\$ 4,531,362 <
Right of Way Acquisition (6)	6,811,000 <
Design-Build Contractor	
Roadway (1)	20,062,000
Chechessee Bridge - 2@44 ft. (7)	10,800,000
Broad River Bridge - 83 ft. (7)	<u>42,000,000</u>
Sub-total	72,862,000
Inflation Allowance (2)	<u>21,858,600</u>
Projected Contract Amount	94,720,600 <
Contingency Allowance (3)	18,944,100 <
Other Allowances	
SCDOT Project Management (4)	9,472,000 <
Median Landscaping	1,000,000 <
15-year Resurfacing (5)	<u>2,700,000 &lt;</u>
TOTAL	\$138,179,062

**NOTES:**

- ( 1 ) SCDOT 3/7/96 estimate
- ( 2 ) Calculated at 7.5% annually for 4 years,  
3/96-3/00 (estim. contract award date)
- ( 3 ) 20% of projected contract amount
- ( 4 ) 10% of projected contract amount
- ( 5 ) Estimated at \$200,000 per mile
- ( 6 ) SCDOT 12/10/97 estimate
- ( 7 ) SCDOT Environmental Assessment, 2/20/97



## **SECTION 2**

### **CONFIGURATION OF BRIDGES**

## ROADWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	V/C Ratio
A	A condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desire, speed limits, and physical road conditions.	Less than 0.600
B	A condition of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation.	0.600-0.699
C	A condition of stable flow, but speed and maneuverability are more adversely affected by higher traffic volumes. Most drivers are restricted in their freedom to select their own speed, change lanes, or pass.	0.700-0.799 Maximum for rural areas
D	Conditions approach unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuation in volume and temporary restrictions may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time.	0.800-0.899 Maximum for urbanized areas
E	Represents operation at speeds lower than in Level D, with volumes at or near the capacity of the highway.	0.900-0.999
F	Represents forced-flow operations at low speeds, where volumes are below capacity. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion. In the extreme, both speed and volume can drop to zero.	1.000 and Greater

SOURCE: KELLERCO 1997



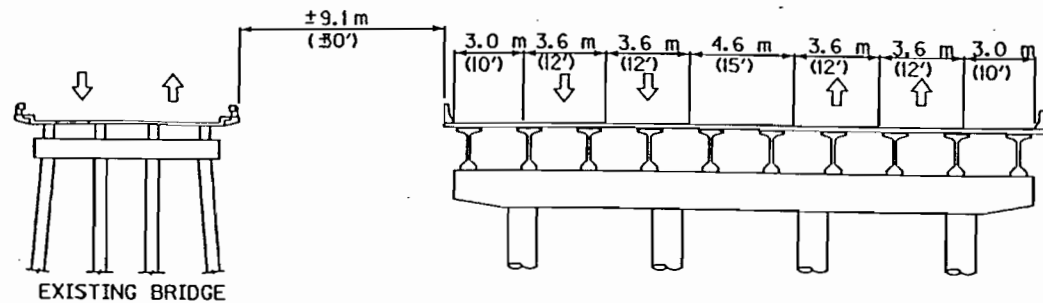
## SC170 TRAFFIC LOADS (AT BROAD RIVER BRIDGE)

<u>Year</u>	<u>Average Daily Traffic (ADT)</u>	<u>% Increase</u>	<u>Volume-To-Capacity (V/C Ratio)</u>
1990	8,625	---	0.91
1994	10,900	26.4 (4 yrs.)	1.15
1995	11,500	5.5	1.21
1996	14,400	25.2	1.52
2015	40,400	---	4.25 (2 Lanes) 2.12 (4 Lanes) 1.42 (6 Lanes)

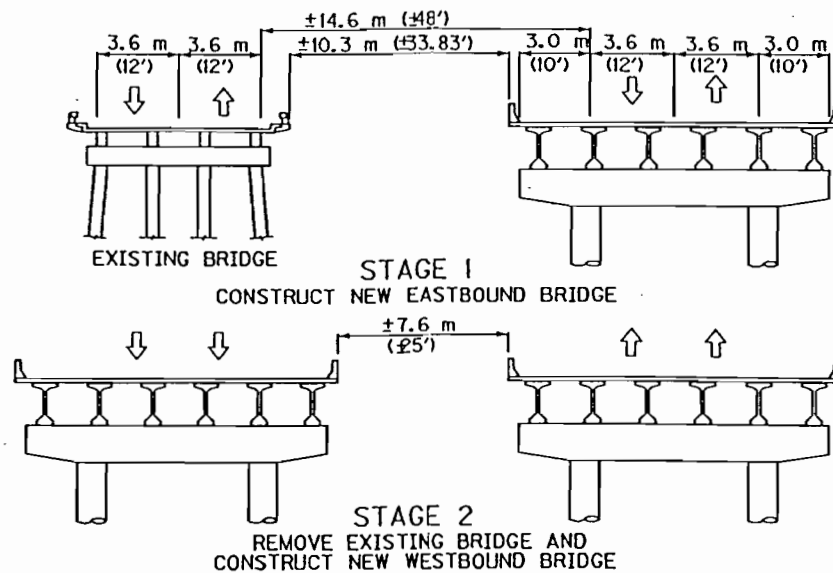


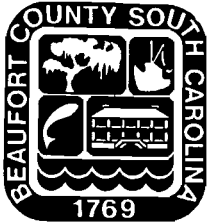
# BRIDGE CROSS SECTIONS

## ➤ RECOMMENDED FOR BROAD RIVER



## ➤ RECOMMENDED FOR CHECHESSEE RIVER



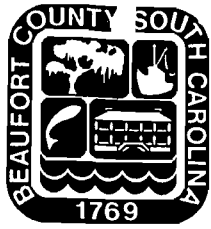


## **BENEFITS OF 83-FOOT BRIDGE**

- **Safer -- Wider median.**
- **Breakdown lanes avoid traffic tie-ups and delays; also accommodate bicycle traffic.**
- **Provides ability to re-stripe from four to six lanes (at negligible cost) as V/C ratio exceeds 1.50.**

## **SECTION 3**

# **FINANCIAL PARTICIPATION**



## INITIAL FUNDING PLAN

<u>Source of Funds</u>	<u>Amount</u>	<u>Percentage</u>
SCDOT (STIP)	\$ 11,240,000	8.03
Beaufort County	25,000,000	17.86
State Infrastructure Bank	<u>103,760,000</u>	<u>74.11</u>
Total	\$ 140,000,000	100.00



## SCDOT STIP FUNDING (C.E.C. - TO - SC280)

FY97	\$ 1,350,000	(PE)
	1,000,000	(ROW)
FY98	-0-	
FY99	5,240,000	(ROW)
FY00	-0-	
FY01	-0-	
FY02	<u>6,000,000</u>	(C)
 TOTAL	 \$ 13,590,000	





## SALES TAX REVENUE

<u>CAL. YEAR</u>	<u>1% YIELD</u>	<u>ANNUAL GROWTH</u>
1993A	\$ 11,469,061	--
1994A	12,569,561	+9.60
1995A	13,648,371	+8.58
1996A	14,418,508	+5.64 (3)
1997A	15,723,425	+9.05
1998P	16,981,299	+8.00 P
1999P	18,339,802	+8.00 P
2000P	19,806,986	+8.00 P

### NOTES:

1. With start of 1% tax collection 6/1/99 and stop on 11/30/00, yield will be \$29,527,081, based on 8% annual average growth of taxable sales.
2. A = Actual Figures, based on SC Department of Revenue Report; P = Projected.
3. Two hurricane evacuations during 1996.

Beaufort County  
Sales Tax Information  
3/27/98

<u>reported in</u>	<u>gross sales</u>	<u>net taxable sales</u>	<u>1% sales tax</u>
1/96	143,958,505.56	101,094,812.67	1,010,948.13
2/96	120,560,610.69	78,406,219.66	784,062.20
3/96	131,153,134.50	88,865,902.33	888,659.02
4/96	166,129,974.02	119,716,959.24	1,197,169.59
5/96	238,015,844.46	152,939,943.38	1,529,399.43
6/96	190,018,106.16	138,221,868.37	1,382,218.68
7/96	233,002,433.40	143,300,877.20	1,433,008.77
8/96	195,366,062.05	144,512,872.40	1,445,128.72
9/96	189,547,130.53	141,645,302.09	1,416,453.02
10/96	193,009,720.86	111,150,712.30	1,111,507.12
11/96	172,864,726.30	117,263,545.60	1,172,635.46
12/96	<u>149,892,095.55</u>	<u>104,731,758.55</u>	<u>1,047,317.59</u>
	2,123,518,344.08	1,441,850,773.79	14,418,507.74
1/97	164,414,075.80	109,403,254.80	1,094,032.55
2/97	135,960,197.04	85,468,643.80	854,686.44
3/97	142,791,702.66	98,717,016.10	987,170.16
4/97	209,680,110.05	126,954,781.25	1,269,547.81
5/97	217,485,715.80	159,466,852.80	1,594,668.53
6/97	193,189,589.40	139,998,003.80	1,399,980.04
7/97	230,629,467.00	161,066,245.00	1,610,662.45
8/97	224,915,713.90	165,211,064.10	1,652,110.64
9/97	207,315,160.56	154,866,636.88	1,548,666.37
10/97	197,890,356.07	132,665,964.47	1,326,659.64
11/97	168,430,193.40	116,049,031.56	1,160,490.32
12/97	<u>174,387,425.53</u>	<u>122,475,053.92</u>	<u>1,224,750.54</u>
	2,267,089,707.21	1,572,342,548.48	15,723,425.48
1/98	188,581,893.20	118,464,062.20	1,184,640.62
2/98	<u>139,539,339.86</u>	<u>92,279,051.51</u>	<u>922,790.52</u>
	328,121,233.06	210,743,113.71	2,107,431.14

sales are reported on a one month delay  
January sales reported in February, etc.



## REVISED FUNDING PLAN (WITH WIDER BRIDGES ONLY)

Source of Funds	Project Cost					
	Case 1		Case 2		Case 3	
	\$	%	\$	%	\$	%
<b>SCDOT</b>	13,590,000	9.7	13,590,000	10.5	13,590,000	11.3
<b>Beaufort County</b>	30,000,000	21.4	30,000,000	23.1	30,000,000	25.0
<b>SIB</b>	96,410,000	68.9	86,410,000	66.4	76,410,000	64.7
<b>Total</b>	140,000,000	100.0	130,000,000	100.0	120,000,000	100.0

Beaufort County  
Estimated Cash Flow for SC 170 Project

	<u>SCDOT /STIP</u>	<u>Sales Tax</u>	<u>SIB</u>	<u>Total Revenues</u>	<u>Total Costs</u>
Prior to July 1998	2,350,000	0	0	2,350,000	2,350,000
July 1998	0	0	0	0	0
August 1998	0	0	0	0	0
September 1998	0	0	0	0	0
October 1998	5,240,000	0	0	5,240,000	5,240,000
November 1998	0	0	0	0	0
December 1998	0	0	0	0	0
January 1999	0	0	0	0	0
February 1999	0	0	0	0	0
March 1999	0	0	0	0	0
April 1999	0	0	0	0	0
May 1999	0	0	0	0	0
June 1999	0	0	0	0	0
July 1999	0	0	0	0	0
August 1999	0	1,666,666	0	1,666,666	791,667
September 1999	0	1,666,667	0	1,666,667	791,667
October 1999	0	1,666,667	0	1,666,667	791,667
November 1999	0	1,666,666	0	1,666,666	791,667
December 1999	0	1,666,667	0	1,666,667	791,667
January 2000	0	1,666,667	0	1,666,667	791,667
February 2000	0	1,666,666	0	1,666,666	4,303,381
March 2000	0	1,666,667	23,429	1,690,096	4,303,381
April 2000	0	1,666,667	2,636,714	4,303,381	4,303,381
May 2000	0	1,666,666	2,636,715	4,303,381	4,303,381
June 2000	0	1,666,667	2,636,714	4,303,381	4,303,381
July 2000	0	1,666,667	2,636,714	4,303,381	4,303,381
August 2000	0	1,666,666	1,845,048	3,511,714	3,511,714
September 2000	0	1,666,667	1,845,047	3,511,714	3,511,714
October 2000	0	1,666,667	1,845,047	3,511,714	3,511,714
November 2000	0	1,666,666	1,845,048	3,511,714	3,511,714
December 2000	0	1,666,667	1,845,047	3,511,714	3,511,714
January 2001	0	1,666,667	1,845,047	3,511,714	3,511,714
February 2001	0	0	3,511,714	3,511,714	3,511,714
March 2001	0	0	3,511,714	3,511,714	3,511,714
April 2001	0	0	3,511,714	3,511,714	3,511,714
May 2001	0	0	3,511,714	3,511,714	3,511,714
June 2001	0	0	3,511,714	3,511,714	3,511,714
July 2001	0	0	3,511,714	3,511,714	3,511,714
August 2001	0	0	3,511,714	3,511,714	3,511,714
September 2001	0	0	3,511,714	3,511,714	3,511,714
October 2001	3,000,000	0	511,714	3,511,714	3,511,714
November 2001	0	0	3,511,714	3,511,714	3,511,714
December 2001	0	0	3,511,714	3,511,714	3,511,714
January 2002	0	0	3,511,714	3,511,714	3,511,714
February 2002	0	0	3,511,714	3,511,714	3,511,714
March 2002	0	0	3,511,714	3,511,714	3,511,714
April 2002	3,000,000	0	511,714	3,511,714	3,511,714
May 2002	0	0	3,511,714	3,511,714	3,511,714
June 2002	0	0	3,511,714	3,511,714	3,511,714
July 2002	0	0	3,511,714	3,511,714	3,511,714
August 2002	0	0	3,511,714	3,511,714	3,511,714
September 2002	0	0	3,511,714	3,511,714	3,511,714
October 2002	0	0	3,511,714	3,511,714	3,511,714
November 2002	0	0	3,511,714	3,511,714	3,511,714
December 2002	0	0	3,511,714	3,511,714	3,511,714
	13,590,000	30,000,000	96,410,000	140,000,000	140,000,000

Beaufort County  
Estimated Cash Flow for SC 170 Project

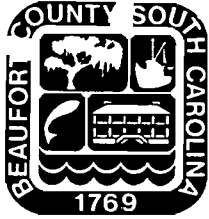
	<u>SCDOT /STIP</u>	<u>Sales Tax</u>	<u>SIB</u>	<u>Total Revenues</u>	<u>Total Costs</u>
Prior to July 1998	2,350,000	0	0	2,350,000	2,350,000
July 1998	0	0	0	0	0
August 1998	0	0	0	0	0
September 1998	0	0	0	0	0
October 1998	5,240,000	0	0	5,240,000	5,240,000
November 1998	0	0	0	0	0
December 1998	0	0	0	0	0
January 1999	0	0	0	0	0
February 1999	0	0	0	0	0
March 1999	0	0	0	0	0
April 1999	0	0	0	0	0
May 1999	0	0	0	0	0
June 1999	0	0	0	0	0
July 1999	0	0	0	0	0
August 1999	0	1,666,666	0	1,666,666	791,667
September 1999	0	1,666,667	0	1,666,667	791,667
October 1999	0	1,666,667	0	1,666,667	791,667
November 1999	0	1,666,666	0	1,666,666	791,667
December 1999	0	1,666,667	0	1,666,667	791,667
January 2000	0	1,666,667	0	1,666,667	791,667
February 2000	0	1,666,666	0	1,666,666	4,017,667
March 2000	0	1,666,667	0	1,666,667	4,017,667
April 2000	0	1,666,667	1,803,000	3,469,667	4,017,667
May 2000	0	1,666,666	2,351,001	4,017,667	4,017,667
June 2000	0	1,666,667	2,351,000	4,017,667	4,017,667
July 2000	0	1,666,667	2,351,000	4,017,667	4,017,667
August 2000	0	1,666,666	1,559,334	3,226,000	3,226,000
September 2000	0	1,666,667	1,559,333	3,226,000	3,226,000
October 2000	0	1,666,667	1,559,333	3,226,000	3,226,000
November 2000	0	1,666,666	1,559,334	3,226,000	3,226,000
December 2000	0	1,666,667	1,559,333	3,226,000	3,226,000
January 2001	0	1,666,667	1,559,333	3,226,000	3,226,000
February 2001	0	0	3,226,000	3,226,000	3,226,000
March 2001	0	0	3,226,000	3,226,000	3,226,000
April 2001	0	0	3,226,000	3,226,000	3,226,000
May 2001	0	0	3,226,000	3,226,000	3,226,000
June 2001	0	0	3,226,000	3,226,000	3,226,000
July 2001	0	0	3,226,000	3,226,000	3,226,000
August 2001	0	0	3,226,000	3,226,000	3,226,000
September 2001	0	0	3,226,000	3,226,000	3,226,000
October 2001	3,000,000	0	226,000	3,226,000	3,226,000
November 2001	0	0	3,226,000	3,226,000	3,226,000
December 2001	0	0	3,226,000	3,226,000	3,226,000
January 2002	0	0	3,226,000	3,226,000	3,226,000
February 2002	0	0	3,226,000	3,226,000	3,226,000
March 2002	0	0	3,226,000	3,226,000	3,226,000
April 2002	3,000,000	0	226,000	3,226,000	3,226,000
May 2002	0	0	3,226,000	3,226,000	3,226,000
June 2002	0	0	3,226,000	3,226,000	3,226,000
July 2002	0	0	3,226,000	3,226,000	3,226,000
August 2002	0	0	3,226,000	3,226,000	3,226,000
September 2002	0	0	3,226,000	3,226,000	3,226,000
October 2002	0	0	3,226,000	3,226,000	3,226,000
November 2002	0	0	3,226,000	3,226,000	3,226,000
December 2002	0	0	3,226,000	3,226,000	3,226,000
	13,590,000	30,000,000	86,410,000	130,000,000	130,000,000

Beaufort County  
Estimated Cash Flow for SC 170 Project

	<u>SCDOT /STIP</u>	<u>Sales Tax</u>	<u>SIB</u>	<u>Total Revenues</u>	<u>Total Costs</u>
Prior to July 1998	2,350,000	0	0	2,350,000	2,350,000
July 1998	0	0	0	0	0
August 1998	0	0	0	0	0
September 1998	0	0	0	0	0
October 1998	5,240,000	0	0	5,240,000	5,240,000
November 1998	0	0	0	0	0
December 1998	0	0	0	0	0
January 1999	0	0	0	0	0
February 1999	0	0	0	0	0
March 1999	0	0	0	0	0
April 1999	0	0	0	0	0
May 1999	0	0	0	0	0
June 1999	0	0	0	0	0
July 1999	0	0	0	0	0
August 1999	0	1,666,666	0	1,666,666	791,667
September 1999	0	1,666,667	0	1,666,667	791,667
October 1999	0	1,666,667	0	1,666,667	791,667
November 1999	0	1,666,666	0	1,666,666	791,667
December 1999	0	1,666,667	0	1,666,667	791,667
January 2000	0	1,666,667	0	1,666,667	791,667
February 2000	0	1,666,666	0	1,666,666	3,731,952
March 2000	0	1,666,667	0	1,666,667	3,731,952
April 2000	0	1,666,667	945,857	2,612,524	3,731,952
May 2000	0	1,666,666	2,065,286	3,731,952	3,731,952
June 2000	0	1,666,667	2,065,285	3,731,952	3,731,952
July 2000	0	1,666,667	2,065,285	3,731,952	3,731,952
August 2000	0	1,666,666	1,273,620	2,940,286	2,940,286
September 2000	0	1,666,667	1,273,619	2,940,286	2,940,286
October 2000	0	1,666,667	1,273,619	2,940,286	2,940,286
November 2000	0	1,666,666	1,273,620	2,940,286	2,940,286
December 2000	0	1,666,667	1,273,619	2,940,286	2,940,286
January 2001	0	1,666,667	1,273,619	2,940,286	2,940,286
February 2001	0	0	2,940,286	2,940,286	2,940,286
March 2001	0	0	2,940,286	2,940,286	2,940,286
April 2001	0	0	2,940,286	2,940,286	2,940,286
May 2001	0	0	2,940,286	2,940,286	2,940,286
June 2001	0	0	2,940,286	2,940,286	2,940,286
July 2001	0	0	2,940,286	2,940,286	2,940,286
August 2001	0	0	2,940,286	2,940,286	2,940,286
September 2001	0	0	2,940,286	2,940,286	2,940,286
October 2001	3,000,000	0	(59,714)	2,940,286	2,940,286
November 2001	0	0	2,940,286	2,940,286	2,940,286
December 2001	0	0	2,940,286	2,940,286	2,940,286
January 2002	0	0	2,940,286	2,940,286	2,940,286
February 2002	0	0	2,940,286	2,940,286	2,940,286
March 2002	0	0	2,940,286	2,940,286	2,940,286
April 2002	3,000,000	0	(59,714)	2,940,286	2,940,286
May 2002	0	0	2,940,286	2,940,286	2,940,286
June 2002	0	0	2,940,286	2,940,286	2,940,286
July 2002	0	0	2,940,286	2,940,286	2,940,286
August 2002	0	0	2,940,286	2,940,286	2,940,286
September 2002	0	0	2,940,286	2,940,286	2,940,286
October 2002	0	0	2,940,286	2,940,286	2,940,286
November 2002	0	0	2,940,286	2,940,286	2,940,286
December 2002	0	0	2,940,286	2,940,286	2,940,286
	13,590,000	30,000,000	76,410,000	120,000,000	120,000,000

## **SECTION 4**

### **SALES TAX REFERENDUM**



## PROPOSED REFERENDUM QUESTION

OFFICIAL BALLOT, REFERENDUM  
APPROVAL OF A SPECIAL PURPOSE ONE PERCENT SALES AND USE TAX  
BEAUFORT COUNTY, SOUTH CAROLINA  
NOVEMBER 3, 1998

Question Number 1

I approve a special purpose one percent sales and use tax to be imposed in Beaufort County for not more than eighteen (18) months, beginning June 1, 1999, to supplement available South Carolina Department of Transportation (SCDOT) and State Infrastructure Bank (SIB) funds to accelerate the completion of the following project:

Widen to divided four lanes approximately 13 miles of SC Highway 170 from the Career Education Center to the Beaufort City limits near SC 280, including new bridges over the Chechessee and Broad Rivers, for not more than \$30,000,000 in addition to SCDOT and SIB funds.

**The collection of the special purpose sales tax shall automatically cease on November 30, 2000, or upon the collection of \$30,000,000, whichever shall occur first.**

YES [ ☐ ]

NO [ ☐ ]

Those voting in favor of the referendum question shall punch the number position on the ballot card beside the word "Yes," and those voting against the question shall punch the position beside the word "No."

Before leaving the voting booth, fold the ballot so that the initials of the Poll Manager may be seen on the outside.



## APPENDIX B

### RESOLUTIONS AND LETTERS OF SUPPORT

#### Municipalities

Town of Hilton Head Island  
City of Beaufort  
Town of Port Royal  
Town of Bluffton

#### Other Governmental Entities

Beaufort County Economic Development Board  
Beaufort County Board of Education  
Jasper County Council  
Lowcountry Council of Governments  
Burton Fire District  
Bluffton Township Fire District  
United States Marine Corps Air Station - Beaufort  
Beaufort/Jasper Water and Sewer Authority  
Beaufort/Jasper Comprehensive Health Services  
Lowcountry Regional Transportation Authority  
Technical College of the Lowcountry  
Beaufort/Jasper County Commission on Higher Education

#### Local Business and Civic Organizations

Hilton Head Island Chamber of Commerce  
Beaufort Area Chamber of Commerce  
Hilton Head Hospitality Association  
Homebuilders Association of Hilton Head Island  
Homebuilders Association of the Lowcountry  
Beaufort Memorial Hospital  
Greater Island Committee  
Beaufort County Republican Party  
Spring Island Property Owners Association  
Northern Beaufort County Committee

#### Newspaper Editorials

The Island Packet  
The Beaufort Gazette  
Savannah Morning News

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND IN SUPPORT OF THE BEAUFORT COUNTY COUNCIL'S RESOLUTION TO SUMIT A FINANCIAL ASSISTANCE APPLICATION FOR SOUTH CAROLINA HIGHWAY 170 TO THE SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK INCLUDING A \$25,000,000 LOCAL MATCH CONTINGENT UPON VOTER APPROVAL OF A LIMITED TERM ONE-PERCENT LOCAL SALES TAX IN A PUBLIC REFERENDUM ON NOVEMBER 3, 1998.**

**WHEREAS**, South Carolina Highway 170 (SC 170) is critical to the economic well-being of Beaufort County and the Town of Hilton Head Island; and

**WHEREAS**, SC 170 is vital to the Town of Hilton Head Island, carrying its citizens to Beaufort and back as well as bringing thousands of employees to the Town on a daily basis; and

**WHEREAS**, SC 170 is recognized as a dangerous highway which needs substantial improvements in order to provide for the safe and efficient transportation of vehicles, goods and services between the Town and the northern sector of Beaufort County; and

**WHEREAS**, the needed improvements, including widening the highway to four travel lanes and new bridges across the Chechessee and Broad Rivers, are projected to cost over \$100,000,000 for the section from the Beaufort/Jasper Career Education Center to the Beaufort city limits; and

**WHEREAS**, it is clear that the South Carolina Department of Transportation will not be able to provide sufficient funding to make these improvements for many years, despite the strong feeling of the Town Council of the Town of Hilton Head Island that the responsibility to build and improve such highways is a state and federal responsibility that is not being adequately addressed by either; and

**WHEREAS**, the South Carolina General Assembly did, during its 1997 session, pass the Transportation Infrastructure Bank Act, thereby creating an instrumentality of the State known as the South Carolina Transportation Infrastructure Bank (SIB), and authorized said SIB to provide financial assistance to government units for constructing highway facilities necessary for public purposes, with the stipulation that "Preference must be given to eligible projects which have local financial support"; and

**WHEREAS**, the SIB requires evidence to substantiate public benefit including, but not limited to, resolutions of support from the municipalities within the applicant county; and

**WHEREAS**, the South Carolina Department of Transportation could, with SIB approval in 1998 of Beaufort County's application, begin final design and construction management of these improvements in early 1999, with project completion within three years thereafter; and

**WHEREAS**, of all of the feasible revenue generating options for local support, a limited term one-percent sales tax, if approved by public referendum, would provide the shortest term, least cost solution for property owners and residents in the Town of Hilton Head Island; and

**WHEREAS**, the Beaufort County Council, on November 24, 1997, approved a Resolution to submit a financial assistance application for SC 170 to the SIB by December 19, 1997, including a \$25,000,000 local match contingent upon voter approval of a limited term one-percent local sales tax by public referendum on November 3, 1998; and

**WHEREAS**, the early improvement of SC 170 will clearly benefit the mobility and safety of the residents of Hilton Head Island as well as the thousands of employees of Hilton Head businesses that commute daily on this highway, and thus support the continued economic viability of the Town.

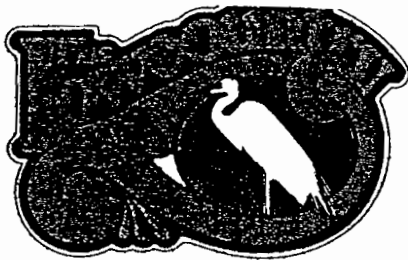
**NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, THAT** the Town Council of the Town of Hilton Head Island concurs with and fully supports the County's stated plan for submittal of a financial assistance application to the SIB and pledges to support the County Council in promoting, without the use of any public funds, the passage of said sales tax referendum for this worthwhile project.

MOVED, APPROVED, AND ADOPTED THIS 16<sup>th</sup> DAY OF DECEMBER, 1997.

Thomas D. Peeples  
Thomas D. Peeples, Mayor

ATTEST:

Sandi T. Santaniello  
Sandi T. Santaniello, CMC, Town Clerk



LOWCOUNTRY COUNCIL OF GOVERNMENTS • P.O. BOX 98, YEMASSEE, SC 29945 • (803) 726-5536/FAX 726-5165  
LOWCOUNTRY REGIONAL DEVELOPMENT CORPORATION • LOWCOUNTRY AREA AGENCY ON AGING

**A RESOLUTION**

**WHEREAS**, South Carolina Highway 170 (SC 170) is a critical commercial corridor for Beaufort County and the Lowcountry Region; and

**WHEREAS**, the two-lane section of SC 170 between the City of Beaufort and the Beaufort-Jasper Career Education Center is operating well beyond its design capacity and is neither safe nor efficient; and

**WHEREAS**, widening SC 170 to four lanes and building new bridges over the Broad and Chechessee Rivers will cost an estimated \$100 million; and

**WHEREAS**, sufficient Federal and State funds are not available to fund this project in the foreseeable future; and

**WHEREAS**, Beaufort County Council has developed a project application to the State Infrastructure Bank for these much-needed SC 170 improvements.

**NOW, THEREFORE, BE IT RESOLVED** by the Lowcountry Council of Governments, acting through its Executive Committee, that the Beaufort County plan to improve SC 170 as set out in Beaufort County Council's Resolution of November 24, 1997 is hereby endorsed; and further

That Lowcountry Council of Governments urges all local jurisdictions and public officials in the Lowcountry Region to actively support the Beaufort County plan to improve SC 170 and specifically to support the passage of a limited term one percent sales tax referendum in Beaufort County to fund the local contribution for the project.

**DONE** this tenth day of December, 1997.

Lowcountry Council of Governments

Isaiah Orr  
Chairman

Attest:

Theodore D. Kinard  
Secretary



December 4, 1997

H. Emmett McCracken, Jr, Chairman  
Beaufort County Council  
PO Box 1228  
Beaufort, SC 29901-1228

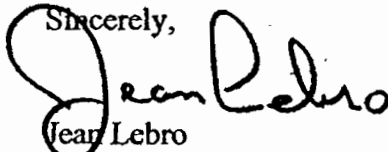
Dear Chairman McCracken:

The Greater Beaufort Chamber of Commerce Board of Directors voted unanimously to support the expansion of SC 170 from the Beaufort Jasper Career Education Center to the Beaufort city limits. The improvements should include widening to four travel lanes and new bridges across the Chechessee and Broad Rivers. The highway is presently carrying an overload of traffic and the traffic will continue to increase as the population expands. This highway is one of the most dangerous corridors in the County and the State.

Given the current and projected growth and development, Beaufort Country will be at a major disadvantage without the improvements to SC 170. Tourism is one of our largest industries. We must make SC 170 a safe highway for our workers, residents, and visitors as soon as possible. The need for good roads to transport people safely is essential for the continued economic growth of the area.

We support the County Council's plans to submit a financial assistance application to South Carolina Transportation Infrastructure Bank. The Chamber of Commerce Board of Directors voted to support a special one cent sales tax as one of the local funding options as long as it had a sunset clause and was brought to the voters in the form of a referendum in November 1998. In the past, the one cent sales tax did not pass because of the concerns of creating a new authority and the length of the tax. There is a general consensus throughout the business community that a one cent sales tax with a limited purpose and time frame will gain voter approval.

Sincerely,

  
Jean Lebro  
Executive Vice President

cc L. Tinnan, Councilor



December 12, 1997

Mr. Emmett McCracken, Jr.  
Chairman  
Beaufort County Council  
PO Drawer 1228  
Beaufort, SC 29901

Dear Mr. McCracken:

The Board of Directors of the Hilton Head Hospitality Association fully endorses the Beaufort County Council's resolution to apply for SC Transportation Infrastructure Bank (SIB) funds to pay for improvements to SC 170 and supports the option of using a one percent special purpose sales tax to generate local funding. Safe roads in Beaufort County are of utmost importance to our citizens, our visitors, and our community's economic well being.

The HHHA Board of Directors still holds the position that it is the State's responsibility to build state roads. However, providing local financial support and working through the SIB appears to be the fastest way to improve SC170, one of the most deadly roads in the state. Concerning local financial support, our Board of Directors has considered every source of income and concluded that a one percent special purpose sales tax is the most equitable for our community for several reasons. First, the tax is not burdensome on just a single industry and will be shared by both residents and visitors. Second, residents of Jasper County (through which SC170 passes) will also share the responsibility of financial support as they frequent Beaufort County establishments and benefit from improvements. Third, the tax will be imposed for a period of only 15 to 18 months and not indefinitely.

We encourage the SC Transportation Infrastructure Bank to look favorably upon this much needed and worthwhile project.

Sincerely,

Roy Prescott  
President

## The Beaufort Gazette

FOUNDED IN 1897

Sunday, November 30, 1997

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# Widening S.C. 170

## County Council steers right course

**B**eaufort County may or may not receive a share of State Infrastructure Bank funding to improve S.C. 170, but County Council has steered a course in the right direction.

On Monday council voted 7-4 to file an application for a grant from the SIB with plans to hold a November 1998 referendum on a 1-cent special project tax. Special project taxes were approved by the General Assembly, along with legislation creating the SIB. A special project tax has a specified life (in months or dollars) and the money goes to a specific project. The money can't pay for another project and it can't be extended.

The SIB was created because S.C. Department of Transportation, the Legislature and the governor realized the state's infrastructure needs vastly outweigh the state's ability to pay for them. The bank, which already has received applications from other areas of the state, only has \$600 million, half of the amount Gov. David Beasley initially proposed in his State of the State address.

Members of the SIB have said projects with a local contribution will fare better on the priority list.

County Council has discussed a funding mechanism for the widening of a 13.5-mile segment of S.C. 170 from the Beaufort-Jasper Career Education Center to the Beaufort city limits. The road would be widened from two to four lanes, including new bridges over the Broad and Chechessee rivers.

S.C. 170 is the major artery between northern and southern Beaufort County. Thousands of people use the road each week to get to and from jobs at Bluffton, Hilton Head and Savannah. The road is often clogged with traffic and considered one of the most dangerous in the state, with more than 21 people killed over the past five years.

County Council discussed a one-cent sales tax for the widening project last year prior to creation of the SIB. The one-cent sales tax was to be levied for eight years with the anticipation of raising \$100 million for the S.C. 170 project. DOT would have reimbursed the county over a period of years and the money would have been used to improve other roads in the county. Voters by a 2-1 margin rejected the plan in a November 1996 referendum. That was the third time voters had rejected a one-cent sales tax.

Council's new proposal is to ask voters to approve a one-cent tax for 18 months or until 25 to 30 percent of the project's cost has been raised. This plan is sound for several reasons:

- It has the backing of municipalities.
- The tax is for a shorter period of time and would not require a separate board to oversee use of the money.
- A large portion of the tax would be paid by people who don't live in the county but enjoy amenities along the coast.

According to SIB Chairman Howard Covington, Beaufort County doesn't need to raise taxes to come up with its matching share of money to improve the road. However, the matching share raised any other way would come at the expense of other road projects. For instance, Covington says Beaufort County could agree to assume maintenance of some state roads and grant the state easements it needs for other road projects. The money for maintenance and easements has to be raised in some manner. A likely place would be the property tax, which vacationers don't have to pay.

At this point council doesn't have a fall-back plan. Because the one-cent sales tax is based on assumption, Covington says the plan doesn't have much credibility with the SIB.

The council steered a course in the right direction. It just needs fine tuning. Council would be wise to quickly devise a fall-back plan, a plan that the SIB would accept if voters reject the one-cent sales tax in November.

HOLLY CORK  
SENATOR, BEAUFORT COUNTY  
SENATORIAL DISTRICT NO. 46

SENATE ADDRESS:  
POST OFFICE BOX 142  
COLUMBIA, SC 29202  
TEL: (803) 212-6048  
FAX: (803) 212-6299

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POST OFFICE BOX 2447  
BEAUFORT, SC 29901  
(803) 521-1399



Rec. 1-22-97  
cc

COMMITTEES:  
AGRICULTURE AND NATURAL RESOURCES  
EDUCATION  
JUDICIARY  
MEDICAL AFFAIRS  
CORRECTIONS AND PENOLOGY  
STATE HOUSE

January 21, 1998

Mr. Howard "Champ" Covington, Chairman  
State Infrastructure Bank Board  
Post Office Box 16449  
Greenville, SC 29606


Dear Mr. Covington,

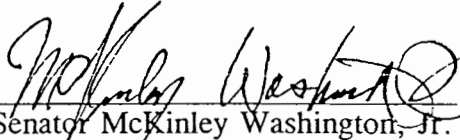
The purpose of this letter is to express the strong support of the Beaufort County Legislative Delegation for Infrastructure Bank funding to expedite the critically-needed improvements of Highway 170.

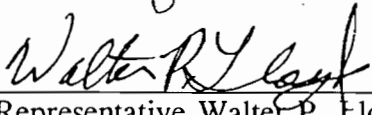
This road, which links southern and northern Beaufort County as well as neighboring communities, carries daily the vital labor force of Hilton Head Island's tourism industry. It is acknowledged by DOT engineers as "the deadliest road in the state." The economic well-being of our county depends upon the widening of Highway 170, and the very lives of our constituents rely on its improved safety.

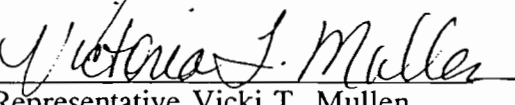
Please consider this letter an official statement of support for Beaufort County's Infrastructure Bank eligibility.

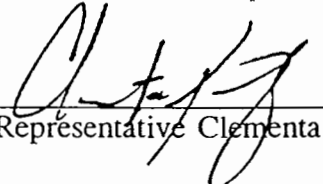
Respectfully submitted,


  
Senator Holly Cork

  
Senator McKinley Washington, Jr.

  
Representative Walter P. Eloyd

  
Representative Vicki T. Mullen

  
Representative Clementa C. Pinckney

  
Representative Edie M. Rodgers

HC/cmp