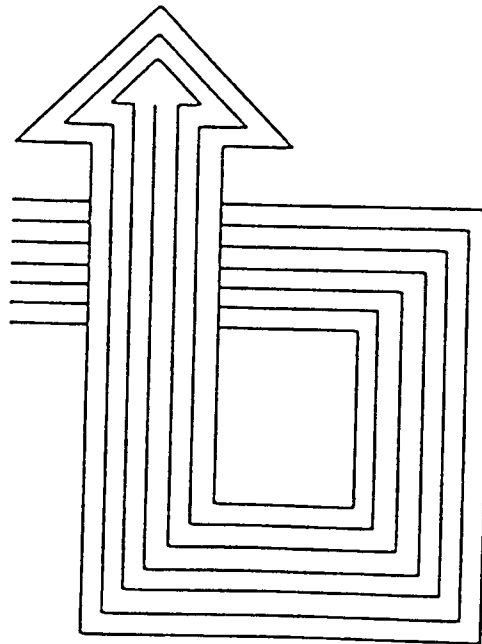


TRANSPORTATION REPORT
AND
RECOMMENDATIONS

SEPTEMBER

1991

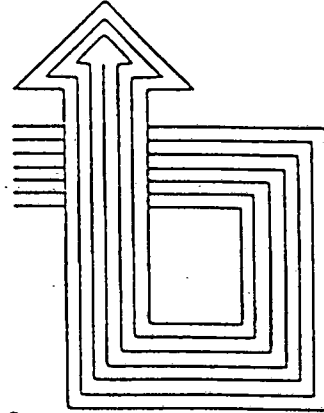


BEAUFORT AREA TRANSPORTATION SYSTEMS (BATS) COMMITTEE

BEAUFORT AREA TRANSPORTATION SYSTEMS (BATS) COMMITTEE

October 14, 1991

Mr. W. R. (Skeet) Von Harten, Chairman
Beaufort County Council
Post Office Drawer 1228
Beaufort, SC 29901



Dear Mr. Chairman and Members of County Council:

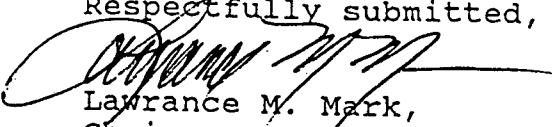
On behalf of the Beaufort Area Transportation Systems (BATS) Committee it is my pleasure to transmit to you the Report and Recommendations of Transportation Projects and Programs for Beaufort County

Contained here are: (1) projects presently underway; (2) projects which the Committee feels that need to be completed; (3) a listing of eight top priority projects and programs; (4) a listing of other transportation projects and programs in Beaufort County that were considered; and finally, (5) an intersection section where improvements need to be implemented.

Many persons have contributed suggestions which have been incorporated into this report. The BATS Committee members have spent considerable time and numerous meetings in arriving at their recommendations. I feel confident the County Council will give strong consideration to the Committee's recommendations in arriving at its decision on transportation projects and programs to be submitted to the South Carolina Department of Highways.

The BATS Committee invites your comments and suggestions for future transportation meetings.

Respectfully submitted,


Lawrence M. Mark,
Chairman

Beaufort Area Transportation Systems (BATS) Committee

Larry Mark, Chairman
T. Eason (Bud) Marchant, Vice Chairman
Pat Palmer, Secretary

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Jerry Barkie
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John Perry
Edward (Nick) Russell
William Sneed
Senator James Waddell, Jr.
J. C. Wright

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T R A N S P O R T A T I O N

P L A N N I N G

C O N S I D E R A T I O N S

TRANSPORTATION PLANNING CONSIDERATIONS

Social and Economic Factors

Displacement of Families and Businesses

Disruption of Neighborhoods

Impact on Natural and Historical Landmarks, Schools, and Religious Institutions

Future Development

Environmental Factors

Noise, Air and Water Quality

Wetlands and Flood Plains

Drainage and Water Flow

Rare and Endangered Plant and Animal Species

Engineering and Traffic Factors

Design Characteristics

Natural and Geographic Constraints

Traffic Service

Safety

Cost

RECOMMENDATIONS

PRIORITIES SET BY THE BEAUFORT AREA TRANSPORTATION COMMITTEE

June, 1991

Projects Presently Underway

The Whale Branch Bridge on U. S. 21 North.

U.S. 21/17, From Pocotaligo to Gardens Corner.

The Battery Creek Bridge and S.C. 802 to Shell Point Shopping Center.

Projects in the State Plan Endorsed as Needing Completion

The widening of S.C. 170 from U. S. 21 to S.C. 280.

Completion of the I-95 Connector from U. S. 278/S.C. 170 to I-95.

Improvement of U. S. 21 from Meridian Road (S-36) to S-161.

Improvement of Highway 17 from Gardens Corner to the Combahee River.

Committee's Top Priorities

1. Improvements of S.C. 280 from Shell Point Shopping Center to U.S. 21.
2. A Feasibility Study of a 360 Degree Beltway System around the Beaufort Urbanized Area.
3. Improvement of S.C. 802 (Sams Point Road) from U. S. 21 (Sea Island Parkway) to Brickyard Point Road.
4. Upgrade U.S. 278/S.C. 170 from the Career Education Center (CEC) south to the Connector Interchange.
5. Upgrade S.C. 46 from U. S. 278 to Pritchardville.
6. Implement all Yemassee projects.
7. Conduct a Feasibility Study of Car Ferry Service between the Town of Port Royal and Hilton Head Island and Study Additional Public Transportation Systems/Sources.
8. Improve S.C. 170 from the Broad River Bridge to the Career Education Center (CEC).

P R O J E C T S
P R E S E N T L Y
U N D E R W A Y

Whale Branch Bridge (Northbound Lane), U.S. 21

The purpose of the project is to replace the existing northbound lane (NBL), swing span bridge with a new two-lane fixed bridge. The bridge has been listed as structurally deficient. All parts of the old bridge not used as part of the new structure are to be removed down to or below the natural bottom of the waterway. Vehicular traffic is being maintained on the existing U.S. 21 southbound lane (SBL) bridge during construction. The new NBL bridge is a fixed bridge similar in length and type to the SBL bridge with similar navigational clearances.

The existing NBL swing bridge has a horizontal clearance of 34.5 feet between pilings. The new NBL fixed bridge will have a horizontal clearance of 76 feet between pilings. The vertical clearance in the closed position of the existing NBL swing bridge is 12 feet above mean high water. The new NBL fixed bridge will have a vertical clearance of 20 feet above mean high water and 27.09 feet above mean low water.

Although the bridge is located in the flood plain, it will not result in a significant encroachment. The 100 year flood elevation is 13 feet mean sea level (MSL) while the elevation of the "low steel" of the new bridge is 24 feet MSL.

The project will not take land from, or significantly affect any parks, recreation areas, wildlife or waterfalls refuges, or archaeological sites. The existing bridge, constructed in 1930, replaced an earlier bridge at the same location.

The project impacts approximately 1.82 acres of wetlands. Portions of the existing fill used for the approaches of the existing bridge will be excavated to surrounding marsh elevations creating approximately .64 acres of wetlands. Approximately 31,443 cubic yards of fill material will be placed in wetlands with 7,353 cubic yards of fill material being placed below the mean high tide elevation.

A \$2.79 million dollar contract was awarded in mid-October 1989 to replace the northbound lanes of the Whale Branch Bridge and work began in mid-December 1989. The old bridge will be removed and a new one built.

The Whale Branch Bridge was originally built in 1921, and the approaches to it were widened in 1931. Work began in 1984 to replace it with a fixed-span bridge, and the southbound lane bridge was then completed. It had a traffic count of 10,800 cars a day in 1990. The bridge project is 90% complete and expected to be completed by early August, 1991.

While construction is underway, northbound traffic on U.S. 21 is being rerouted over the new southbound bridge with one lane of traffic going in either direction.

Rev. 7/24/91

U.S. 17/U.S. 21, From Gardens Corner to Pocotaligo.

The purpose of this project is to widen the existing 2-lane highway to a 4-lane divided roadway. The project is 7.80 miles in length. It is on the Federal Aid Secondary (FAS) System. The preliminary engineering cost is estimated at \$101,000. The right-of-way acquisition estimated cost is \$832,000. The construction cost is estimated at \$3,767,000. The total estimated project cost is \$6.7 million including estimated \$275,000 to replace two bridges over Huspah Creek. The project also includes the U.S. 21/17/17-A intersection. A part of the proposed work consist of the placement of approximately 130,455 cubic yards of fill material over approximately 14.38 acres of wetlands at 14 different locations of Huspah Creek and the Pocotaligo River.

Listed as an A priority in the Transportation Improvement Program (TIP), this project was also listed in priority on the Statewide Highway Improvement Program (SHIMS) for funding. Bids were let in June 1991 on the project. The work involves grading, drainage, asphalt concrete surfacing and erecting a steel beam guardrail along 7.8 miles of U.S. 17/21 from Gardens Corner to Pocotaligo. However, the clearing of trees for the project has been stopped approximately one mile short of Stony Creek due to the discovery of an old fort and a cemetery along the highway. The project is presently on hold. The highway will be realigned to the south in order to save the remains of the old fort and the cemetery. The Average Daily Traffic (ADT) count at the Community of Sheldonon the highway in 1990 was 9,700. Construction on the widening from Gardens Corner to Pocotaligo should be completed by October 31, 1993.

Rev. 7/24/91

Gardens Corner Intersection (U.S. 17/U.S. 21)

This project will involve intersection improvements. There are two alternatives to be considered. Alternative # 1 are the improvements to be made at grade intersection. Alternative # 1 will require additional right-of-way consisting of 4 acres. The businesses at intersection will be displaced. It will require the removal of 4 underground storage tanks. There is expected to be no direct impacts on wetlands. The estimated project cost is \$868,000.

Alternative # 2 involves the installation of an interchange with controlled access. Alternative # 2 will require additional right-of way property consisting of 19 acres. The commercial businesses will be displaced at the intersection. It will require the removal of 4 underground storage tanks. A 390-foot bridge will be required over the wetlands. In 1990 the average daily traffic (ADT) at Gardens Corner was 8,900 vehicles. The carrying capacity of the intersection is at capacity. The estimated project cost is \$2,650,000.

There is a need to do a study to rezone land use to commercial in order to replace existing commercial uses which will be lost to the U.S. 21/17 Intersection highway improvements. A study should also be conducted at the Presiter intersection for commercial land use.

Rev. 7/24/91

Battery Creek Bridge and Approaches, S.C. 802

This project is 3.3 miles in length plus a .5 mile bridge. It begins at Lenora Lane in the Town of Port Royal and extends to the intersection of S.C. 280 and S.C. 802 at the Shell Point Shopping Center. The project involves widening the highway to 5 lanes and replacing the bridge. Funding is to come from the Bridge Replacement (BR) Funds Program. The preliminary engineering has been completed. The right-of-way cost is estimated at \$50,000. The total project cost is estimated at \$22,200,000. The Battery Creek Bridge portion of the project breaks down as follows and consist of a new 4 lane bridge 0.50 miles in length. The preliminary engineering cost is estimated at \$15,000. The right-of-way cost is estimated at \$22,000. The right-of-way is in the process of being acquired. The bridge construction cost is estimated at \$6,900,000. The total bridge project cost is estimated at \$6,937,000.

In late January 1990, the S.C. Department of Highways and Public Transportation applied to the S.C. Coastal Council, the U.S. Corps of Engineers, and the S.C. Department of Health and Environmental Control for a permit to place fill material in wetlands adjacent to Battery Creek at a location along State Highway 802. The permit has been approved.

The proposed work consists of placing approximately 176,300 cubic yards of fill material in wetlands to construct a roadway embankment. A total of approximately 7.53 acres of intertidal wetlands will be impacted. In addition, the Highway Department proposes to excavate approximately 37,700 cubic yards of material from tidal areas. The excavation consists of removing unstable material from the proposed roadway, enlarging an existing channel and excavating a new channel. The existing channel will be enlarged and will impact approximately 0.42 acre of wetlands. The new channel will be excavated and will impact approximately 0.84 acre of wetlands. These channels will enhance tidal exchange on either side of the highway. All excavated material will be disposed of at an upland location. The purpose of this

work is to realign a portion of S.C. Highway 802 to facilitate replacement of the Battery Creek Bridge. Construction techniques will involve continuous barge mat placement in the marsh and floating barges in open water areas of Battery Creek. No temporary fill will be placed in wetlands for access nor will navigation of the waterway be unreasonably interfered with.

As mitigation, the Highway Department will remove portions of the existing Highway 802 and excavate existing uplands to the same elevation as the adjacent marsh. The proposed mitigation area will total 6.88 acres. This will result in the net loss of 0.65 acre loss of wetlands. The Highway Department will mitigate for an equal amount of wetlands elsewhere in the State.

Construction on the project is expected to start in August, 1991. The contract for building the new bridge was let in June of 1991. According to the terms of the contract the bridge must be open by June 30, 1995. The bridge presently has a 5-ton load limit placed on it. This project has a Number 1 priority in the Transportation Improvement Program (TIP). The project priority classification is A.

In 1990 the average daily traffic (ADT) count on the Battery Creek Bridge was 14,600 vehicles.

In late 1990 it was recommended that the new Battery Creek Bridge be named after Mendel Rivers, a former district state highway commissioner.

Rev. 07/24/91

P R O J E C T S I N T H E S T A T E P L A N

E N D O R S E D A S

N E E D I N G C O M P L E T I O N

S.C. 170, (Robert Smalls Parkway) From S.C. 280 to U.S. 21

This project is 1.76 miles in length. It involves widening the 2-lane highway to 5 lanes with a curb and gutter section. This highway is on the Federal Aid Primary (FAP) System. The preliminary engineering cost is estimated at \$59,000. The surveys have been completed. All of the right-of-way is expected to be acquired by September of 1991. The right-of-way cost is estimated at \$71,000. The construction cost is estimated at \$2,370,000. The total project cost is projected at \$2,500,000. The project is listed as an A priority in the Transportation Improvement Program (TIP). Preliminary engineering work in the project has begun. In late August 1991 the State Highways and Public Transportation Commission approved funding to widen the road from the intersection of U.S. 21 to the entrance of Robert Smalls Middle School. Plans call for widening the existing two lane road to four lanes with a wide center median for turning. More than \$1.5 million in State and Federal money will fund preliminary engineering studies, acquire rights of way and widen the two mile stretch to five lanes. Included in the project are plans to straighten Salem Road where it intersects S.C. 170 to align it with Trask Road. Construction is expected to begin in March of 1992. In 1990 the average daily traffic (ADT) on this section of S.C. 170 was 15,800 vehicles. The project priority classification is A. A public hearing will be held on the project on September 10, 1991 at the Robert Smalls Middle School.

U. S. 278 Extension, From S.C. 170/U.S. 278 to I-95 & U.S. 17.

The 10 miles of the U.S. 278 Extension from S.C. 170/U.S. 278 intersection to Interstate I-95 and U. S. 17 is expected to be open in August 1994 at the earliest according the State Highway Department. The new 7.5 miles of connector on 160 foot right-of-way will include 6.25 miles of 4-lane divided highway and 1.26 miles of 6-lane section of which 3.9 miles are in Beaufort County. The project will require twin 90 foot bridges over shallow Swamp Creek. There will be a requirement of twin 360 foot bridges over the New River. It will require the widening of the overpass at I-95. The project will impact 34 acres of wetlands. The alignment of the roadway is presently being revised. This project design assumes that Union Camp Company will donate the right-of-way. It is estimated the remaining portion of the project will cost \$15 million. The project is on the Statewide Highway Improvement Program (SHIMS) network for funding. The first phase of the connector is expected to begin about March 15, 1992, and take two years to complete. The S. C. Highway Department is currently acquiring rights-of-ways for the second phase which is expected to be completed in 1993. The project priority classification is A. The entire connector route from the intersection of U.S. 278/S.C. 170 to I-95 has received location and design approval from the Federal Highway Administration (FHWA). The project is estimated to cost \$9.4 million. About 40 acres of undisturbed wetlands will be affected by the project.

Union Camp has agreed to donate 80 percent of the rights-of-way needed for the project and will work with the State to recoup lost wetlands. Title searching has begun and rights-of-way are being secured by the end of 1991 with construction beginning in early 1992 and completed in late 1994.

Sea Island Parkway (U.S. 21), From Woods Bridge at Beaufort River to Dulamo Road (S-161) on St. Helena Island

The Sea Island Parkway (U.S. 21) project would start near the Woods Memorial Bridge at the Beaufort River on Lady's Island, probably at Meridan Road (S-36) and go to Dulamo Road (S-161) on St. Helena Island. The project would involve widening 7.6 miles of existing 2-lane highway to 4/5 lanes with variable median. No public hearings have been held to date on the project. The State Highway Department has revised the working drafts of the project and decreased the right-of-way widths to lessen the impact on historic structures and the Greens area at the corner of Sea Island Parkway (U. S. 21) and Martin Luther King Jr. Drive (S.C. 45). The State Highway Department plans to tentative obtain right-of-way by September, 1991. The tentative letting date for construction bids is March, 1993. The expected starting date for construction is predicted to be in late summer or early fall of 1993 and the project will probably take 30 months to complete. In 1990 the Average Daily Traffic (ADT) volume ranged from 14,000 on the westend of the project to 6,500 on the eastend. The estimated cost of the project is \$8,300,000.

Rev. 7/25/91

U.S. 17, From Gardens Corner to the Combahee River.

This project is 5.90 miles in length and consist of widening the existing 2-lane highway to a 4-lane divided roadway. The project will require the acquisition of 2 commercial properties and 10 residences. The project will impact approximately 70 aces of wetlands. This project is on the Federal Aid Secondary (FAS) System. Preliminary engineering cost is estimated at \$142,000. Preliminary engineering is presently underway. The right-of-way acquisition cost is projected to be \$1,168,000. The estimated construction cost is \$6,690,000. The total project cost is estimated at \$10,000,000. In 1990 the highway carried an Average Daily Traffic (ADT) count of 8,900 vehicles. The highway currently exceeds its design capacity. In mid-April 1991 the State Highway Department indicated it is expected the project could be let for bids in April of 1993. The project is currently in the permitting process. Listed as an A in priority in the Transportation Improvement Program (TIP), this project is also a priority on the Statewide Highway Improvement Program (SHIMS) network for funding.

Rev. 7/26/91

Combahee River Bridge at U.S. 17

This project consists of replacing the existing structurally deficient bridge with a new 600-foot bridge over the Combahee River. The old existing structure will be removed. The Combahee River Bridge on U.S. 17 two miles north of Yemassee was reconstructed in 1940. The reconstructed bridge is 810 feet long with a 24-foot roadway. It has a horizontal clearance of 18.5 feet and is 26 feet above ordinary high water. The project will impact approximately 4 acres of wetlands. The project will require approximately 600,000 cubic yards of fill material. The total estimated cost of the project is \$6,800,000

Rev. 7/25/91

T O P

P R I O R I T Y

P R O J E C T S

S.C. 280, From Dowlingwood Drive (S-627) to Robert Smalls Parkway (S.C. 170).

This project is 2.80 miles in length. The project involves widening the existing 2-lane highway to 5 lanes with a curb and gutter section. The highway is on the Rural Secondary (RS) Road System. The project would require the removal of a large number of trees of which at least 75 trees are 15" or larger in diameter. The project would require the relocation of a gas pipeline, fire hydrants, and telephone lines. It would impact 2 acres of wetlands. It would require extensive drainage improvements. There would be an impact to homes and businesses which would require additional cost not included in the present estimated total project cost. The preliminary engineering cost is estimated at \$106,000. The right-of-way acquisition cost is estimated at \$127,000. The estimated construction cost is \$3,520,000. The total project is estimated to cost \$3,800,000. This project is contained in the Transportation Improvement Program (TIP). The project will be funded as the legislature provides for Statewide Highway Improvement Program (SHIMS) funds. The average daily traffic (ADT) count in 1990 was 17,700 vehicles. The highway presently exceeds its carrying capacity. No action has been taken on the project to date.

Rev. 7/24/91

S.C. 280, From Robert Smalls Parkway (S.C. 170) to Trask Parkway (U.S. 21).

This project is 1.20 miles in length. The project involves widening the existing 2-lane highway to a 6 lane section. The highway is on the Rural Secondary (RS) Road System. The project would include major intersection revisions at S-20. The preliminary engineering cost is estimated at \$40,000. The right-of-way cost is estimated at \$48,000. The estimated construction cost is \$2,252,000. The total project cost is estimated at \$2,650,000. In 1990 the Average Daily Traffic (ADT) count was 11,700. This section of the highway currently exceeds its carrying capacity. This project has been included in the Transportation Improvement Program (TIP). The project will be funded as the legislature provides for Statewide Highway Improvement Program (SHIMS) funds. No action has been taken on the project to date.

Rev. 7/23/91

Feasibility Study of Highway Loop System Around Urbanized Beaufort Area.

This project consists of a feasibility study of a northern and southern beltway system around the Beaufort Urbanized Area. The study in the summer of 1991 had an approximate price tag of \$500,000.

Rev. 7/26/91

Sams Point Road (S.C. 802) From Sea Island Parkway (U.S. 21) to
Brickyard Point Road (S-750/112)

This project on Sams Point Road (S.C. 802) would start at its intersection with Sea Island Parkway (U.S. 21) and proceed north to Brickyard Point Road (S-750/112). The work includes widening 2.2 miles of existing 2-lane highway to 5-lanes. The project includes improvements to two major intersections. Intersection improvements would be required at S.C. 802 and S-90 and S.C. 802 and S-750/112 at the Royal Pines Country Club. The 1990 Average Daily Traffic (ADT) volume was 7,500. The estimated cost of this project is \$3,200,000.

Rev. 7/25/91

U.S. 278/S.C. 170, From the South Interchange of
U.S. 278/S.C. 170 to the North Intersection of U.S. 278/S.C. 170.

This project is 4.50 miles in length. It involves widening the existing 2-lane highway to 4/5 lanes. It assumes no structure (bridge) will be required at Malind Creek. This highway is on the Federal Aid Primary (FAP) System. The preliminary engineering cost is estimated at \$108,000. The right-of-way cost is estimated at \$891,000. The total project cost is projected at \$4,700,000. The project is listed as a priority in the Transportation Improvement Program (TIP). However, it should be noted that only the preliminary engineering (PE) and right-of-way (ROW) is presently contained in the TIP at an estimated cost of \$999,000. No action has been taken on the project to date. The project priority classification is A.

Rev. 7/26/91

S.C. 46 From S.C. 278 to Pritchardville

This project consists of widening S.C. 46 from S.C. 278 to Pritchardville. This is considered an important evacuation route for Southern Beaufort County. In 1990 the Average Daily Traffic (ADT) volume ranged from 6,200 to 6,400 vehicles. No work has been done on the project to date.

Rev. 9/23/91

S-3 (Yemassee to Old Sheldon Church Road)

This project calls for the upgrading of 0.36 mile of S-3 from the Town of Yemassee to the Old Sheldon Church Road. The work will rehabilitate the pavement and widen to two 12 foot lanes and widen the shoulders. The estimated cost is \$126,000.

Rev. 7/24/91

S-3/S-21/S-900 Intersection

This project would relocate and realign S-3, S-31 at S-900 for a new crossroad intersection. It would require the relocation of .61 mile of S-3 and .10 mile of S-21. It is possible a swap for right-of-way (ROW) could be made. The ROW swap could be worth \$65,000 to \$66,000. The total estimated project cost is \$400,000. If a ROW swap is made the estimated project cost is \$335,000.

Rev. 7/26/91

S-1/S-3 in Town of Yemassee

All of this project is within the Town of Yemassee but the roads involved served as an evacuation route for Northern Beaufort County residents. The project involves Connelly Street to S-3 in the Town of Yemassee. The work would relocate .43 mile of S-1 and .15 mile of S-3 to the southwest to provide direct alignment through the Town of Yemassee. The project would include a new 66 feet right-of-way acquisition and the acquisition of 3 buildings. It would lower the roadway 2½ feet on S-1 at the U.S. 17-A/21 underpass to provide adequate vertical clearance under U.S. 17-A/21. The realignment of Connelly and Flowers Streets with ramps would be needed at S-1. The total estimated cost is \$400,000.

Rev. 7/26/91

Feasibility Study of an Auto Ferry Between Town of Port Royal and Hilton Head Island.

This project consists of a feasibility study of a possible auto ferry between the Town of Port Royal and Hilton Head Island. It also includes a general study of public mass transportation alternatives. No cost estimates have been projected for the study.

Rev. 7/26/91

S.C. 170, From the Broad River to the Chechessee River

Located on Lemon Island, this S.C. 170 project would begin at the Broad River and extend to the Chechessee River. The project would involve widening 2.6 miles of existing 2-lane highway to 4/5 lanes. The project would have an impact on 10 acres of wetlands. This section of S.C. 170 is considered to be at its traffic carrying capacity. In 1990 the Average Daily Traffic (ADT) was 8,600 vehicles. The estimated cost of the project is \$2,860,000.

Rev. 7/25/91

Chechessee River Bridge (S.C. 170)

This project located on S.C. 170 involves replacement of the existing 2-lane Chechessee River Bridge with a new 1,640 foot multi-lane bridge and approaches. The approaches would impact 10 acres of wetlands. The bridge is classified presently as structurally sound but is functionally deficient. In 1990 the Average Daily Traffic (ADT) count was 8,600 vehicles. The estimated cost of the project is \$9,225,000.

Rev. 7/26/91

S.C. 170, From U.S. 278/S.C. 170 to the Chechessee River

The purpose of this project is to widen the 2-lane existing highway to a 4/5 lane section. The length of the project is 5.40 miles. The project will impact 2 acres of wetlands mostly in Jasper County. One mile of special road impact will occur in Jasper County in the Chelsea area. In 1990 the highway was carrying an Average Daily Traffic (ADT) count of 8,100 vehicles. No work has been accomplished on the project to date. The project is estimated to cost \$5,800,000

Rev. 7/26/91

A D D I T I O N A L
P R O J E C T S I N L O N G - R A N G E P L A N
B Y
G E O G R A P H I C A L A R E A

N O R T H E R N B E A U F O R T C O U N T Y

T R A N S P O R T A T I O N P R O J E C T S

Field Creek Bridge on SR-59

The Field Creek Bridge on State Road 59 located near Huspah Plantation is classified as functionally deficient. Field Creek flows into Huspah Creek. The bridge needs to be continually monitored to determine when it will need major repair or replacement.

Rev. 7/25/91

Old Sheldon Church Road (S-21)

This project involves the Old Sheldon Church Road (S-21) from S-3 in the Town of Yemassee to U.S. 17/21. The project calls for upgrading 7.20 miles of S-21 (Old Sheldon Church Road) to primary route standards within an existing 66-foot right-of-way. The 1990 Average Daily Traffic (ADT) count was 2,800 vehicles. The estimated cost of the project is \$2,491,000. No work has been accomplished on this project to date.

Rev. 7/25/91

I-95/U.S. 21 Railroad Connector.

The project involves building a new 2 lane highway a distance of 14.80 miles from the Town of Yemassee southward to S-71 at Grays Hill on the Seaboard Coast Line Railroad right-of-way. The preliminary engineering cost is estimated at \$222,000. The right-of-way cost is estimated at \$1,172,000 and the highway construction cost is estimated at \$7,400,000. Thus, the total road project cost is estimated at \$8,794,000. The project would also include the construction of two new bridges of 2 lane width (one at the Coosaw River and one at Grays Hill) with each bridge being 1,000 foot in length for an additional cost of \$4,188,000, bringing the total project cost to \$12,982,000. No work has been accomplished on the project to date. It has been recommended that Beaufort County Council obtain an option on the property if the rail line is abandoned in the future.

7/25/91

Seaboard Coast Line Railroad/U.S. 21 Connector.

This project involves building a new 2 lane highway a distance of 1.80 miles on the Seaboard Coast Line Railroad right-of-way at Coosaw to U.S. 21 at Lobeco. The project would save 12 to 16 miles per day per school bus for buses currently serving that area in addition to shorter routes for local residents. The preliminary cost is estimated at \$36,000 for engineering. The right-of-way cost is estimated at \$143,000. The construction cost is estimated at \$900,000. The total project cost is estimated at \$1,079,000. No work has been accomplished on the project to date. This project is feasible only if the railroad line is abandoned.

Rev. 7/24/91

P O R T R O Y A L I S L A N D
T R A N S P O R T A T I O N P R O J E C T S

S.C. 802, From Dogwood Street (S-488) to S-23

This project is 1.60 miles in length and involves widening the highway from 2 lanes to a 5- lane roadway. This highway is on the Federal Primary System. The preliminary engineering is underway. The estimated preliminary engineering cost is \$40,000. The right-of-way costs are estimated at \$48,000. As of early April 1990, the right-of-way was in the process of being acquired. The estimated construction cost is \$1,320,000. The total project cost is estimated at \$2,000,000. The 1990 average daily traffic (ADT) count is 11,700. This section of S.C. 802 presently exceeds its carrying capacity. The project is a priority project in the Transportation Improvement Program (TIP).

Rev. 7/24/91

Brickyard Creek Crossing

This project would start at the intersection of U.S. 21 North and Bruce K. Smalls Road (S-71) and cross Brickyard Creek and proceed eastward to S-72 intersection with S-112/S-750 (Springfield/Middle Road intersection) and then on to Sams Point Road (S.C. 802). The work would involve the upgrading of a 2-lane road and the new construction of some 2-lane roads, both to meet Primary road standards for a distance of 9.7 miles. The project would require three new bridges and 3 intersection revisions and horizontal alignment improvements. There would be an impact on the golf course and two golf cart overpasses may be required. The estimated cost is \$14,200,000.

Rev. 7/22/91

S.C. 802, From S.C. 280 to S.C. 170.

This project involves widening the existing 2 lane highway to 5 lanes for a distance of 2.10 miles. The preliminary engineering cost is estimated at \$69,000. The right-of-way cost is estimated at \$83,000. The construction cost is estimated at \$2,310,000. The total project cost is estimated at \$2,462,000. A public hearing was held on the project in January, 1987.

Rev. 7/24/91

S.C. 170, (Robert Smalls Parkway) From the Broad River Bridge to S.C. 280.

This project involves widening the existing 2-lane highway to 5 lanes for a distance of 3.75 miles on existing right-of-way. Preliminary engineering cost is estimated at \$90,000. The right-of-way cost is estimated at \$743,000. The construction cost is estimated at \$3,000,000. The total estimated project cost is \$3,833,000. In 1990 the Average Daily Traffic (ADT) count at the Broad River Bridge on S.C. 170 was 8,600 vehicles. This section of the highway is presently at its carrying capacity. No work has been done on the project to date.

Rev. 7/22/91

Brickyard Point Bridge, From Bruce K. Smalls Road (S-71) to Brickyard Point.

This project provides for a new 2 lane bridge to connect the Grays Hill area (Bruce K. Smalls Road) to the Brickyard Point area (Brickyard Point Road North). The distance is 0.60 miles. The preliminary engineering cost is estimated at \$146,000. There is no known right-of-way cost at this time. The construction cost is estimated at \$19,340,000. The total project cost is estimated at \$19,800,000. No work has been accomplished on the project to date.

Speculative construction costs for a Brickyard Point Bridge for a toll bridge looping around downtown Beaufort and connecting Port Royal Island to Lady's Island indicate it would cost \$19.8 million in 1990 and \$22.8 million in 1995 based on a four percent inflation rate. With a 50¢ toll, the bridge would create a debt of \$28.9 million in 20 years. With a \$1.00 toll, the bridge would pay for itself in 20 years.

As a part of a current evaluation of the proposed Brickyard Creek Crossing a review was made of the 1969 and the 1990 travel characteristics and patterns outlined in the Original BEAUTS Recommended Street and Highway Plan published in 1971.

Transportation planning is generally accomplished using a 20 year planning horizon. It so happens that about 20 years have passed since the BEAUTS Study was done by the S.C. State Highway Department --- the forecast year was 1990. This provides the opportunity to evaluate how well the traffic models projected 1990 traffic in the study. Thus 1990 projections were compared to actual counts made in 1988.

The Broad and Beaufort Rivers, with Brickyard Creek and Whale Branch, served as a screenline to isolate the peninsula area with only five access points - four existing bridge crossings plus the proposed crossing at Brickyard Point. The Brickyard Point crossing was included, since it was part of the 1990 Recommended Transportation Plan.

In 1969, only three bridges provided access across the screenline with a total average daily traffic (ADT) volume of 13,000. By 1988, the volume crossing the screenline had increased to 40,000 ADT, about 3 times the 1969 volume. (See Table # 1). The S.C. 802 bridge has since been built and had a 1988 volume of 8,200 ADT.

A comparison of the 1990 projections made in the BEAUTS Study to the 1988 traffic counts was made to determine the accuracy of the projections. The 1990 projected volumes crossing the screenline were 39,100 verses 40,000 actual 1988 counts - 102%. Two important facts to remember are (1) 1988 counts are used and some additional growth did occur in 1989 and 1990 and (2) the Brickyard Creek Bridge was included in the 1990 projections. But even considering these facts the projections would be considered quite adequate, and therefore could possibly be used as a gauge for continued growth.

TABLE # 1

	1969 Count	1988 Count	1990 Projections
(1) <u>Location</u>			
U. S. 21 N @ Whale Branch	3,600	8,100	7,100
U. S. 21 S @ Beaufort River	6,500	15,100	10,700
S. C. 170 @ Broad River	2,900	8,600	8,800
S. C. 802 @ Beaufort River	-----	8,200	9,000
Brickyard Creek Crossing	-----	-----	3,500
TOTALS	13,000	40,000	39,100

(1) Source: BEAUTS "Recommended Street and Highway Plan" Dec. 71.

The growing popularity of the Beaufort area as a recreational and residential resort would indicate that this type of growth rate could very well continue for several years. If so, reasonable expectations would be that traffic could triple again in the next 18-20 years. This is especially critical over the Beaufort River where the two existing bridges, Woods Memorial on U.S. 21 Business and McTeer on S.C. 802, would approach 70,000 vehicles per day in 18-20 years.

Since the rate of traffic growth appears fairly acceptable, trip distribution becomes a major factor to consider. Based on the distribution rates of the original study, almost one half (46%) of the trips distributed across the Beaufort River were via the Woods Memorial Bridge (U.S. 21). Using this distribution rate times the approximately 70,000 trips desiring to cross the Beaufort River, 32,000 v.p.d would desire to use the two-lane Woods Memorial Bridge. This is more than twice the 1988 volume of 15,100, and represents a severe capacity deficiency.

The correspondence distribution rates for the other two crossings indicates 27,300 on the S.C. 802 Bridge and the 10,500 v.p.d. on the Brickyard Creek Crossing.

Conclusion. The above distribution rates probably more accurately reflect future "desires" than actual travel patterns. However, the volumes shown for both S.C. 802 and U.S. 21 bridges exceed the actual carrying capacity of the existing bridges. Therefore, additional capacity would be needed crossing the Beaufort River in the next 18-20 years. It is not clear, however, that simply building the Brickyard Creek Bridge is going to solve the "capacity" problems on the S.C. 802 Bridge or especially the Woods Memorial Bridge (U.S. 21).

Brickyard Creek Crossing Preliminary Cost Estimate Description:

A proposed route from U.S. 21 at Grays Hill just north of the Marine Corps Air Station (MCAS) to U.S. 21 (Sea Island Parkway) at S.C. 802 (Sams Point Road) on Lady's Island - a distance of approximately 11.25 miles.

Approximately two-thirds of the route would be on new location, including a new "high level" 65' clearance bridge over Brickyard Creek (Intracoastal Waterway) with the remaining portion of the route (approximately one-third) utilizing existing sections. Portions of Secondary Routes S-71, S-72 and S-750 would be improved where feasible, with alignment and intersection improvements as necessary. Also, S.C. 802 would be widened to 4 or 5 lanes from just north of U.S. 21 on Lady's Island to beyond the intersection of S-750 and S-112 - Royal Pines Country Club Estates entrance. The remainder of the route would be a two-lane facility on four-lane right-of-way.

Cost Estimate: Bridge Construction at Brickyard Creek (65' minimum clearance) - \$2,500,000; Road Construction Cost (new and widened roadway), improved alignment and necessary intersection improvements. - \$9,000,000* (* - Includes bridges at Mulligams Creek and a creek near Brickyard Point Plantation); Engineering and Contingencies and Preliminary Engineering - \$2,400,000; Construction Cost - \$13,900,000; Right-of-Way Cost - \$5,900,000.

TOTAL COST: \$19,800,000.

Rev. 7/24/91

Western Connector, From U.S. 21 North to S.C. 802 at the S-23 Intersection.

This project involves the construction of a new 2-lane primary connector route on a future 5-lane right-of-way with access control. The project would begin on U. S. 21 North at its intersection with S-71 (Clarenton Road) at Grays Hill and then southward to S.C. 802 where it intersects with S-23 (Goethe Hill Road). Since this project is still under preliminary study, little detail data exists on proposed roadway. The estimated cost is \$7,300,000. Should the western connector be built, intersection improvement would be required at U.S. 21 North and S-71.

Rev. 7/22/91

Bruce K. Smalls Road (S-71), From U.S. 21 to (Brickyard Creek)
Intra-Coastal Waterway.

This project involves a new, improved 2 lane road for a distance of 4.00 miles. The preliminary engineering cost is estimated at \$60,000. The estimated right-of-way cost is \$148,000. The construction cost is estimated at \$2,000,000. The total project cost is estimated at \$2,208,000. A new 50 foot 2 lane bridge at an estimated \$159,000 combined with this project would bring the total project cost to \$2,367,000. This project could be a part of the Northern Beltway Project. No work has been accomplished on the project to date.

Rev. 7/23/94

Richard V. Woods Memorial Bridge.

The Richard V. Woods Memorial Bridge which connects the City of Beaufort with Lady's Island is classified as structurally sound but functionally deficient. The bridge currently exceeds its designed carrying capacity. In mid-April 1991 the traffic count on the Woods Memorial Bridge was 14,000 cars per day. The present day traffic volume is expected to be double in about 18 years. About 3,000 boats a year require the swingspan bridge to open.

In April 1991 the Beaufort County Planning Board staff transmitted a letter to the S.C. State Highway Department requesting that the Woods Memorial Bridge be included in long range transportation planning with some analysis of potential implementation, estimated costs, and time-frame for the following possible alternatives:

- Regulate the traffic flow over the bridge with better timing to keep traffic moving in coordination with the U. S. Coast Guard.
- Replace the existing bridge with the major approach for a high-span, fixed structure on the Lady's Island side of the Beaufort River.
- Moving the channel of the Beaufort River toward the Lady's Island side of the river, thus creating a longer bridge rather than a long approach or causeway on the City of Beaufort side of the stream.
- Replace the present Woods Memorial Bridge with a new bridge at Bellamy Curve (where Boundary Street becomes Carteret Street) on the City of Beaufort side of the Beaufort River and connecting on Lady's Island at either Oyster Road or Factory Creek Road area and feed into Sams Point Road (Highway 802).
- Tear down the Woods Bridge and route all traffic to the eastern island over the McTeer Bridge.

- Tear down the Woods Bridge and route all traffic over an improved (widen) McTeer Bridge.
- Tear down the Woods Bridge and route all traffic over an improved (widen) McTeer Bridge and the proposed new Brickyard Point Creek Bridge.
- Leave the Woods Bridge in place and repair it as feasible, widen the McTeer Bridge, construct a new Brickyard Point Creek Bridge and route traffic over all three bridges, thus reducing traffic volume on the Woods Bridge.
- Create a ferry system from Lands End Road (S.C. 45) to Hilton Head Island.
- Create a ferry system from the Town of Port Royal to Hilton Head Island.

Rev. 7/2/4/91

North Street Extension in City of Beaufort.

This project involves extending North Street/North Hermitage Road (S-69) to S.C. 170 (Robert Smalls Parkway) along the right-of-way of the Seaboard Coastal Railroad line by building a new 2 lane road a distance of 1.08 miles. The preliminary engineering cost is estimated at \$30,000. The estimated right-of-way is \$278,000. The estimated construction cost is \$756,000. The total project cost is estimated at \$1,064,000. No work has been accomplished on the project to date. The project has been strongly discouraged due to the fact it would go through an established residential neighborhood and there would be a large impact on wetlands.

Rev. 7/25/91

Mink Point Bridge

This project provides for the extension of S-550 to S-159 (Mink Point Road) by building a new 2 lane bridge at a distance of 1.50 miles. The preliminary engineering cost is estimated at \$444,000. There are no known right-of-way costs at this time. The bridge construction cost is estimated at \$14,748,000. The total project cost is estimated at \$15,228,000. No work has been accomplished on the project to date. This project not longer appears to be feasible due to the large congestion of housing in the Mink Pink Subdivision and the wide expanse of water to be bridged and the impact on wetlands.

Rev. 7/23/91

Albergotti Creek Bridge, U. S. 21

The Albergotti Creek Bridge located on U.S. 21 just south of the Marine Corps Air Station is classified as structurally sound but functionally deficient. The Average Daily Traffic (ADT) at the bridge is 18,700 vehicles. The bridge needs to be continually monitored for major repair or replacement as deemed necessary.

Roseida Road Bridge

The Roseida Road Bridge located on Roseida Road (S-265) over Salt Creek just east of U. S. 21 and south of S.C. 116 is classified as structurally sound but functionally deficient. The Average Daily Traffic (ADT) in 1990 was 578 vehicles. The bridge needs to be continually monitored for major repair or replacement as deemed necessary.

LADY ' S I S L A N D

T R A N S P O R T A T I O N P R O J E C T S

Sams Point Road (S.C. 802) (Option), From S-750/112 (Springfield Road) to (S-144) to Brickyard Point Road.

This is an option to complete the Brickyard Creek Crossing hookup. On Sams Point Road (S.C. 802) proceed north from its intersection on the south with Brickyard Point Road to S-750/112 and turn westward to its intersection with S-144. The work would involve the upgrading 1.9 miles of existing 2 lane roadway to 2-lane Primary road standards. It would require additional right-of-way ranging from 14 to 30 feet in width. The estimated cost is \$1,025,000.

Rev. 7/24/91

S-144 (Option), From S.C. 802 (Sams Point Road) to S-750/72

This is a second option to complete the Brickyard Creek Crossing hookup. This project would run on S-144 from S.C. 802 to the intersection with S-750/72. The project would consist of upgrading 1.3 miles of existing 2-lane road to 2-lane Primary standards on existing right-of-way. Intersection improvements are estimated at \$525,000. The total estimated project cost is \$1,550,000. The 1990 Average Daily Traffic (ADT) count was 3,200 vehicles.

Rev. 7/24/91

Lucy Point Creek Bridge

The Lucy Point Creek Bridge, which connects Lady's Island at the north end of Sams Point Road (S.C. 802) with Coosaw Island where Coosaw Island Drive begins, is considered structurally sound but is classified as functionally deficient. In 1990 the Average Daily Traffic (ADT) volume at the bridge was 2,300. The bridge needs to be continually monitored to determine when it is in need of repair or replacement.

Rev. 7/25/91

Lady's Island Parkway (S.C. 802/U.S. 21), From Ribaut Road (U.S. 21/S.C. 281) to Sea Island Parkway (U.S. 21)

This project involves Lady's Island Parkway (S.C. 802/U.S. 21) starting in the Town of Port Royal at Ribaut Road (U.S. 21/S.C. 281) and extending across the McTeer Bridge (S.C. 802 Bridge) to the Sea Island Parkway (U.S. 21) on Lady's Island. The project calls for widening 2.9 miles of existing 2-lane roadway and the McTeer Bridge over the Beaufort River to a 4/5 lane roadway within existing right-of-way. The present right-of-way varies between 80 feet and 180 feet. Improvements to the roadway only is 1.4 miles. If improvements made only to the bridge and its approaches, the distance is 1.5 miles. The new bridge and its approaches would be 4,210 feet in length with a new high level of 65 feet. The project would impact 4 acres of wetlands. The 1990 Average Daily Traffic (ADT) at the bridge was 8,900 vehicles. The estimated cost of the project is \$12,860,000.

Rev. 7/26/91

U.S. 21, (Sea Island Parkway) From the Woods Memorial Bridge to Sams Point Road (S.C. 802)

This project is 1.28 miles in length and consists of widening the existing highway to 5 lanes. The preliminary engineering is underway. The preliminary engineering cost is estimated at \$42,000. The right-of-way costs are estimated at \$51,000. There are environmental considerations that need to be studied. Environmental impact statements have been sent to the Federal Highway Administration for approval and rights-of-way agreements are being researched. It may take up to three years to secure all of the required rights-of-way. This highway is on the Federal Primary System. The estimated construction cost is \$1,408,000. The total estimated project cost is \$1,501,000. The project is listed as a in priority in the Transportation Improvement Program (TIP) Program. It has been suggested that a bike path (lane) be established parallel to this project. In 1990 the Average Daily Traffic (ADT) volume was 13,700 vehicles. This project could also be combined with the Sea Island Parkway project to St. Helena Island.

Rev 7/22/91

Cat Island Bridge.

This project involves building a new 2 lane bridge a distance of 0.60 miles to connect Cat Island (Dolphin Point Road) to St. Helena Island (SR 113). The preliminary engineering cost is estimated at \$146,000. There are no known right-of-way costs at this time. The estimated construction cost is \$4,879,000. The total project cost is estimated at \$5,025,000. No work has been accomplished on the project to date.

Rev. 7/26/91

S T. H E L E N A I S L A N D

T R A N S P O R T A T I O N P R O J E C T S

U.S. 21 (Sea Island Parkway), From S.C. 802 (Sams Point Road) to Dulamo Road (State Road 161)

This project is on the Federal Aid Primary (FAP) System. The project is 6.00 miles in length. The purpose of the project is to widen U.S. 21 to 5 lanes from S.C. 802 (Sams Point Road) to just east of the St. Helena School at Dulamo Road (State Road 161). The preliminary engineering is presently underway. The preliminary engineering cost is estimated at \$152,000. This project may be developed in phases. There are environmental considerations related to the project that need to be studied. Environmental impact statements have been sent to the Federal Highway Administration for approval and rights-of-way agreements are being researched. The estimated right-of-way costs are \$182,000. The estimated construction cost is \$5,235,000. The total estimated project cost is \$7,490,000. A new 100 foot 4 lane bridge may be necessary at an estimated \$180,000. Listed as a priority in the Transportation Improvement Program (TIP), \$182,000 is being programmed for right-of-way expenses in the first year program. This project will be funded as the legislature provides Statewide Highway Improvement Program (SHIMS) funds.

The existing roadway will probably be the center of the new highway and the right-of-way would extend for 75 feet on each side from the centerline of the road. The State Highway Department has revised the working drafts and decreased the right-of-way widths to lessen the impact on historic structures and the Greens area at the corner of U.S. 21 (Sea Island Parkway) and S. C. 45 (Martin Luther King Drive).

The Federal Aviation Administration (FAA) is awaiting correspondence from the Beaufort County Council that the Beaufort County Airport on Lady's Island will not be extending the runway to the south where U.S. Highway 21 is.

The starting date for construction of the highway is predicted to be in late summer or early fall of 1992 and will probably take 30 months to complete.

It has been suggested that a bike path (lane) be constructed parallel to this project. The project priority classification is A.

Rev. 7/24/91

Harbor River Bridge, U.S. 21.

The Harbor River Bridge on U. S. 21 is a bridge which opens and closes for boat traffic on the Harbor River. The bridge connects St. Helena Island with Harbor Island. It is too narrow for the present flow of traffic. The bridge is presently classified as structurally sound but functionally deficient. It needs to be widened or replaced. Further study is needed on the project. The Average Daily Traffic (ADT) in 1990 at the bridge was 2,900 vehicles.

Rev. 7/ 26/91

Johnson Creek Bridge, U.S. 21.

The Johnson Creek Bridge on U. S. 21 between Harbor Island and Hunting Island is too narrow for present flow of traffic. The bridge is currently classified as structurally sound but functionally deficient. It needs to be widened or replaced. Further study is needed on the project. The Average Daily Traffic (ADT) in 1990 was listed as 2,900 vehicles.

Rev. 7/26/91

S O U T H E R N B E A U F O R T C O U N T Y

T R A N S P O R T A T I O N P R O J E C T S

Broad River Bridge (S.C. 170)

This project work calls for the replacing of the existing 2-lane bridge with a new 7,300 foot multilane bridge and approaches. The approaches would impact 20 acres of wetlands. The bridge is classified as structurally sound but listed as functionally deficient. The 1990 Average Daily Traffic (ADT) on the bridge was 8,600 vehicles. The estimated cost of the project is \$41,000,000.

Rev. 7/26/91

S-474 Extension, From S-29 to S.C. 46.

The purpose of this project is to construct 2 new lanes of road for a distance of 1 mile. The preliminary engineering cost is estimated at \$28,000. The estimated right-of-way cost is \$211,000. The construction cost is estimated at \$700,000. The total project cost is estimated at \$939,000. No work has been accomplished on this project to date.

Rev. 7/23/91

Simmonsville Road (S-474), From U.S. 278 to S.C. 46.

The purpose of this project is to improve 2 lanes of highway for a distance of 2.50 miles. The preliminary engineering cost is estimated at \$38,000. Right-of-way cost is estimated at \$92,000, while construction cost is projected to be \$1,250,000. The total project cost is estimated at \$1,380,000. No work has been accomplished on this project to date.

Rev. 7/23/91

Rose Dhu Creek Bridge, S.C. 46

This project involves the repair or replacement of the bridge over Rose Dhu Creek on S.C. 46 between the Town of Bluffton and Prichardville. The bridge is currently listed as structurally sound but functionally deficient. The bridge needs to be continually monitored. In 1990 the Average Daily Traffic (ADT) at the bridge was 6,400 vehicles.

Rev. 7/26/91

Stoney Creek Bridge, S.C. 46

This project calls for the major repair or replacement of the bridge over Stoney Creek on S.C. 46 between the Town of Bluffton and Pritchardville. The bridge is currently classified as structurally sound but functionally deficient. In 1990 the Average Daily Traffic (ADT) at the bridge was 6,400 vehicles.

Rev. 7/26/91

New River Bridge, S. C. 170 at Jasper County Line

This project involves the repair or replacement of the bridge over the New River on S.C. 170 at the Beaufort-Jasper County line. The bridge is presently noted as structurally sound. It is listed as functionally deficient. In 1990 the Average Daily traffic (ADT) at the bridge was 6,100 vehicles.

Rev. 7/26/91

DAUFUSKIE ISLAND

TRANSPORTATION PROJECTS

DAUFUSKIE ISLAND

TRANSPORTATION

Docks

Daufuskie Island can be reached only by boat. Daufuskie Island presently has one public dock which is owned and operated by the County, and approximately 10 private docks. Some of the private docks are operated by the Planned Unit Developments and others by individuals. The County contracts for ferry service to the Island.

On June 1, 1990 the Beaufort County Public Works Department applied to the Corps of Engineers, S. C. Coastal Council, and the S.C. Department of Health and Environmental Control for a permit to construct a boat ramp in the New River located at Daufuskie Land. The proposed work consists of the construction of a 20' wide by 110' long concrete boat ramp at the location of an undeveloped ramp. The purpose of this work is to provide an improved public boat ramp for the residents of Daufuskie Island.

Ferry Service

In mid-May of 1991 the State Highway Department approved a grant of \$25,000 to provide an additional 60 round trips to Daufuskie Island from Hilton Head Island in 1991. When school is not in session the ferry will run three days a week instead of the present two days a week. The funds will also for an additional 13 trips on weekends and five on holidays.

Roads

Of the approximately 27 miles of roads in existence today on Daufuskie Island, none have been dedicated to the County or any other public entity. The roads vary in width between 10 and 30 feet. None are paved. They are sand roads made from the same material that lies beneath the island's thin topsoil. Many of the roads have been used by the general public for a number of years and the County has maintained, by grading and growth removal, most of the roads for over 20 years. County records of

1985 indicates the roads to be 26.98 miles or 142,480 feet on Daufuskie. These roads do not include those platted in subdivision or in PUDs. About 11.5 miles of the roads are the most publicly-used roads. A 5 man crew spends about 20 hours a week maintaining the roads, drainage systems, and public dock on Daufuskie Island.

The future paving of the publicly used roads on Daufuskie Island should be anticipated. It is expected that 3 to 4 miles could be paved annually so that the most used 12 miles of roads could be completed in 3 to 5 years. The cost is estimated at \$160,000 to \$175,000 each year.

Daufuskie Island Helipad

In mid-December 1988 Beaufort County Aviation Board discussed building a helipad on Daufuskie Island for the purpose of transporting emergency medical patients from the island.

I N T E R S E C T I O N S

T R A N S P O R T A T I O N P R O J E C T S

Status on Prioritizing of Intersections

The Beaufort Area Transportation Systems (BATS) Committee has had local State Highway Commissioner Brantley Harvey serve as the contact person in working with the S.C. State Highway Department in setting the priority order in which intersections are to be improved. A list of the requested intersection improvements has been submitted by Commissioner Harvey.

Salem Road (S-234) and S.C. 170 Intersection.

The purpose of this project is to relocate the intersection for a safer operation. The estimated preliminary engineering cost is \$5,000. The estimated construction cost is \$45,000. The right-of-way needs will be determined as the project is developed. The total estimated project cost is \$250,000. This area is becoming very congested due to a new super market opening, a new furniture store, and a new housing development in the area. A new pump station and new sewer lines have also been installed in the area which incites further development. This area has also recently been annexed into the City of Beaufort. The hazard index rating for this project is 36.0. The project is expected to be included as a part of the S.C. 170 Project from U.S. 21 to S.C. 280.

Rev. 7/23/91

Boundary Street at Charles Street (S-133) in City of Beaufort

The project involves installing turn lanes and the removal of parking. There is the possibility of widening Charles Street to two lanes. The Average Daily Traffic (ADT) volume at the intersection is 12,800 vehicles. This places the intersection flow presently at 95% of its capacity. There have been 19 accidents and 4 injuries at the site within the last 12 months.

Preliminary engineering is estimated to cost \$5,000. The right-of-way needs will be determined as the project develops. The construction cost is estimated at \$100,000. The project has a hazard index rating of 22.31. Beaufort City officials had requested that this be the No. 1 intersection in the Transportation Program for improvement.

Rev. 7/22/91

U.S. 21 at Bruce K. Smalls Road (S-71)

This project involves the construction of turn lanes at the intersection of U.S. 21 and Bruce K. Smalls Road (S-71) at Grays Hill. The preliminary engineering cost is estimated at \$5,000. The right-of-way needs will be determined as the project develops. The estimated construction cost is \$145,000. The total project cost is estimated at \$150,000. The project has a hazard index rating of 16.7. This project was previously listed as No. 2 in priority in the Transportation Management Program (TSM).

Rev. 7/23/91

Ribaut Road (S.C. 802) at Vaigneur Street (S-152) in Town of Port Royal

The project involves improvement to the intersection in the Town of Port Royal. Vaigneur Street intersects Ribaut Road at an angle making it a dangerous intersection. The preliminary engineering cost is estimated at \$5,000. The right-of-way needs will be determined at the project is developed. The construction cost is estimated at \$145,000. The total project cost is estimated at \$175,000. Ribaut Road is on the Federal Aid Primary (FAP) system. The project has a hazard index rating of 22.63. This project was previously listed as No. 3 in priority in the Transportation Management Program (TSM).

Rev. 7/23/91

Lady's Island Parkway (S.C. 802) and Waddell Road Intersection

This project is located at the staggered intersection of Lady's Island Parkway (S.C. 802) and the Waddell Road intersection with Ribaut Road (S.C. 281). The project involves the alignment and improvement of the intersection. Very few details on the project exist at this time. The estimated cost is \$550,000.

Rev. 7/22/91

S.C. 802 (Sams Point Road) at Brickyard Point Road (S-72).

The project involves improvement to the intersection. The intersection has an angle and has poor sight visibility at the site location. There is no construction cost estimate available at this time. The hazard index rating is 4.02. This project could become a part of the Sams Point Road (S.C. 802) from Sea Island Parkway (U.S. 21) to Brickyard Point Road (S-72) improvement project. The Average Daily Traffic (ADT) in 1990 on Sams Point Road was 7,500 and on Brickyard Point Road was 3,200 vehicles.

Rev. 7/26/91

S.C. 802 (Sams Point Road) at Beaufort Academy.

This project will involve installing turn lanes off Sams Point Road (S.C. 802) at Beaufort Academy. The road is classified as Rural Secondary. The preliminary engineering cost is estimated at \$5,000. The right-of-way needs will be determined as the project is developed. The estimated construction cost is \$95,000. Total project cost is estimated at \$100,000. The project has a hazard index rating of 11.20. The Average Daily Traffic (ADT) in 1990 at this location was 7,500 vehicles.

Rev. 7/25/91

Eddings Point Road (SR-74) and Sea Island Parkway (U.S. 21)
Intersection

Currently under construction at the intersection of Eddings Point Road (SR-74) and Sea Island Parkway (U.S. 21) is a new \$4.84 million St. Helena Elementary School in the existing 30-acre site. The new school should be open by the end of 1991. The 70,000 square foot school should house more than 768 students on opening day. The school is designed so it can be expanded to house an ultimate population of 840 students. In early August of 1990 it was recommended that a traffic signal should be placed at the intersection of Eddings Point Road and Sea Island Parkway with it alternating between blinking and full lights at appropriate hours. There should be appropriate school zone speed signs erected upon approaching either side of the school and there should be turn lanes on both roadways for school buses and school personnel vehicles since traffic will be entering the school site off Eddings Point Road. The Average Daily Traffic (ADT) at that location in 1990 was 6,500 vehicles.

Rev. 7/26/91

S.C. 802 (Sams Point Road) at Lady's Island Drive (S-90).

This project calls for realignment for through movement of traffic. There is no construction cost estimate available at this time. The project has a hazard index of 4.14. The project will probably be incorporated into the U.S. 21 improvement project from the Woods Memorial Bridge to Dulamo Road on St. Helena Island.

Rev. 7/22/91

U.S. 21 Business (Boundary Street) and Carteret Street
Intersection in the City of Beaufort.

This project involves the reconstruction of the Boundary Street and Carteret Street intersection in the City of Beaufort. The length of the project is 0.10 miles. The preliminary engineering cost is estimated at \$2,000. The right-of-way cost is estimated at \$50,000. The construction cost is estimated at \$50,000. The total project cost is projected at \$150,000. The project is needed to provide better service to this area of Beaufort.

Rev. 7/22/91

Ribaut Road (S.C. 281) at Allison Road Intersection.

This project calls for installing turn lanes at Ribaut Road and Allison Road. With the development of Cottage Farms Subdivision the traffic is expected to increase by 300-400 vehicles daily on Allison Road within the next four to five years. To date, there are no cost estimates. The hazard index rating is 53.18 on Ribaut Road. In 1990 the Average Daily Traffic (ADT) was 16,200 vehicles.

Rev. 7/25/91

Ribaut Road (S.C. 281) at Mossy Oaks Road Intersection

This project involves installing turn lanes at Ribaut Road and Mossy Oaks Road. There are numerous wrecks occurring at the intersection and the hazard index rating in 1990 was 53.18. The Average Daily Traffic (ADT) in 1990 was 16,200 vehicles.

Rev. 7/24/91

Ribaut Road (S.C. 281) at Magnolia Road

This project calls for installing turn lanes off right turn lanes off Magnolia Road onto Ribaut Road (S.C. 281). With the construction of the new Battery Creek Bridge it is expected that Magnolia Road will carry more traffic from southwestern Beaufort and Port Road toward Parris Island. The area on Ribaut Road presently has a hazard index rating of 53.18. In 1990 the Average Daily Traffic (ADT) at that location was 16,400 vehicles.

Rev. 7/26/91

maps

PROJECT	EST. COST	EST. YEAR
US 17 (GARDENS CORNER TO COMBAHEE RIVER)	\$10,000,000	1990
S-21 (OLD SHELDON CHURCH RD) (S-3 TO US 17/21)	\$2,000,000	1990
US 17/US 21 (GARDENS CORNER TO POCOTALIGO)	\$8,250,000	1990
US 17/US 21 INTERSECTION (GARDENS CORNER)	\$565,000	1990
S-1/S-3 (CONNELLY ST. TO S-3 IN YEMASSEE)	\$400,000	1990
S-3/S-21/S-900 INTERSECTION	\$340,000	1990
S-3 (YEMASSEE TO OLD SHELDON CHURCH RD)	\$126,000	1990
SC 170 (BROAD RIVER TO CHECHESEE RIVER)	\$2,850,000	1990
SC 170 (CHECHESEE RIVER TO US 278/SC 170)	\$5,800,000	1990
US 278/SC 170 (SC 170 TO US 278 INTERCHANGE)	\$4,700,000	1990
SC 170 (BROAD RIVER BRIDGE)	\$41,000,000	1990
SC 170 (CHECHESEE RIVER BRIDGE)	\$9,225,000	1990
US 21 (SEA ISLAND PWKY) (WOODS BRIDGE TO S-161 ST. HELENA IS.)	\$8,300,000	1990
US 278 EXTENSION (US 278/SC 170 TO I-95 & US 17)	\$15,000,000	1990

US 17
(GARDENS CORNER TO COMBAHEE RIVER)

- WIDEN 8.7 MILES EXISTING 2-LANE TO 4-LANE DIVIDED ROADWAY.
- ACQUISITION OF 2 COMMERCIAL PROPERTIES, 10 RESIDENCES.
- IMPACT * 70 ACRES OF WETLANDS.
- EST. COST - \$10,000,000
- (COMBAHEE RIVER BRIDGE)
- REPLACE EXISTING STRUCTURALLY DEFICIENT BRIDGE WITH NEW * 600 FT. BRIDGE(S).
- REMOVAL OF EXISTING STRUCTURE.
- IMPACT * 4 ACRES WETLANDS APPROXIMATELY 600,000 C.Y. FILL.
- EST. COST - \$8,600,000

S-21 (OLD SHELDON CHURCH RD)
(S-3 TO US 17/21)

- UPGRADE 7.2 MI. OF S-21 TO PRIMARY ROUTE STANDARDS WITHIN EXISTING 65' R/W.
- EST. COST - \$2,000,000

US 17/US 21
(GARDENS CORNER TO POCOTALIGO)

- WIDEN 7.5 MILES EXISTING 2-LANE TO 4-LANE DIVIDED ROADWAY.
- NECESSARY R/W ACQUIRED.
- AWAITING PERMITS FROM CORPS OF ENGS.
- INCLUDES R/R O.P. (183' X 44').
- INCLUDES US 21/17/17A INTERSECTION.
- EST. COST - \$8,250,000

US 17/US 21 INTERSECTION
(GARDENS CORNER)

- INTERSECTION IMPROVEMENTS
- ALT. #1 - AT GRADE INTERSECTION.
- ALT. #2 - INTERCHANGE (CONTROL ACCESS).
- ADD R/W RUS. AFFECT HAZ. WASTE SITES WETLANDS
- EST. COST \$565,000
- ALT. #1 4 ACRES
- ALT. #2 19 ACRES
- BOTH DISPLACE COMMERCIAL REMOVAL OF 4 UNDERGROUND STORAGE TANKS.
- NO DIRECT IMPACTS
- 390 FT. BRIDGE OVER WETLANDS.
- EST. COST \$2,850,000

S-1/S-3
(CONNELLY ST. TO S-3 IN YEMASSEE)

- RELOCATE S-1 (0.43 MI) & S-3 (0.16 MI) TO THE SOUTHWEST TO PROVIDE DIRECT ALIGNMENT THROUGH THE TOWN OF YEMASSEE.
- NEW 88 FT. R/W ACQUISITION OF 3 BUILDINGS.
- LOWER ROADWAY (2 1/2') ON S-1 & US 17A/21 UNDERPASS TO PROVIDE ADEQUATE VERTICAL CLEARANCE UNDER US 17A/21
- REALIGN CONNELLY & FLOWERS STREETS (RAMP) AT S-1
- EST. COST \$400,000

S-3/S-21/S-900 INTERSECTION

- RELOCATE AND REALIGN S-3, S-21 AT S-900 FOR NEW CROSSROAD INTERSECTION.
- RELOCATE .81 MI. OF S-3 AND .10 MI. OF S-21
- POSSIBLE R/W SWAP - (\$65,000).
- EST. COST - \$340,000 (\$335,000)

S-3
(YEMASSEE TO OLD SHELDON CHURCH RD)

- UPGRADE 0.36 MI. SECTION OF S-3.
- REHABILITATE PAVEMENT & WIDEN TO TWO 12 FT. LANES & WIDEN SHOULDERS.
- EST. COST - \$126,000

SEE PORT ROYAL AND LADY'S ISLANDS MAP

SC 170
(BROAD RIVER TO CHECHESEE RIVER)

- WIDEN 2.5 MI. EXISTING 2-LANE TO 4/5 LANES.
- IMPACTS * 10 ACRES WETLANDS.
- EST. COST - \$2,850,000

SC 170
(CHECHESEE RIVER TO US 278/SC 170)

- WIDEN 8.4 MI. EXISTING 2-LANE TO 4/5 LANE SECTION.
- IMPACTS * 2 ACRES WETLANDS 1.0 MI. IN JASPER COUNTY.
- EST. COST - \$5,800,000

SC 170
(BROAD RIVER BRIDGE)

- REPLACE EXISTING 2-LANE BRIDGE WITH NEW 7,300 FT. MULTILANE BRIDGE AND APPROACHES.
- APPROACHES IMPACT * 20 ACRES OF WETLANDS.
- EST. COST - \$41,000,000

US 21 (SEA ISLAND PWKY)
(WOODS BRIDGE TO S-161 ST. HELENA IS.)

- WIDEN 7.8 MI. EXISTING 2-LANE TO 4/5 LANE WITH VARIABLE MEDIAN.
- PUBLIC HEARING NOT YET HELD R/W-TENTATIVE 10/91
- CONST-TENTATIVE LETTING 3/93.
- EST. COST - \$8,300,000

SC 170
(CHECHESEE RIVER BRIDGE)

- REPLACE EXISTING 2-LANE BRIDGE WITH NEW 1040+ FT. MULTI-LANE BRIDGE AND APPROACHES.
- APPROACHES IMPACT * 10 ACRES OF WETLANDS.
- EST. COST - \$9,225,000

US 278/SC 170
(SC 170 TO US 278 INTERCHANGE)

- WIDEN 4.3 MI. EXISTING 2-LANE TO 4/5 LANE SECTION.
- ASSUMES NO STRUCTURE AT MALIND CREEK.
- EST. COST - \$4,700,000

US 278 EXTENSION
(US 278/SC 170 TO I-95 & US 17)

- NEW 7.8 MI. CONNECTION ON 150 FT. R/W - 6.25 MI. 4-LANE DIVIDED AND 1.25 MI. 6-LANE SECTION. (3.9 MI. IN BEAUFORT COUNTY).
- REQUIRES: TWIN 90 FT. BRIDGES OVER SHALLOW SWAMP CREEK.
- TWIN 360 FT. BRIDGES OVER NEW RIVER. WIDENING OVERPASS @ I-95
- IMPACTS * 34 ACRES OF WETLANDS.
- ASSUMES UNION CAMP CO. DONATES R/W.
- ALIGNMENT BEING REVISED.
- EST. COST \$15,000,000

CANDIDATE PROJECTS

BEAUFORT COUNTY SOUTH CAROLINA

LEGEND

- 2-LANE UPGRADE/REALIGNMENT
- WIDEN TO 4/5 LANES
- NEW 2-LANE (CONTROL ACCESS)
- INTERSECTION IMPROVEMENT
- BRIDGE IMPROVEMENT



LEGEND

- NEW 4/5 LANE (CONTROL ACCESS)

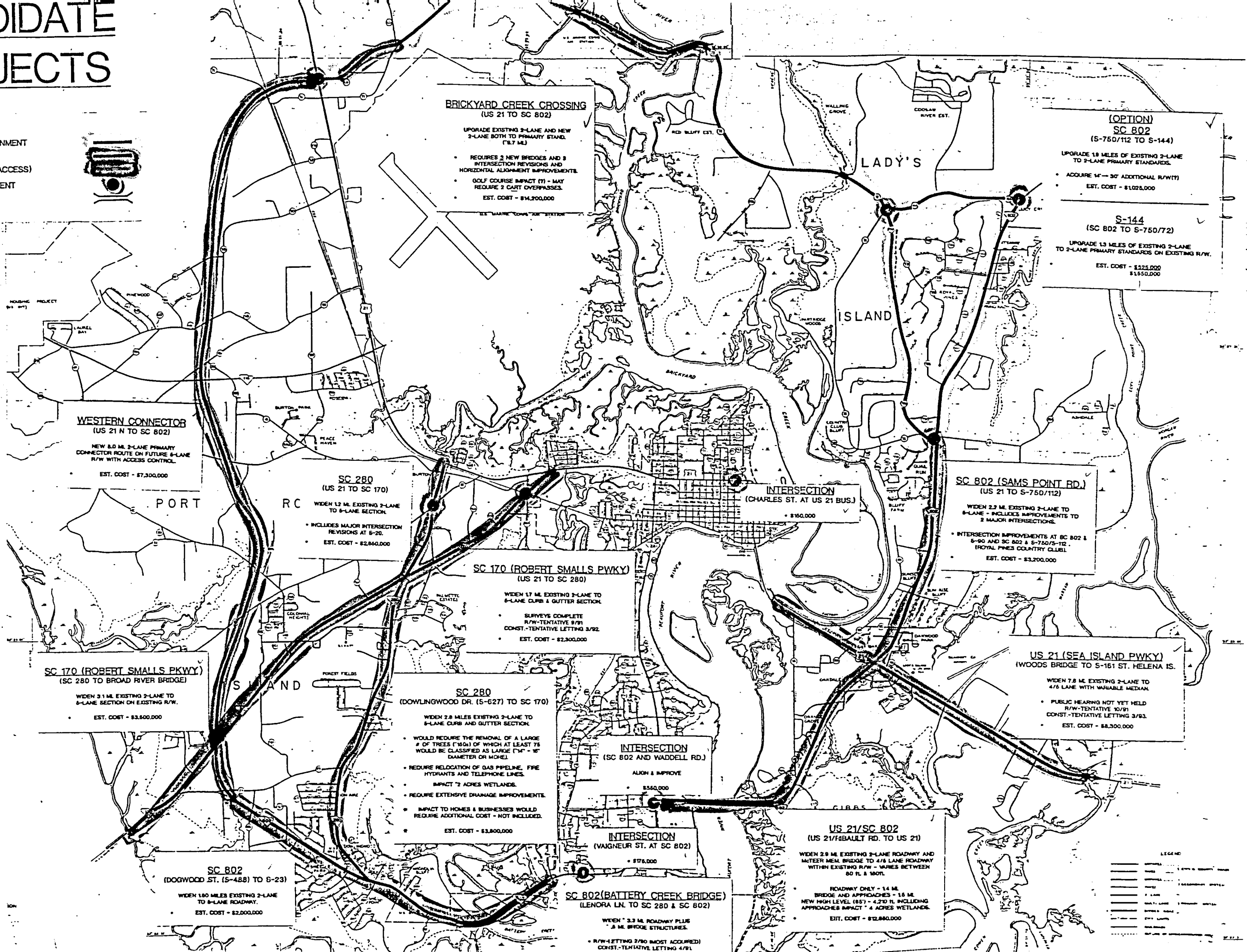
COUNTY POPULATION 1990 CENSUS 55,394
COUNTY AREA IN SQUARE MILES 579

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CANDIDATE PROJECTS

LEGEND

- 2-LANE UPGRADE/REALIGNMENT
- WIDEN TO 4/5 LANES
- NEW 2-LANE (CONTROL ACCESS)
- INTERSECTION IMPROVEMENT
- BRIDGE IMPROVEMENT



BRICKYARD CREEK CROSSING
(US 21 TO SC 802)

UPGRADE EXISTING 2-LANE AND NEW 2-LANE BOTH TO PRIMARY STAND. (3.7 MI.)

- REQUIRES 2 NEW BRIDGES AND 3 INTERSECTION REVISIONS AND HORIZONTAL ALIGNMENT IMPROVEMENTS.
- GOLF COURSE IMPACT (1) - MAY REQUIRE 2 CURB OVERPASSES.
- EST. COST - \$14,200,000

(OPTION) SC 802
(S-750/112 TO S-144)

UPGRADE 1.8 MILES OF EXISTING 2-LANE TO 2-LANE PRIMARY STANDARDS.

- ACQUIRE 14'-30" ADDITIONAL R/W(1)
- EST. COST - \$1,025,000

S-144
(SC 802 TO S-750/72)

UPGRADE 1.3 MILES OF EXISTING 2-LANE TO 2-LANE PRIMARY STANDARDS ON EXISTING R/W.

EST. COST - \$225,000
\$1,550,000

WESTERN CONNECTOR
(US 21 N TO SC 802)

NEW 8.0 MI. 2-LANE PRIMARY CONNECTOR ROUTE ON FUTURE 4-LANE R/W WITH ACCESS CONTROL.

EST. COST - \$7,300,000

SC 280
(US 21 TO SC 170)

WIDEN 1.2 MI. EXISTING 2-LANE TO 4-LANE SECTION.

- INCLUDES MAJOR INTERSECTION REVISIONS AT S-20.
- EST. COST - \$2,840,000

INTERSECTION
(CHARLES ST. AT US 21 BUS.)

• \$150,000

SC 802 (SAMS POINT RD.)
(US 21 TO S-750/112)

WIDEN 2.5 MI. EXISTING 2-LANE TO 4-LANE - INCLUDES IMPROVEMENTS TO 2 MAJOR INTERSECTIONS.

- INTERSECTION IMPROVEMENTS AT SC 802 & S-90 AND SC 802 & S-750/S-112 (ROYAL PINES COUNTRY CLUB).
- EST. COST - \$3,200,000

SC 170 (ROBERT SMALLS PKWY)
(US 21 TO SC 280)

WIDEN 1.7 MI. EXISTING 2-LANE TO 4-LANE CURB & GUTTER SECTION.

- SURVEYS COMPLETE R/W-TENTATIVE 9/91
- CONST.-TENTATIVE LETTING 3/92
- EST. COST - \$2,300,000

SC 170 (ROBERT SMALLS PKWY)
(SC 280 TO BROAD RIVER BRIDGE)

WIDEN 3.1 MI. EXISTING 2-LANE TO 4-LANE SECTION ON EXISTING R/W.

EST. COST - \$3,500,000

US 21 (SEA ISLAND PKWY)
(WOODS BRIDGE TO S-161 ST. HELENA IS.)

WIDEN 7.8 MI. EXISTING 2-LANE TO 4/6 LANE WITH VARIABLE MEDIAN.

- PUBLIC HEARING NOT YET HELD
- R/W-TENTATIVE 10/91
- CONST.-TENTATIVE LETTING 3/93
- EST. COST - \$8,300,000

SC 280
(DOWLINGWOOD DR. (S-627) TO SC 170)

WIDEN 2.8 MILES EXISTING 2-LANE TO 4-LANE CURB AND GUTTER SECTION.

- WOULD REQUIRE THE REMOVAL OF A LARGE # OF TREES (11501) OF WHICH AT LEAST 75 WOULD BE CLASSIFIED AS LARGE (7" - 10" DIAMETER OR MORE).
- REQUIRE RELOCATION OF GAS PIPELINE, FIRE HYDRANTS AND TELEPHONE LINES.
- IMPACT 7.2 ACRES WETLANDS.
- REQUIRE EXTENSIVE DRAINAGE IMPROVEMENTS.
- IMPACT TO HOMES & BUSINESSES WOULD REQUIRE ADDITIONAL COST - NOT INCLUDED.
- EST. COST - \$3,800,000

INTERSECTION
(SC 802 AND WADDELL RD.)

ALIGN & IMPROVE

• \$550,000

INTERSECTION
(VAIGNEUR ST. AT SC 802)

• \$175,000

SC 802 (BATTERY CREEK BRIDGE)
(LENORA LN. TO SC 280 & SC 802)

WIDEN 2.3 MI. ROADWAY PLUS 1.3 MI. BRIDGE STRUCTURES.

- R/W-LETTING 2/90 (MOST ACQUIRED)
- CONST.-TENTATIVE LETTING 4/91

US 21/SC 802
(US 21/FIBBAULT RD. TO US 21)

WIDEN 2.8 MI. EXISTING 2-LANE ROADWAY AND McTEER MEM. BRIDGE TO 4/6 LANE ROADWAY WITHIN EXISTING R/W - 1400' BETWEEN 80 FT. & 100 FT.

ROADWAY ONLY - 14 MI.
BRIDGE AND APPROACHES - 15 MI.
NEW HIGH LEVEL (85') - 4.20 MI. INCLUDING APPROACHES IMPACT 4 ACRES WETLANDS.

EST. COST - \$12,840,000

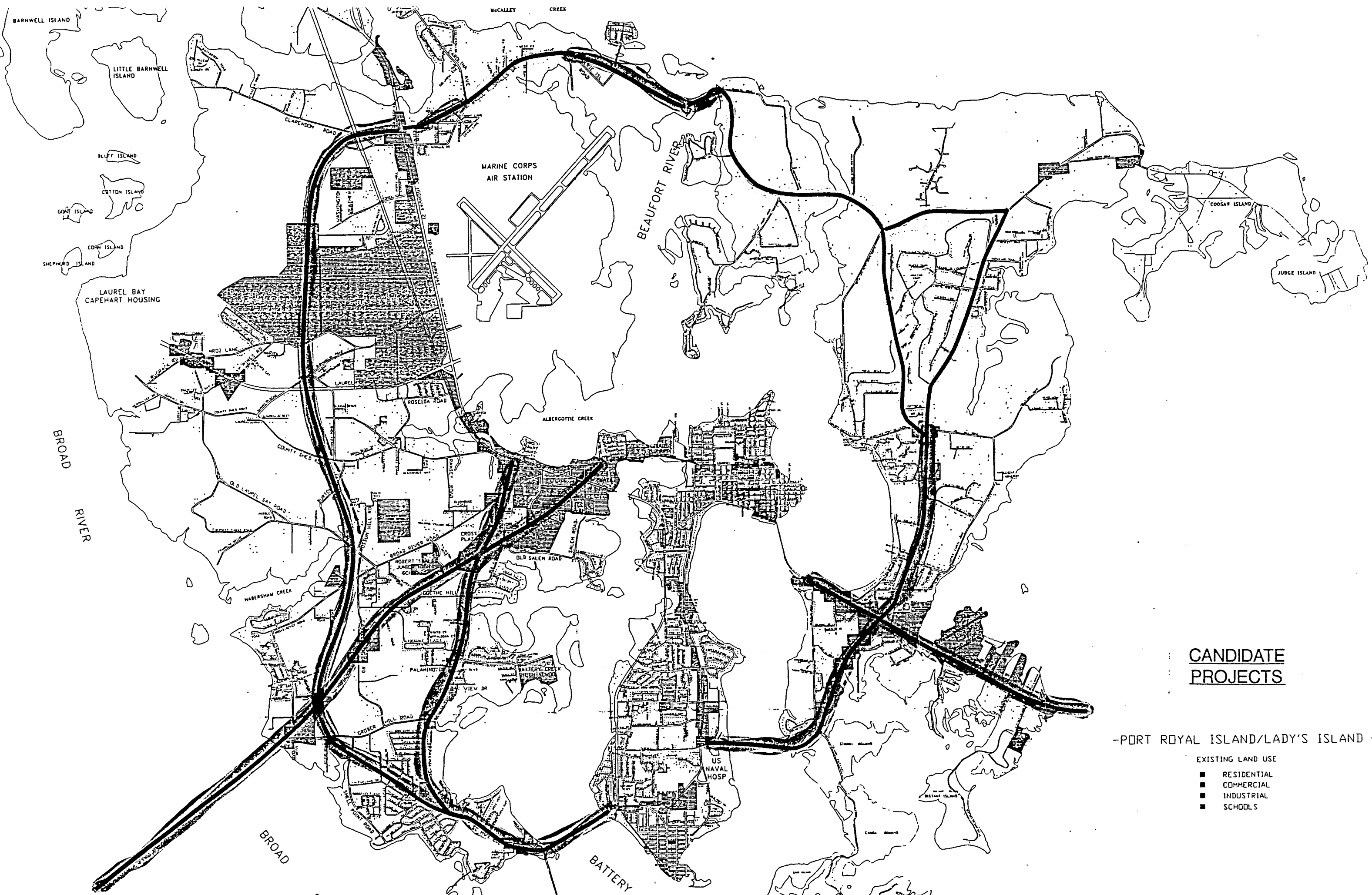
SC 802
(DOGWOOD ST. (S-488) TO S-23)

WIDEN 1.80 MILES EXISTING 2-LANE TO 4-LANE ROADWAY.

EST. COST - \$2,000,000

LEGEND

—	ROADWAY
—	BRIDGE
—	INTERSECTION IMPROVEMENT
—	NEW 2-LANE
—	WIDEN TO 4/5 LANES
—	2-LANE UPGRADE/REALIGNMENT
—	PROPERTY
—	WETLANDS
—	WATER
—	RAILROAD
—	UTILITY
—	BOUNDARY
—	ADJACENT



**CANDIDATE
PROJECTS**

-PORT ROYAL ISLAND/LADY'S ISLAND

- EXISTING LAND USE
- RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - SCHOOLS

A P P E N D I C E S

A P P E N D I X I

A B B R E V A T I O N S

ABBREVIATIONS

Following is a list of abbreviations used in this document:

BATS Beaufort Area Transportation Systems Committee
BC. Beaufort County
BCC Beaufort County Council
BCPB. Beaufort County Planning Board
CB. City of Beaufort
FA. Federal Aid
FY. Fiscal Year
Local Unspecified Local Funds
TIP Transportation Improvement Program
TSM Transportation Systems Management
LR. Long-Range Plan
TB. Town of Bluffton
TY. Town of Yemassee
SCDHPT. S.C. Department of Highways & Public Transportation
HHI Town of Hilton Head Island
MCAS. Marine Corps Air Station
MCRD. Marine Corps Recruit Depot (Parris Island)
TPR Town of Port Royal
SHIMS Statewide Highway Improvement Program

A P P E N D I X I I

A V E R A G E D A I L Y T R A F F I C C O U N T S

1 9 9 0

02/22/91

AVERAGE DAILY TRAFFIC
(Oct. 1 - Sept. 30)

STA. NO.	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YR.	COUNTY
** County No. 7					
101	US 17	Jasper Co. TO U.S. 17 ALT.	8804	90	BEAUFORT
102	US 21	U.S. 17 To U.S. 17 Alt.	662	90	BEAUFORT
103	US 17	U.S. 17 ALT. TO S-59	6503	90	BEAUFORT
104	US 17 ALT.	U.S. 17 To U.S. 21	5190	90	BEAUFORT
105	US 17	S-59 TO U.S. 21	9697	90	BEAUFORT
106	US 17 CONN	U.S. 17 TO U.S. 21	3520	90	BEAUFORT
107	US 17	U.S. 21 TO Colleton Co. Line	8913	90	BEAUFORT
109	US 17 ALT.	S-3 TO Hampton County Line	1011	90	BEAUFORT
110	US 17 ALT.	U.S. 21 TO S-3	1496	90	BEAUFORT
111	US 21	S-38 TO U.S. 17	6680	90	BEAUFORT
113	US 21	S-71 TO S-38	10849	90	BEAUFORT
115	US 21	S.C. 116 TO S-71	12912	90	BEAUFORT
117	US 21	S.C. 280 TO S.C. 116	18742	90	BEAUFORT
119	US 21	S-281 TO S.C. 280	27148	90	BEAUFORT
121	US 21	0.14 MI west OF S-296 TO S-281	32408	90	BEAUFORT
123	US 21	S-232 TO 0.14 MI west S-296	32530	90	BEAUFORT
125	US 21	U.S. 21 Bus. To S-232	31560	90	BEAUFORT
127	US 21 BUS.	S-171 TO U.S. 21	13294	90	BEAUFORT
129	US 21 BUS.	S-107 TO S-171	11085	90	BEAUFORT
131	US 21 BUS.	S-106 TO S-107	6746	90	BEAUFORT
133	US 21 BUS.	S-168 TO S-106	7672	90	BEAUFORT
135	US 21 BUS.	S-36 TO S-168	9266	90	BEAUFORT
137	US 21 BUS.	S.C 802 TO S-36	13728	90	BEAUFORT
139	US 21	S-456 TO S.C. 802	10484	90	BEAUFORT
141	US 21	S-45 TO S-456	10052	90	BEAUFORT
143	US 21	S-74 TO S-45	6490	90	BEAUFORT
145	US 21	S-77 TO S-74	2889	90	BEAUFORT
147	US 21	S-406 TO S-77	2082	90	BEAUFORT
149	S 406	0.1 MI NE OF S-439 TO U.S. 21	1626	90	BEAUFORT
151	S 406	S-439 TO 0.1 MI NE OF S-439	1605	90	BEAUFORT
153	SC 46	Jasper Co. Line TO S.C. 170	6051	90	BEAUFORT
155	SC 46	S.C. 170 TO S-29	6166	90	BEAUFORT
157	SC 46	S-29 TO S-13	6379	90	BEAUFORT
159	S 120	S-163 TO S.C. 46 & S-66	3673	90	BEAUFORT
161	SC 46	S-13 TO U.S. 278	4496	90	BEAUFORT
163	SC 116	Cape Hart Dev. TO U.S. 21	6406	90	BEAUFORT
165	SC 170	S.C. 46 TO U.S. 278	3019	90	BEAUFORT
167	US 278	Jasper Co. Line TO S.C. 170	12572	90	BEAUFORT
169	SC 170	U.S. 278 TO S-18	8120	90	BEAUFORT
171	S 18	S.C. 170 TO S.C. 170	299	90	BEAUFORT
173	SC 170	S-18 TO S.C. 170 & S-20	8625	90	BEAUFORT
175	SC 170	S.C. 170 & S-20 TO S.C. 280	7615	90	BEAUFORT
177	SC 170	S.C. 280 TO U.S. 21	15775	90	BEAUFORT
179	US 278	S.C. 170 TO S.C. 46	13384	90	BEAUFORT
181	US 278	S.C. 46 TO S-242	21225	90	BEAUFORT

02/22/91

AVERAGE DAILY TRAFFIC
(Oct. 1 - Sept. 30)

STA. NO.	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YR.	COUNTY
183	US 278	S-242 TO S-79	22977	90	BEAUFORT
185	US 278	S-79 TO S-44	25018	90	BEAUFORT
187	US 278	S-44 TO S-148 & S-44	32639	90	BEAUFORT
189	US 278	S-44/S-148 TO 0.7 Mi. west S-148	35050	90	BEAUFORT
190	US 278	0.7 Mi east S-148 TO Br Pal Dunes	35100	90	BEAUFORT
191	US 278	Br Pal Dunes TO 1.07 MI NE S-524	35150	90	BEAUFORT
193	US 278	1.07 MI NE OF S-524 TO Hilton Head	35200	90	BEAUFORT
195	SC 280	S.C. 802 TO S-23	11701	90	BEAUFORT
197	SC 280	S-23 TO S.C. 170	17653	90	BEAUFORT
199	SC 280	S.C. 170 TO U.S. 21	11691	90	BEAUFORT
201	S 5	Rd. 124 To S.C. 802	3671	90	BEAUFORT
203	SC 802	S-5 To U.S. 21	16140	90	BEAUFORT
205	US 21	S.C. 802 TO S-151	15623	90	BEAUFORT
207	US 21	S-151 TO S-6	16205	90	BEAUFORT
209	US 21	S-6 TO S-54	14326	90	BEAUFORT
211	US 21	S-54 TO U.S. 21 Bus.	16226	90	BEAUFORT
213	S 4	S.C. 802 TO S-5	1422	90	BEAUFORT
215	SC 802	S.C 170 TO S.C. 280	4807	90	BEAUFORT
217	SC 802	S.C. 280 TO S-5	14272	90	BEAUFORT
219	US 21	S-36 To S.C. 802	8857	90	BEAUFORT
221	US 21	U.S. 21 Bus. To S-36	7571	90	BEAUFORT
223	SC 802	U.S. 21 Bus. TO S-90	6807	90	BEAUFORT
225	SC 802	S-90 TO S-112	7525	90	BEAUFORT
227	SC 802	S-112 TO S-673	2330	90	BEAUFORT
229	S 33	U.S. 17 TO S-111	160	90	BEAUFORT
231	S 33	S-111 TO Hampton County Line	229	90	BEAUFORT
233	S 111	S-33 TO S-595 & S-763	123	90	BEAUFORT
235	S 111	S-595 & S-763 TO U.S. 17	648	90	BEAUFORT
237	S 43	S-38 TO S-238	344	90	BEAUFORT
239	S 43	S-238 TO U.S. 17	196	90	BEAUFORT
241	S 38	U.S. 21 TO S-43	978	90	BEAUFORT
243	S 38	S-43 TO S-196	561	90	BEAUFORT
245	S 40	S-20 TO S-83	3157	90	BEAUFORT
247	S 40	S-83 TO S.C. 116	1734	90	BEAUFORT
249	S 20	S.C. 170 TO S-40	2421	90	BEAUFORT
251	S 20	S-40 TO U.S. 21	2222	90	BEAUFORT
253	S 254	S-112 TO S.C. 802	578	90	BEAUFORT
255	S 112	S-254 TO S.C. 802	482	90	BEAUFORT
257	S 72	S.C. 802 TO S-144	3164	90	BEAUFORT
259	S 144	S.C. 802 TO S-72	376	90	BEAUFORT
261	S 77	S-198 TO U.S. 21	769	90	BEAUFORT
263	S 77	U.S. 21 TO S-117	737	90	BEAUFORT
265	S 77	S-117 TO S-45	395	90	BEAUFORT
267	S 45	Dead End TO S-77	539	90	BEAUFORT
269	S 45	S-77 TO S-195	652	90	BEAUFORT
271	S 45	S-195 TO S-37	2384	90	BEAUFORT

02/22/91

AVERAGE DAILY TRAFFIC
(Oct. 1 - Sept. 30)

STA. NO.	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YR.	COUNTY
273	S 45	S-37 TO U.S. 21	3713	90	BEAUFORT
275	S 169	S-113 TO S-45	817	90	BEAUFORT
277	S 169	S-45 TO S-77	488	90	BEAUFORT
279	S 470	U.S. 21 TO S-388	841	90	BEAUFORT
281	S 470	S-388 TO S-77	334	90	BEAUFORT
283	S 388	S-37 TO S-470	628	90	BEAUFORT
285	S 37	S-77 TO S-45	1185	90	BEAUFORT
287	S 195	S-77 TO S-45	448	90	BEAUFORT
289	S 115	S-77 TO U.S. 21	793	90	BEAUFORT
291	S 471	S-45 TO S-113	440	90	BEAUFORT
293	S 164	S-45 TO S-113	389	90	BEAUFORT
295	S 185	S-45 TO S-113	497	90	BEAUFORT
297	S 165	U.S. 21 TO END	690	90	BEAUFORT
299	S 602	U.S. 21 TO Local Rd.	904	90	BEAUFORT
301	S 74	U.S 21 TO S-183	1118	90	BEAUFORT
303	S 517	U.S. 21 TO S-161	250	90	BEAUFORT
305	S 161	U.S. 21 TO S-517	593	90	BEAUFORT
307	S 71	BEG. TO U.S. 21	1380	90	BEAUFORT
309	S 71	U.S. 21 TO END	1911	90	BEAUFORT
311	S 549	S-42 TO U.S. 21	327	90	BEAUFORT
315	S 70	U.S. 1 TO S-782	1158	90	BEAUFORT
317	S 301	S-38 TO U.S. 21	472	90	BEAUFORT
319	S 237	S-38 TO END	134	90	BEAUFORT
321	S 59	U.S. 17 TO End	222	90	BEAUFORT
323	S 481	U.S. 17 TO S-43	244	90	BEAUFORT
325	S 34	S.C. 170 TO S.C. 46	234	90	BEAUFORT
327	S 50	U.S. 278 TO S-82	341	90	BEAUFORT
329	S 27	S.C. 170 TO END	280	90	BEAUFORT
331	S 81	S.C. 170 TO END	467	90	BEAUFORT
333	S 744	U.S. 278 TO END	231	90	BEAUFORT
334	S 29	S.C. 46 TO S-474	1886	90	BEAUFORT
335	S 29	S-474 TO U.S. 278	595	90	BEAUFORT
337	S 474	U.S. 278 TO S-29	1320	90	BEAUFORT
339	S 163	S-13 TO S-120	1783	90	BEAUFORT
341	S 163	S-120 TO U.S. 278	4630	90	BEAUFORT
343	S 592	S-163 TO S-13 & S-461	792	90	BEAUFORT
345	S 13	S.C. 46 TO S-461	2180	90	BEAUFORT
347	S 80	0.09 MI. S.E. of Crk TO U.S. 278	14276	90	BEAUFORT
349	S 80	U.S. 278 TO S-342	18767	90	BEAUFORT
351	S 80	S-342 TO S-80	15248	90	BEAUFORT
353	S 244	S-80 NORTHERLY	1307	90	BEAUFORT
355	S 243	S-80 TO Local Rd.	9329	90	BEAUFORT
357	S 243	Local Rd. TO S-342	5997	90	BEAUFORT
359	S 342	S-243 TO S-80	8549	90	BEAUFORT
361	S 117	S-45 TO S-77	134	90	BEAUFORT
363	S 21	S-3 TO S-48	1856	90	BEAUFORT

02/22/91

AVERAGE DAILY TRAFFIC
(Oct. 1 - Sept. 30)

STA. NO.	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YR.	COUNTY
365	S 21	S-48 TO U.S. 17	2778	90	BEAUFORT
367	S 19	Local Rd. TO U.S. 17	283	90	BEAUFORT
369	S 47	S-19 TO S-59	226	90	BEAUFORT
371	S 149	S-149 TO U.S. 21	308	90	BEAUFORT
373	S 238	S-43 TO U.S. 21	116	90	BEAUFORT
375	S 42	S-549 TO U.S. 21	590	90	BEAUFORT
377	S 550	S.C. 280 TO S-728	3676	90	BEAUFORT
379	S 69	S-6 TO S.C. 281	3104	90	BEAUFORT
381	S 69	S.C. 281 TO W. NORTH	2236	90	BEAUFORT
383	S 69	W. NORTH TO S-362	320	90	BEAUFORT
385	S 69	S-362 TO S.C. 281	769	90	BEAUFORT
387	S 6	S-221 TO S.C. 281	1866	90	BEAUFORT
389	S 6	S.C. 281 TO S-69	7232	90	BEAUFORT
391	S 6	S-69 TO S-104 & S-168	10575	90	BEAUFORT
393	S 6	S-104 & S-168 TO S-100	8622	90	BEAUFORT
395	S 6	S-100 TO S-98	12008	90	BEAUFORT
397	S 133	U.S. 21 TO S-6	4940	90	BEAUFORT
399	S 54	S.C. 281 TO S-68	1036	90	BEAUFORT
401	S 54	S-68 TO U.S. 21	775	90	BEAUFORT
403	S 110	S-136 TO S-101	1335	90	BEAUFORT
405	S 110	S-101 TO S.C. 281	2522	90	BEAUFORT
407	S 483	U.S. 21 TO S-6	4394	90	BEAUFORT
409	S 103	S-6 TO U.S. 21	857	90	BEAUFORT
411	S 67	U.S. 21 TO S-6	477	90	BEAUFORT
415	S 55	S-98 TO S-68	781	90	BEAUFORT
417	S 55	S-68 TO S.C. 281	1159	90	BEAUFORT
419	S 138	U.S. 21 TO S-228	961	90	BEAUFORT
421	S 138	S-228 TO S-211	276	90	BEAUFORT
423	S 171	U.S. 21 TO S-344	1082	90	BEAUFORT
425	S 171	S-344 TO S-176	427	90	BEAUFORT
427	S 211	S-107 TO S-138	365	90	BEAUFORT
429	S 107	S-179 TO S-190	825	90	BEAUFORT
431	S 107	S-190 TO U.S. 21	1423	90	BEAUFORT
433	S 159	S-151 TO S.C. 281	1752	90	BEAUFORT
435	S 324	S-159 TO S-250	1581	90	BEAUFORT
437	S 324	S-250 TO S.C. 281	1860	90	BEAUFORT
439	S 151	S-159 TO S-251	1173	90	BEAUFORT
441	S 151	S-251 TO S.C. 281	3460	90	BEAUFORT
443	S 253	S-159 TO S-276	1208	90	BEAUFORT
445	S 253	S-276 TO S.C. 281	2694	90	BEAUFORT
447	S 233	S-159 TO S-421	707	90	BEAUFORT
449	S 233	S-421 TO S.C. 281	2146	90	BEAUFORT
451	S 36	U.S. 21 TO S.C. 802	1852	90	BEAUFORT
453	S 266	U.S. 21 TO S-36	359	90	BEAUFORT
455	S 186	U.S. 21 TO S-187	2431	90	BEAUFORT
457	S 187	S-186 TO S-802	2115	90	BEAUFORT

02/22/91

AVERAGE DAILY TRAFFIC
(Oct. 1 - Sept. 30)

STA. NO.	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YR.	COUNTY	
459	S	90	U.S. 21 TO S.C. 802	2091	90	BEAUFORT
461	S	79	U.S. 278 TO May River	3218	90	BEAUFORT
463	S	44	U.S. 278 TO S-333	3650	90	BEAUFORT
465	S	44	S-333 TO U.S. 278	9179	90	BEAUFORT
467	S	44	U.S. 278 TO U.S. 278	11409	90	BEAUFORT
469	S	245	S-336 TO S-44	3231	90	BEAUFORT
471	S	141	U.S. 278 TO S-294	2623	90	BEAUFORT
473	S	294	U.S. 278 TO S-141	1423	90	BEAUFORT
475	S	482	U.S. 278 TO S-294	5063	90	BEAUFORT
477	L		Sea Pine Rd From S-80 TO Dead End	11340	90	BEAUFORT
479	S	66	S.C. 46 TO S-13	1195	90	BEAUFORT
481	S	121	S-120 TO S-13	188	90	BEAUFORT
483	S	122	S.C. 46 TO S-31	273	90	BEAUFORT
485	S	31	S-754 TO S.C. 46	451	90	BEAUFORT
487	S	31	S.C. 46 TO S-122	642	90	BEAUFORT
489	S	404	S.C. 46 TO S-403	818	90	BEAUFORT
491	S	3	Hampton Co. TO U.S. 21	381	90	BEAUFORT
493	S	48	U.S. 17 TO S-21	134	90	BEAUFORT
495	S	62	U.S. 21 TO S-136	1694	90	BEAUFORT
497	S	72	S-144 TO End	976	90	BEAUFORT
499	S	86	S.C. 116 TO U.S. 21	2066	90	BEAUFORT
501	S	109	S-136 TO S-67	998	90	BEAUFORT
503	S	113	S-185 TO Local Rd.	549	90	BEAUFORT
505	S	136	S-375 TO S-106	194	90	BEAUFORT
507	S	159	S-162 TO S-151	2917	90	BEAUFORT
509	S	73	S.C. 280 TO S-390	2510	90	BEAUFORT
511	S	168	S-207 TO S-6	1161	90	BEAUFORT
513	S	148	S-44 TO S-758	630	90	BEAUFORT
515	S	333	S-334 TO S-44	1740	90	BEAUFORT
517	S	334	U.S. 278 TO S-335	1349	90	BEAUFORT
519	S	336	S-245 TO S-79	903	90	BEAUFORT
521	S	405	S-243 TO S-342	1134	90	BEAUFORT
523	S	461	S-13 to S-461	436	90	BEAUFORT
525	S	524	U.S. 278 TO S-80	6949	90	BEAUFORT
527	S	589	S-20 TO S.C. 170	2932	90	BEAUFORT
529	S	625	S-80 TO Local Rd.	18421	90	BEAUFORT
531	S	751	S-3 TO S-13	1724	90	BEAUFORT
533	S	390	S-73 TO S.C. 116	1156	90	BEAUFORT

A P P E N D I X I I I

P A S S E N G E R V E H I C L E R E G I S T R A T I O N
T R E N D S

Beaufort County and State of South Carolina

PASSENGER VEHICLE REGISTRATION TRENDS
 Beaufort County and State of South Carolina

<u>License Year</u>	<u>Beaufort County</u>		<u>South Carolina</u>	
	<u>Number</u>	<u>Percent Increase</u>	<u>Number</u>	<u>Present Increase</u>
1950	4,437	-----	449,524	-----
1954	5,842	31.7	561,924	25.0
1958	9,142	56.5	672,087	19.6
1962	10,288	12.5	742,198	10.4
1966	13,527	31.5	914,824	23.3
1970	17,065	26.2	1,069,507	16.9
1980	36,254	112.4	2,069,809	93.53
1981	37,952	4.7	2,045,458	-1.19
1982	38,727	2.0	2,033,274	-0.59
1983	41,044	6.0	2,121,810	4.36
1984	44,113	7.5	2,187,378	3.09
1985	46,741	5.9	2,284,934	4.46
1986	49,436	5.8	2,366,425	3.57
1987	51,880	4.9	2,442,359	3.21
1988	53,687	3.4	2,477,292	1.13
1989	54,675		2,527,124	

Source: S.C. Department of Highways and Public Transportation
 Motor Vehicle Division

A P P E N D I X I V

T O T A L V E H I C L E A C C I D E N T S
I N B E A U F O R T C O U N T Y

1971 Through 1989

TOTAL VEHICLE ACCIDENTS IN BEAUFORT COUNTY

1971 through 1989

Number of Accidents

Year	Fatal	Personal Injury	Property Damage	Total	Total Injured	Total Killed
1971	13	221	942	1,176	352	14
1972	13	214	1,182	1,409	317	16
1973	17	226	1,226	1,469	335	19
1974	11	204	1,103	1,318	279	12
1975	16	228	1,142	1,386	350	23
1976	21	239	1,180	1,440	356	31
1977	13	235	1,300	1,548	337	15
1978	13	264	1,424	1,701	402	16
1979	21	263	1,491	1,775	426	27
1980	18	313	1,408	1,739	474	23
1981	18	328	1,506	1,852	479	21
1982	16	301	1,646	1,963	432	18
1983	18	278	1,761	2,057	416	20
1984	11	296	1,931	2,238	398	13
1985	18	313	2,059	2,390	469	22
1986	17	273	2,060	2,505	506	18
1987	17	309	2,220	2,539	619	17
1988	20			2,488	831	20
1989	17			2,575	824	17

Source: South Carolina Department of Highways and Public Transportation,
Highway Safety Division

A P P E N D I X V

BEAUFORT URBANIZED AREA
ACCIDENT LOCATIONS

BEAUFORT URBANIZED AREA ACCIDENT LOCATIONS WITH TEN OR MORE
ACCIDENTS IN 1989

U. S. 21 & Hogarth Road	15
S.C. 170 & Salem Road	13
U. S. 21 & S.C. 802	13
U. S. 21 & Ribaut Road	12
Ribaut Road & Duke Street	10
U. S. 21 & S. C. 170	10
U. S. 21 & S. C. 116	10

Source: S. C. Department of Highways & Public Transportation