

## **RESOLUTION NO. 2025/ XX**

### **A RESOLUTION TO REFINE AND SET AN ORDER OF PRIORITY OF THE PROJECT LIST FOR THE 2018 ONE-CENT TRANSPORTATION SALES TAX PROGRAM**

**WHEREAS**, On November 13<sup>th</sup>, 2017, by ordinance number 2017/34, Beaufort County Council ("County Council") adopted enabling legislation authorizing the levy and collection of a one-cent transportation sales tax; and

**WHEREAS**, the tax was approved in a referendum vote on November 6, 2018; and

**WHEREAS**, the tax was originally estimated to generate \$120,000,000 over a four-year collection period; and

**WHEREAS**, the referendum defined three project categories: US 278 Corridor Traffic Improvements (\$80 million), Lady's Island Corridor Traffic Improvements (\$30 million), and Sidewalks and Multi-Use Pathways (\$10 million); and

**WHEREAS**, actual collections exceeded expectations, and a total of \$146.5 million was collected from the 2018 One Cent Transportation Sales Tax Referendum; and

**WHEREAS**, inflationary pressures and rising construction costs have significantly increased the estimated costs of delivery for the original projects, resulting in insufficient funds being available to complete all projects as originally envisioned; and

**WHEREAS**, a new transportation sales tax referendum was proposed for the November 5, 2024, election to address the funding shortfall for the 2018 One Cent Transportation Sales Tax Referendum projects; however, the Referendum was not approved by the voters and

**WHEREAS**, without an additional funding source, the approved project list for the 2018 One Cent Transportation Sales Tax Referendum projects must be refined and prioritized to clearly identify the projects that can be completed with the available funds; and

**WHEREAS**, several projects identified in the 2018 One Cent Transportation Sales Tax Referendum have been completed, including SC 802 (Sam's Point Rd) Right Turn Lane, Airport Frontage Road – Phase 1, Bluffton Parkway Pathway, Laurel Bay Road Pathway, and Ribaut Road Sidewalk.

**NOW, THEREFORE, BE IT ORDAINED BY BEAUFORT COUNTY COUNCIL**, in meeting duly assembled, establishes the refined project list in order of priority and project scopes within the three project categories for the 2018 One Cent Transportation Sales Tax funds;

## **US 278 Corridor Traffic Improvements**

- Construction of a new three-lane eastbound bridge (striped for two lanes) spanning both Mackay Creek and Skull Creek, with direct access to Pinckney Island.
- Demolition of the existing Mackay Creek bridge.

## **Lady's Island Corridor Traffic Improvements**

1. *US 21/SC 802 Intersection*
  - Safety and capacity improvements, including restriping, signal upgrades, and the addition of dual turn lanes in both directions on Sea Island Parkway.
  - Includes resurfacing and median improvements in all four approaches to the intersection.
2. *US 21 Widening near Wal-Mart*
  - Approximately 4,000 linear feet of widening to create four travel lanes through the US 21/Airport Frontage Road intersection.
  - Includes turn lane and signal improvements.
3. *Lady's Island Middle School Access*
  - New access road to the Lady's Island Middle School connecting to US 21 at a new signalized intersection at Gay Drive.
  - Removal of the existing Cougar Drive entrance.
  - Construction of a 5-foot sidewalk along Robin Drive from the school to Sam's Point Way.
4. *Hazel Farm Road and Gay Drive*
  - Paving of the unpaved section of Hazel Farm Road.
  - Construction of a roundabout at Hazel Farm Road and Gay Drive.
  - Resurfacing of Hazel Farm Road and Gay Drive from SC 802 to US 21.
5. *Sunset Boulevard and Miller Drive West*
  - Reduce the speed limit from 35 mph to 30 mph.
  - Realign the intersection of Sunset Boulevard and Miller Drive West for a perpendicular approach.
  - Install a 3-way stop and raised intersection.
  - Add two speed humps on Miller Drive East.
  - Resurface both roads from US 21 to SC 802.
6. *Airport Frontage Road – Phase 2*
  - Complete design, permitting, right-of-way acquisition, and wetland mitigation.
  - Construction will not be undertaken at this time.

## **Pathways**

1. *Alljoy Road*
  - 6-foot concrete sidewalk on the east side from Burnt Church Road to Shad Avenue, then shifting to the west side from Shad Avenue to Thomas Lawton Drive.
2. *Salem Road*
  - 8-foot concrete pathway on the east side from Old Salem Road to SC 170.
  - Includes a short section of 5-foot sidewalk and a midblock crossing to serve apartments on the west side.
  - Includes a 10-foot-wide wooden boardwalk over the creek

3. *Burnt Church Road*
  - 6-foot concrete sidewalk on the east side from Alljoy Road to Bluffton Parkway.
4. *Stuart Point Road*
  - 8-foot concrete pathway on the north side from US 21 to Delaney Circle.
5. *Depot Road*
  - 10-foot concrete pathway on the south side from Ribaut Road to the Spanish Moss Trail.
6. *Dr. Martin Luther King Jr. Drive*
  - 5-foot concrete sidewalk on the east side from US 21 to Jonathan Francis Sr. Road.
  - Includes a 10-foot-wide wooden boardwalk over the tidal marsh.
7. *Big Estate Road*
  - 8-foot concrete sidewalk on the west side from US 17 to African Baptist Church Road.
8. *Broad River Boulevard and Riley Road*
  - 5-foot concrete sidewalk beginning at Broad River Elementary School and extending along Broad River Boulevard.
  - Turns onto Riley Road and continues to the intersection with Fair Road, serving the Shadow Moss neighborhood.
9. *Middle Road*
  - 8-foot concrete sidewalk on the east side beginning at SC 802 (Sam's Point Rd) to Fly Catcher Lane and will be reduced in width to extend from Coosaw Elementary to Walnut Hill St.

Adopted this \_\_\_\_ day of \_\_\_\_\_, 2025.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: \_\_\_\_\_  
Alice Howard, Chairman

ATTEST:

\_\_\_\_\_  
Sarah W. Brock, Clerk to Council



## Salem Road Sidewalk Location – East Side versus West Side

### Summary

#### East Side

This is currently 65% designed, pending final approval from SCDOT to begin R/W acquisition. It has a budget of \$2,675,000 and will be completed, including construction, within 2 years (Fall 2027).

#### West Side

No design has been performed. It has a budget of \$3,896,422, which includes the expended amount for the design on the East Side, and will be completed, including construction, within 4 years (Fall 2029).

### Project Status and Budget

#### East Side

- Design - 65% complete and addressing SCDOT's comments to finalize right of way plans
  - Includes boardwalk/bridge at creek which requires bridge hydraulic study and geotechnical investigations
  - Addresses public comments for connection to Garden Oaks and Residence at Battery Creek apartment complexes – obtained additional survey and performed design for a 5-ft sidewalk connection to the proposed 8-ft sidewalk
  - Permit packages have been developed and will be submitted following SCDOT approval of R/W plans
  - Utility Coordination is underway
- Public Meetings
  - 1<sup>st</sup>: Virtual Public Meeting with other priority projects held October 19, 2020, to November 20, 2020
  - 2<sup>nd</sup>: Public Meeting held on October 29, 2024, with virtual meeting from October 15, 2024, to November 14, 2024





- Schedule

Task	Schedule	Note
Complete R/W Plans	Late Summer/Fall 2025	Approx. 3 months pending SCDOT review and addressing final comments, if needed
R/W Acquisition	8 months – 1 year	20 tracts, Complete Summer/Early Fall 2026
Permits	6 months – 1 year	Submit for approval at beginning of R/W acquisition
Final Construction Plans	3 – 6 months	Complete while R/W acquisition is in progress
Begin Construction	Fall 2026 – 8 months – 1 year	Anticipate advertising in Fall 2026 and/or following completion of R/W acquisition

Time to Complete Project, including construction: 2 years (Fall 2027)

- Budget

Design*	R/W Acquisition	Utilities	Construction	CEI	Mitigation	Total
\$275,000 (\$196,422.60)	\$425,000	\$225,000	\$1,500,000	\$225,000	\$25,000	\$2,675,000

\*This is showing expended amount to date and will take approximately \$75,000 to complete final construction plans, permitting, geotechnical investigations for bridge, and other items as required.

- Utilities and CEI are 15% of construction budget. The utility budget incorporates Act 36 and any utilities with prior rights.
- The Mitigation budget is included for impacts near the creek but may not be required.
- R/W Acquisition incorporates compensation to property owners, R/W Manager and agent fees, potential condemnations.

## West Side

- Design
  - Only conceptual plans have been developed as part of the virtual public meeting
  - No design or surveys have been performed for the west side
  - A boardwalk/bridge will be required at the creek and may be longer than the east side due to topography
  - Final R/W plans will take approximately 2 years +/- to complete once design is started
  - Final construction plans will be developed while R/W acquisition is in progress
- R/W Acquisition – approximately 15 tracts and will take 8 months to 1 year to complete
- Public Meeting – will need to conduct another public meeting at 65% plans





- Schedule

Task	Schedule	Note
Complete R/W Plans	Fall 2027	No design/surveys have been performed
R/W Acquisition	8 months – 1 year	15 tracts, Complete Summer/Early Fall 2028
Permits	6 months – 1 year	Submit for approval at beginning of R/W acquisition
Final Construction Plans	3 – 6 months	Complete while R/W acquisition is in progress
Begin Construction	Fall 2028 – 8 months – 1 year	Anticipate advertising in Fall 2028 and/or following completion of R/W acquisition

Time to Complete, including construction: 4 years (Fall 2029)

- Budget

Design	R/W Acquisition	Utilities	Construction	CEI	Mitigation	Total
\$300,000 (+\$196,422.60)	\$425,000	\$337,500	\$2,250,000	\$337,500	\$50,000	\$3,896,422

The above budgets are in addition to the amount expended for the design on the east side. The increase in the budgets is for a longer boardwalk/bridge at the creek, potential for additional critical area impacts at creek, potential for increase in utility impacts, etc.

## Utilities, Trees, Critical Area

### East Side

- Utilities

The project has been designed to minimize/eliminate impacts for utilities, by meandering where feasible. The budget is for compliance with Act 36 which allows wet utilities up to 4% of the construction cost for the design and relocation/adjustment of existing facilities and for utilities with prior rights. The budget will be updated once the utility coordination has been completed based on executed agreements.

- Trees

Like the utilities, the project has also been designed to minimize/eliminate impacts for trees. The sidewalk will meander where feasible. There is also an area where a bifurcated sidewalk – two 4' sidewalks – have been designed to reduce impacts to trees.



- Critical Area

A critical area has been delineated at the existing creek, as this creek is tidal. The proposed bridge/boardwalk over the creek will minimize impacts. A small area will be impacted for the sidewalk connection to the bridge.

### West Side

- Utilities

The project will be designed to minimize/eliminate impacts for utilities, where feasible. Based on a field review, underground dry and wet utilities are located on this side. The overhead utilities are also on this side, as the line crosses from the east to the west. To avoid the utilities, it will require an increase in right-of-way acquisition.

- Trees

The sidewalk would be designed to minimize/eliminate impacts for trees, where feasible.

- Critical Area

Impacts to the critical area are anticipated based on the delineation. To minimize impacts, a longer boardwalk/bridge would be required, but avoidance is not feasible.

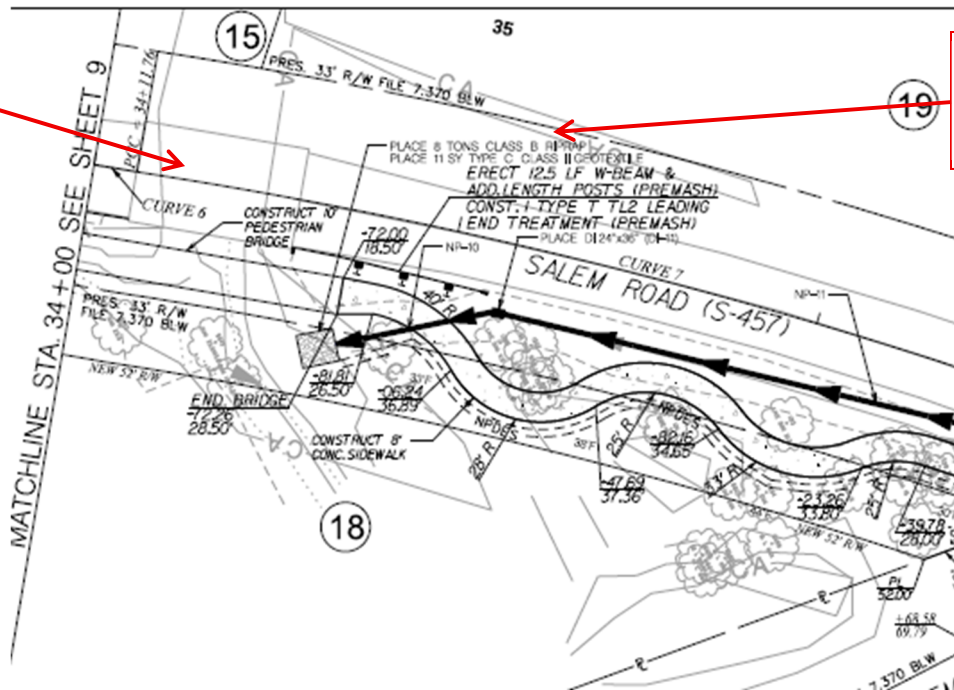
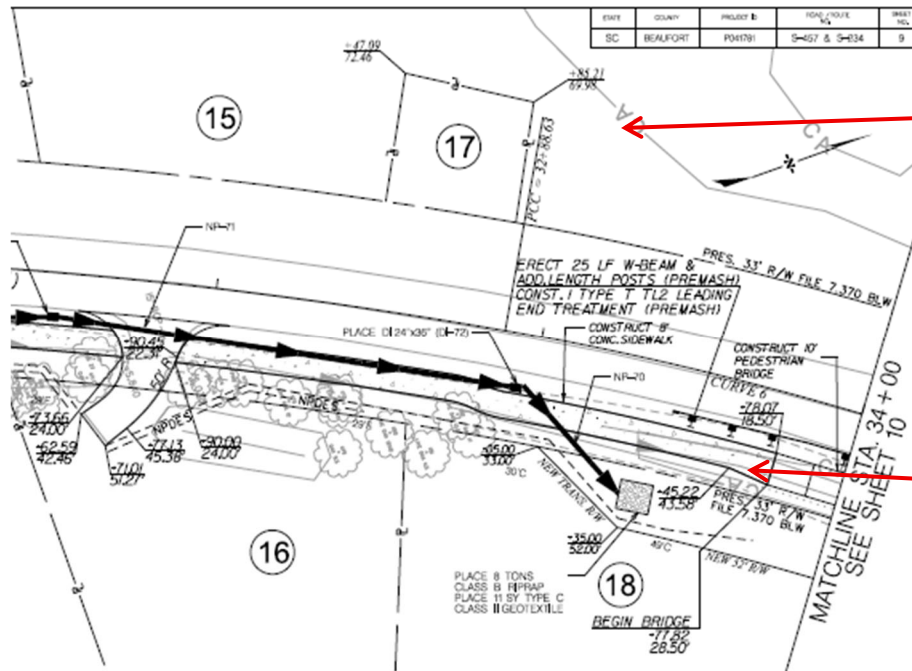
BJWSA Lift Pump Station  
Tract 17 on plans

Bridge over creek



Google Earth Image - View Looking North  
Utilities on West Side near approach to bridge







## Project Background and Safety

In Fall 2020, a virtual public meeting was held from October 19, 2020, to November 20, 2020, for the 14 priority public pathways which included Salem Road. The Salem Road exhibit showed the 8-ft shared use path/sidewalk on both sides but was noted as: *"Multiple paths are shown as options for public input. Only one pathway will actually be constructed."*

For this virtual meeting, Salem Road in conjunction with Old Salem Road received 42 total comments with 31 "Yes" and 11 "No" responses. There were also only 5 written comments on the two projects with no specific comments on which side should be selected.

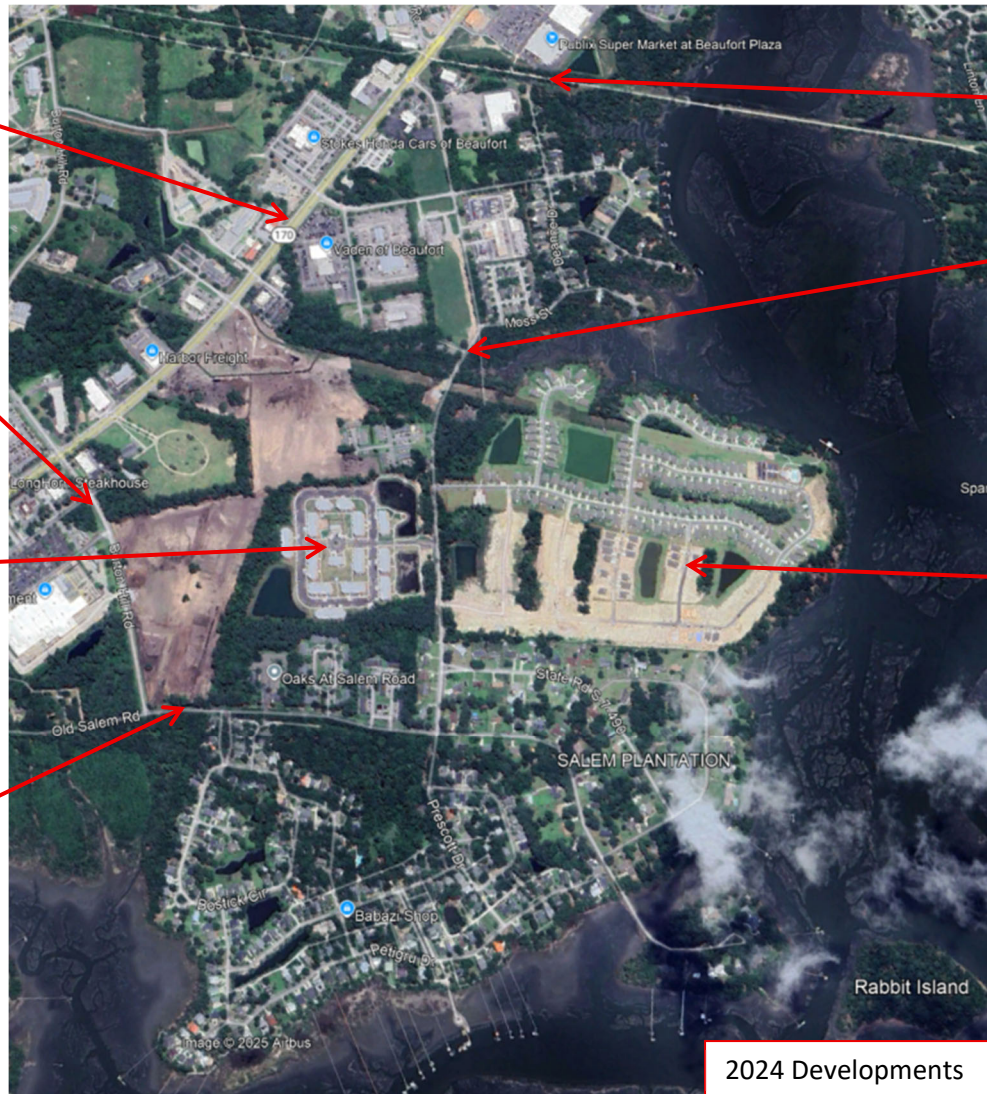
Following the virtual meeting and presentation at the January 19, 2021 Public Facilities Committee meeting for the Pathways Public Meeting No. 1 Summary and Recommendation, the projects moved forward into design and the east side of Salem Road was selected based on the existing developments and safety which applies for the newer developments.







The Google Earth image below showcases the existing developments, shown on the previous map, and the new developments, with only the new developments labeled. Two new developments – Garden Oaks (apartments) and Salem Bay (single family residential) - have been or are being constructed along Salem Road. Based on the additional developments, the sidewalk location on the east side serves more residential development and reduces conflicts between pedestrians/bicyclists and vehicles.



The sidewalk location on the east side reduces conflicts between pedestrians/bicyclists and vehicles. On the east side, approximately 520 residential properties would have direct connection to the sidewalk without crossing Salem Road. This would serve Salem Plantation, Salem Bay, 8 island lots, 130 +/- residential lots, and other individual residences. There are also reduced conflicts for Battery Point subdivision.

Battery Point subdivision has two entrances. Its main entrance – Battery Point Lane – is located on Old Salem Road near the Old Salem Road/Burton Hill Road intersection. Its second entrance – Prescott Drive

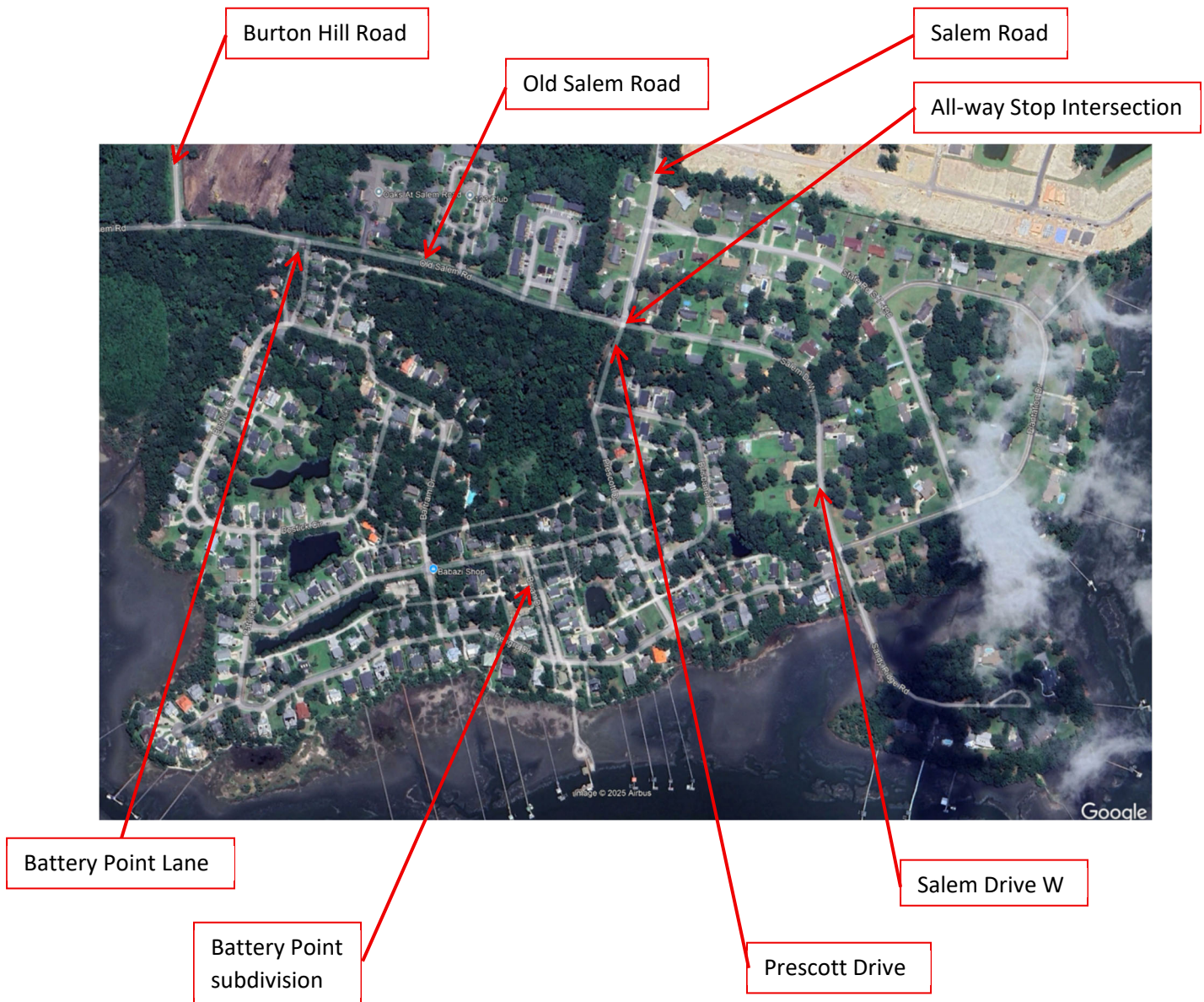




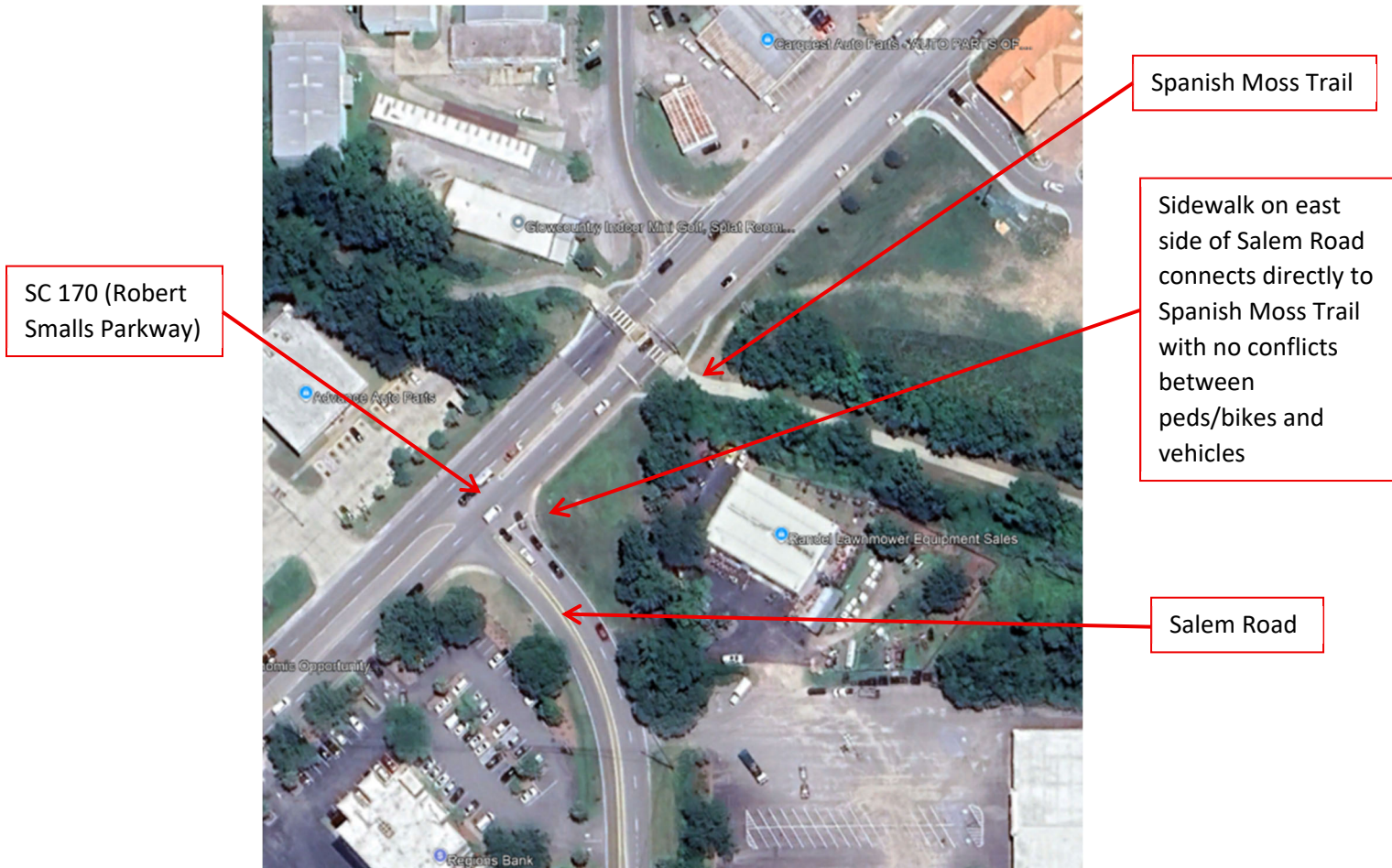
– is located at the Salem Road/Old Salem Road/Salem Drive W intersection, which is an all-way stop. The main travel patterns for the all-way stop intersection are the following:

- Old Salem Road to Salem Road
- Old Salem Road to Prescott Drive
- Salem Road to Prescott Drive

There are minimal vehicle trips from the above roads to Salem Drive W as Salem Drive W serves the 8 island properties and 19 residences. With the sidewalk on the east side, the Battery Point citizens would cross Salem Drive West for access which has fewer vehicular trips.



Also, with the sidewalk located on the east side, there is a direct connection from Salem Road to the Spanish Moss Trail, eliminating conflicts between pedestrians/bicyclists and vehicles, only for the Salem Road sidewalk users. The existing 5-ft sidewalk from Salem Road to the Spanish Moss Trail would be replaced with an 8-ft sidewalk for improved connectivity. Pedestrians/bicyclists on the SC 170 sidewalk crossing Salem Road would still need to be aware of vehicles turning left or right from SC 170 onto Salem Road as well as vehicles from Salem Road turning onto SC 170. The sidewalk on the east side of Salem Road reduces the overall potential conflicts for pedestrians/bicyclists with vehicles.

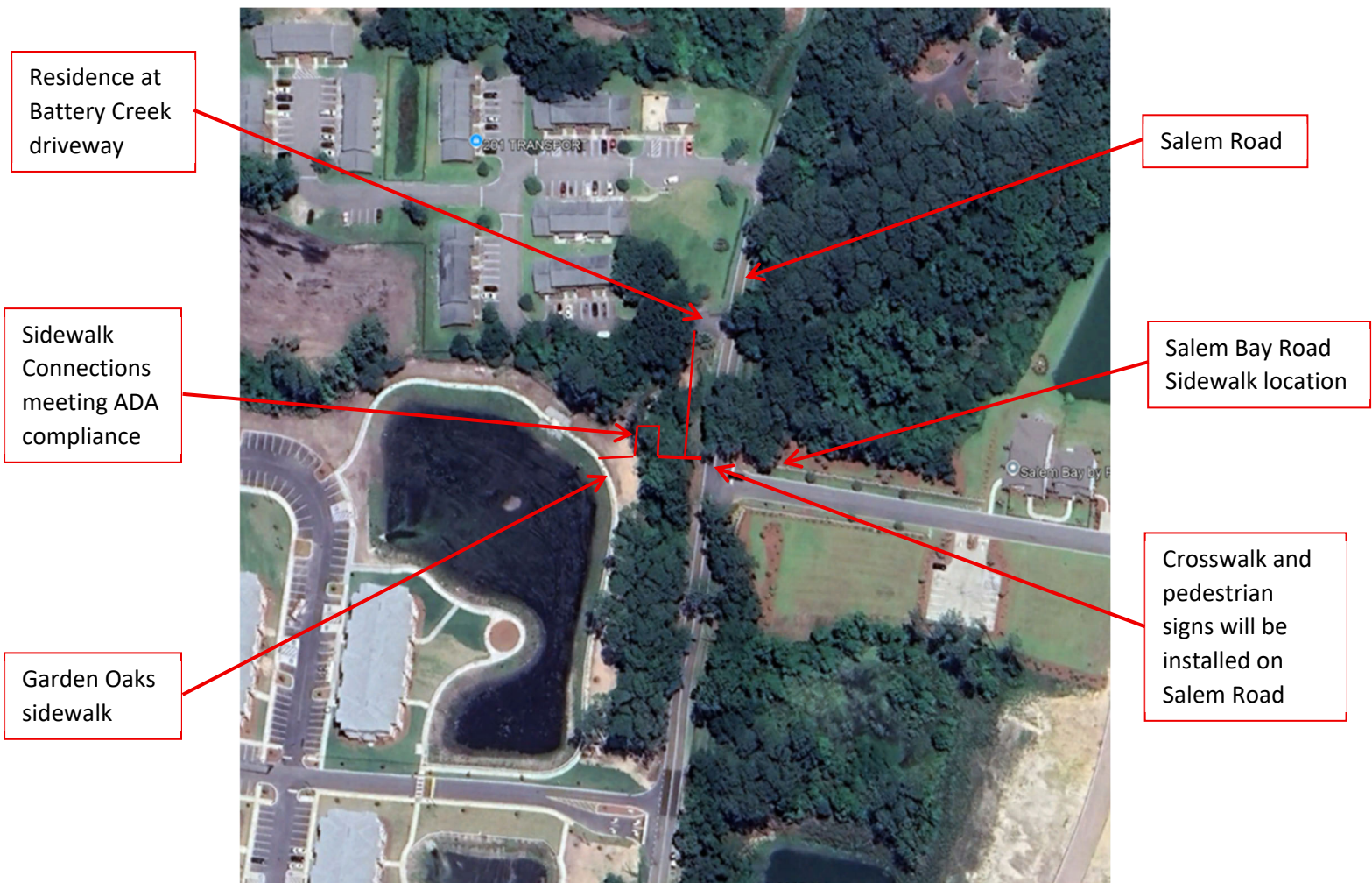


The east side location improves safety for three existing developments on Old Salem Road. When the 8-ft sidewalk is constructed on the north side of Old Salem Road connecting Oaks at Salem Road, 123 Club, and Residence at Battery Creek to the Salem Road sidewalk, the pedestrians/bicyclists will cross Salem Road at the all-way stop intersection. While there is a potential for pedestrian/bicycle and vehicle conflicts at all intersections, an all-way stop assists with reducing the potential for conflicts and/or the severity of impact. In addition, the Old Salem Road users would be on the east side of Salem Road at the SC 170 intersection, eliminating their conflict with vehicles. The SC 170 intersection has a greater potential for conflicts since only Salem Road is stop-controlled, and SC 170 is free-flow.

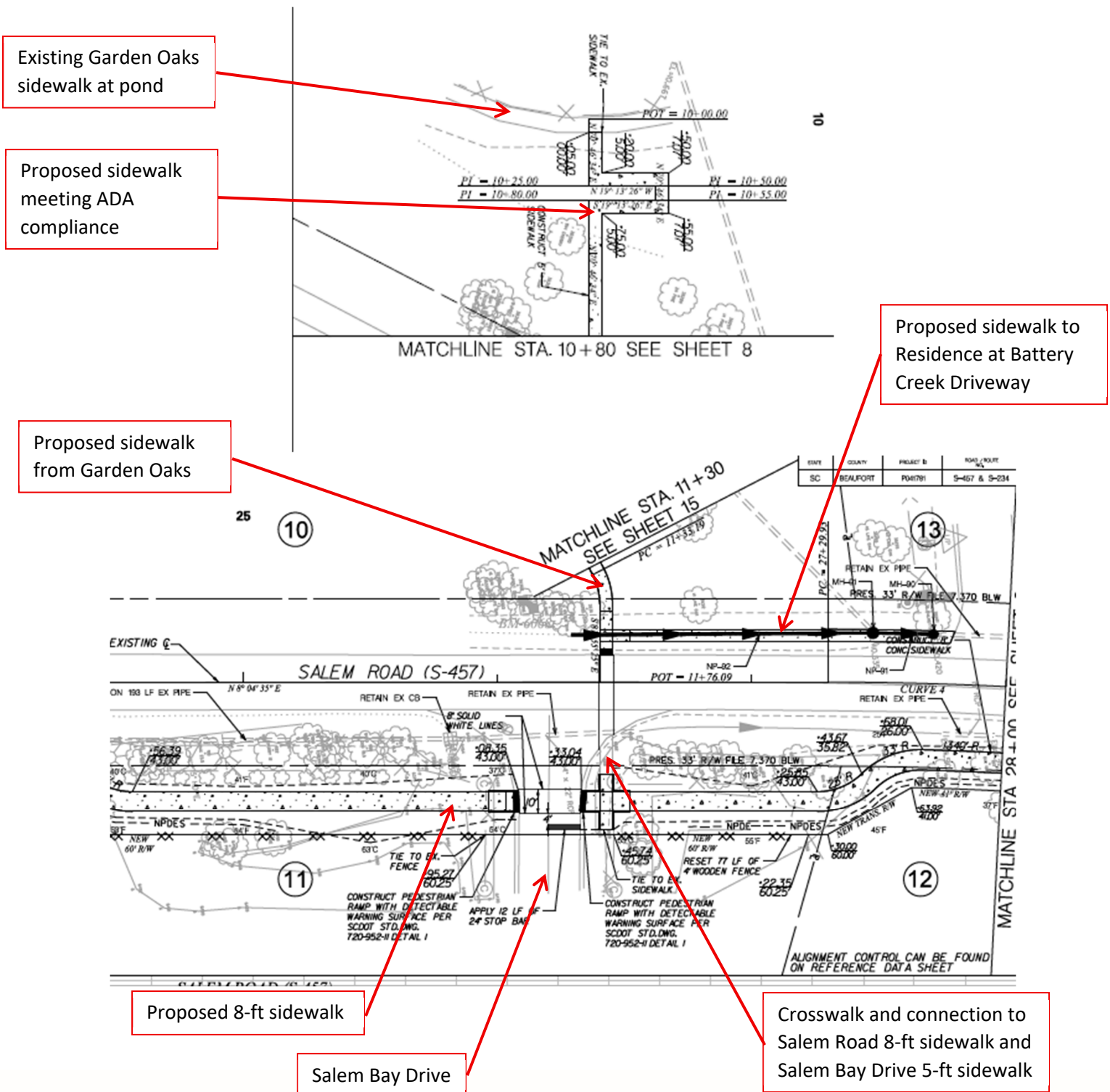




Other improvements are being incorporated based on public comments from the 2<sup>nd</sup> Public Meeting. Additional survey and design have been performed to address connectivity from Garden Oaks and Residence at Battery Creek apartment complexes. A 5-ft sidewalk is proposed from the Salem Road/Salem Bay Drive intersection to the Garden Oaks sidewalk around the pond and a 5-ft sidewalk along Salem Road to the Residence at Battery Creek Driveway. It will include a new crosswalk across Salem Road at Salem Bay Drive which aligns with Salem Bay's sidewalk. The sidewalk has been designed for ADA compliance from Salem Road to the Garden Oaks sidewalk. Since there is a horizontal curve on Salem Road near this intersection, the stopping sight distance was checked for the crosswalk, and it meets/exceeds the design standard.



Below is the proposed design for the 5-ft sidewalk connection to the two apartment complexes that has been incorporated following the public meeting.



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***Pathway & Sidewalk Projects (cont'd)***

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• Paige Point Road	28
• Big Road	28
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## US 21 Corridor Public Meeting 1 Summary

virtual meeting February 8 through March 7, 2021, with virtual Town Hall on February 18, 2021

Exhibit	Selection of Exhibit	
	Preferred	Not Preferred
East Area Exhibit 1	9	7
West Area Exhibit 1	12	10
West Area Exhibit 2	4	16
West Area Exhibit 3	6	15
West Area Exhibit 4	7	14

Pedestrian and Bicycle Accommodations		
Question	Yes	No
Do you currently utilize the existing bicycle/pedestrian facilities?	14	19
Would you use the proposed bicycle and pedestrian improvements?	17	16

Rank the Importance of:	Average Rank (Scale from 0-10)
Bicycle/Pedestrian Facilities	5.3
Vehicle Capacity	5

## US 21/SC 802 Corridor

Improvements to the intersection of US 21 BUS (Sea Island Parkway)/US 21 (Lady's Island Drive)/ SC 802 (Sams Point Rd); and capacity/widening improvements from Airport Circle east to beyond Wal-mart's second driveway

Funding: Sales Tax

Current Status: Preliminary R/W Plans for original project; rescoping will require redesign and/or plan revisions to remove portions which are no longer included

	Original	US 21/SC 802 (A)	US 21/SC 802 (B)	US 21 near Wal-mart	Expended to Date
Design	\$ 620,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 607,676.49
R/W Acquisition	\$ -	\$ -	\$ 1,938,168.00	\$ 688,980.50	
Utilities	\$ 100,000.00	\$ 175,000.00	\$ 1,014,000.00	\$ 350,000.00	
Construction	\$ 8,039,787.43	\$ 3,500,000.00	\$ 6,760,000.00	\$ 7,000,000.00	
CEI	\$ 220,000.00	\$ 525,000.00	\$ 1,014,000.00	\$ 875,000.00	
Contingency	\$ 1,795,957.49				
Mitigation	\$ -			\$ 150,000.00	
Total	\$ 10,775,744.92	\$ 4,300,000.00	\$ 10,826,168.00	\$ 9,163,980.50	\$ 607,676.49

### Notes:

1. US 21/SC 802 (A): Revising design and separating from corridor project, includes replacing pipe at Wal-greens
2. US 21/SC 802 (B): Widening for dual left turn lanes and access management, separating plans from original corridor project, preparing permits
3. US 21 near Wal-mart (approx. 4000 lf) - Separating plans from original corridor project, completing final construction plans, preparing permits

## Lady's Island Access Road Public Meeting 1 Summary

virtual meeting January 18 through February 21, 2021, with virtual Town Hall on January 21, 2021

Roadway		“In Favor Of”		“Resides Near”		“Utilizes Roadway”	
		Yes	No	Yes	No	Yes	No
Airport Frontage Road		11	8	2	17	11	9
Beaufort High School Access Realignment		18	8	13	11	21	4
Hazel Farm Road and Gay Drive		12	7	7	14	13	8
Mayfair Court Extension		11	9	9	11	10	10
Meadowbrook Drive Extension		11	3	5	12	9	8
Sunset Boulevard and Miller Drive West		10	30	31	10	35	6
Roadway	“In Favor Of”			“Resides Near”		“Utilizes Roadway”	
	Option 1	Option 2	Neither	Yes	No	Yes	No
Lady’s Island Middle School Access Rd	5	3	8	4	15	8	10

Pedestrian and Bicycle Accommodations		
	Yes	No
In Favor of Both	20	6
Facility Types		
Pedestrian Only	13	2
Bicycle Only (Shared Travel Lane)	3	6
Bicycle Only (4' Bike Lane)	8	5
Pedestrian and Bicycle (Shared-use Path)	14	5

Note: Recommendation was to proceed with the design on all projects except Mayfair Court Extension.

## Completed Projects

### SC 802 (Sam's Point Road) Right Turn Lane

A dedicated right turn lane was constructed allowing the outside travel lane to be restriped as a through lane. The existing conditions for the westbound approach to the signal at the US 21 BUS/US 21/SC 802 intersection were: 1) the outside travel lane became a dedicated right turn lane, 2) the inside travel lane was a single through lane, and 3) the paved median became a dedicated left turn lane. By constructing the right turn lane, this allowed for two through lanes which improved the operations and capacity of the intersection.

	Amount
Design	\$ 49,164.35
R/W Acquisition	\$ 124,103.42
Utilities	\$ 71,154.28
Construction	\$ 384,110.57
CEI	\$ 106,469.56
Mitigation	\$ -
Total	\$ 735,002.18

### Airport Frontage Road Phase I

A new 2- lane road from the existing signal at US 21 (Sea Island Parkway)/Airport Circle intersection to Lost Island Road. The road provides improved safety for property owners on Lost Island Road by allowing users access to the signalized intersection since future improvements will convert the Lost Island Road intersection at Sea Island Parkway to right-in/right-out. The project also constructed an 8' sidewalk on one side and incorporated lighting and landscaping.

	Amount
Design	\$ 78,688.29
R/W Acquisition	\$ 14,850.00
Utilities	\$ 5,294.62
Construction	\$ 2,793,663.97
CEI	\$ 310,179.34
Mitigation	\$ -
Total	\$ 3,202,676.22

## Projects On-hold

Note: The remaining budgets were removed and will be utilized for other projects since the original budgets from the 2017 study did not include right of way acquisition and other items.

### Beaufort High School Access Realignment

A new road for access to the high school. The existing access is located on US 21 Bus (Sea Island Parkway) approximately 500 ft west of the Sunset Boulevard intersection. Multiple options for a new access road were reviewed, and since an option was not selected, the project was placed on-hold.

	Expended to Date
Design	\$ 283,409.92
R/W Acquisition	\$ 2,226.28
Utilities	\$ -
Construction	\$ -
CEI	\$ -
Mitigation	\$ -
Total	\$ 285,636.20

### Mayfair Court Extension

This was an extension of Mayfair Court to William Street (private road) and it included paving the existing Mayfair Court. The extension to William Street provided alternate access for residents since Mayfair Court is proposed to be right-in/right-out with the SC 802 (Sam's Point Road) access management improvements. The project was placed on-hold following the first public meeting based on comments.

	Expended to Date
Design	\$ 1,847.75
R/W Acquisition	\$ -
Utilities	\$ -
Construction	\$ -
CEI	\$ -
Mitigation	\$ -
Total	\$ 1,847.75

### Meadowbrook Road Extension

Meadowbrook Road Extension, as shown in the 2017 study, was a new road from Meadowbrook Drive/Lupo Drive intersection to Dow Road and provided alternate access for several properties along US 21 (Sea Island Parkway). Prior to the 2018 Sales Tax, Meadowbrook Baptist Church acquired the property, and through coordination with the church, it was agreed to revise the road limits to for the access. Preliminary right of way plans were developed and the project was placed on-hold based on funding for other projects, coordination with SCDOT, and public comments.

	Expended to Date
Design	\$ 114,904.94
R/W Acquisition	\$ -
Utilities	\$ -
Construction	\$ -
CEI	\$ -
Mitigation	\$ -
Total	\$ 114,904.94

## Lady's Island Middle School Access Road

Project will be completed as scoped with a new access road from US 21 (Sea Island Parkway)/Gay Drive intersection to Robin Drive/Katy Circle intersection. Improvements include a 10' shared-use path on the east side and a 5' sidewalk on the west side. A 5' sidewalk is included along Robin Drive on the south side from Sam's Point Way to the new road. The existing Cougar Drive will either be closed or converted to Right In/Right Out.

Funding: Sales Tax

Current Status: R/W Acquisition

	Original	Revised	Expended to Date
Design	\$ 115,000.00	\$ 457,780.49	\$ 436,652.43
R/W Acquisition	\$ -	\$ 2,046,720.00	\$ 80,450.00
Utilities	\$ 20,000.00	\$ 750,000.00	\$ -
Construction	\$ 1,030,733.33	\$ 5,500,000.00	\$ -
CEI	\$ 70,000.00	\$ 825,000.00	\$ -
Contingency	\$ 247,146.67		
Mitigation	\$ -	\$ -	\$ -
Total	\$ 1,482,880.00	\$ 9,579,500.49	\$ 517,102.43

Notes;

1. Design: R/W plans complete. Beginning final design.
2. Utilities: Utility coordination in progress.
3. R/W Acquisition is in progress.

Public Meeting 2: May 14, 2024, with virtual meeting May 1 through June 2, 2024

(joint meeting with Airport Frontage Road Phase 2; summary is for Lady's Island Middle School Access Road)

Questions	Yes	No
Do you live near the proposed project?	7	3
Would you utilize the proposed project?	7	3
Are you in favor of the proposed project?	6	4

## Hazel Farm Road & Gay Drive

The original project scope was to complete improvements along Hazel Farm Rd and Gay Drive to include paving Hazel Farm Road, roundabout at the intersection of Hazel Farm Road, Gay Drive, and Inlet Drive, pedestrian accommodations along Gay Drive and street scaping. The project will be rescoped to complete the paving of Hazel Farm Road, constructing the roundabout and roadway improvements along Gay Drive, including resurfacing. Pedestrian improvements will be designed but will not be completed at this time. A traffic signal will be installed at the intersection of US 21 (Sea Island Parkway) and Gay Drive.

Funding: Sales Tax

Current Status: Preliminary R/W Plans

	Original	Revised	Revised Scope	Expended to Date
Design	\$ 250,500.00	\$ 582,171.34	\$ 300,000.00	\$ 536,377.35
R/W Acquisition	\$ -	\$ 1,365,292.62	\$ 1,092,845.00	\$ 14,689.50
Utilities	\$ 50,000.00	\$ 2,000,000.00	\$ 825,000.00	\$ -
Construction	\$ 2,045,964.04	\$ 7,500,000.00	\$ 5,500,000.00	
CEI	\$ 140,000.00	\$ 825,000.00	\$ 525,000.00	\$ 4,945.22
Contingency	\$ 497,292.81	\$ -		
Mitigation	\$ -	\$ -	\$ -	\$ -
Total	\$ 2,983,756.85	\$ 12,272,463.96	\$ 8,242,845.00	\$ 556,012.07
Total: Revised scope, complete current design, expended			\$ 8,798,857.07	

### Notes:

1. Design: Significant scope change and revamping of plans. The \$300K is in addition to their current budget. Wetland permit has been received.
2. R/W: Hazel Farm Rd and roundabout will have 16 tracts for revised scope. Only 10 additional right of way tracts and 14 permission only tracts for full design.
3. Utilities: Utility coordination is in progress. Original scope assume potential underground of overhead utilities. If no undergrounding, then 15% of construction is approx. \$1 M and would need to confirm utilities with prior rights.

Public Meeting 2: January 30, 2025, with virtual meeting January 15 through February 15, 2025

(joint meeting with Sunset Boulevard/Miller Drive W; summary is for Hazel Farm Road/Gay Drive – note multiple participants near Sunset Boulevard/Miller Drive W were also opposed to these improvements, summary and recommendation has not been published pending approval to proceed with original/revised scope)

Questions	Yes	No
Do you live near the proposed project?	13	32
Would you utilize the proposed project?	12	28
Are you in favor of the proposed roadway?	11	31



## Airport Frontage Road Phase II

This is a realignment of Little Creek Road to the Lost Island Road/Airport Frontage Road Phase 1 intersection. The existing Little Creek Road from the realignment to US 21 (Sea Island Parkway) will be removed and the intersection closed on Sea Island Parkway. The project includes an 8' sidewalk and connects residents to the existing traffic signal at Airport Frontage Road/Airport Circle/Sea Island Parkway intersection. Lost Island Road would also be converted to right-in/right-out. Project design and permitting will be completed but the project will not be constructed.

Funding: Sales Tax

Current Status: R/W Acquisition

	Original	Revised	Expended to Date
Design	\$ 512,026.71	\$ 370,395.40	\$ 234,104.24
R/W Acquisition	\$ -	\$ 334,151.29	\$ 2,850.00
Utilities	\$ 94,705.38	\$ 90,000.00	
Construction	\$ 1,170,895.55	\$ 3,000,000.00	
CEI	\$ -	\$ 330,000.00	\$ 5,046.24
Mitigation	\$ -	\$ 298,712.36	
Total	\$ 1,777,627.64	\$ 4,423,259.05	\$ 242,000.48

### Notes:

1. Original: Remainder not expended on Phase 1 which has been constructed.
2. Design: Final construction plans approximately 95%.
3. R/W Acquisition: This is in progress.
4. Permits: These have been submitted and are in progress.
5. CEI: RCE initial review of plans, quantities, and constructability.

Public Meeting 2: May 14, 2024, with virtual meeting May 1 through June 2, 2024

(joint meeting with Lady's Island Middle School Access Road; summary is for Airport Frontage Road Phase 2)

Questions	Yes	No
Do you live near the proposed project?	2	2
Would you utilize the proposed project?	3	0
Are you in favor of the proposed project?	2	2

## Sunset Boulevard & Miller Drive W

Scope will be reduced to include resurfacing of both roads and traffic calming including three-way stops and raised intersections.

Funding: Sales Tax

Current Status: Preliminary R/W Plans

	Original	Revised	Revised Scope	Expended to Date
Design	\$ 375,000.00	\$ 574,309.92	\$ 100,000.00	\$ 458,350.53
R/W Acquisition	\$ -	\$ 2,514,652.35	\$ -	
Utilities	\$ 100,000.00	\$ 2,000,000.00	\$ -	
Construction	\$ 3,390,129.18	\$ 7,320,258.36	\$ 1,500,000.00	
CEI	\$ 170,000.00	\$ 805,228.42	\$ 225,000.00	
Contingency	\$ 807,025.84			
Mitigation	\$ -	\$ -		
Total	\$ 4,842,155.02	\$ 13,214,449.05	\$ 1,825,000.00	\$ 458,350.53

Notes:

1. Design: The fee is in addition to the expended to date to recreate plans and details for revised scope.

Public Meeting 2: January 30, 2025, with virtual meeting January 15 through February 15, 2025

(joint meeting with Hazel Farm Road/Gay Drive; summary is for Sunset Boulevard/Miller Drive W; summary and recommendation has not been published pending approval to proceed with original/revised scope)

Questions	Yes	No
Do you live near the proposed project?	57	13
Would you utilize the proposed project?	28	37
Are you in favor of the proposed roadway?	16	55

## Pathways & Sidewalks Public Meeting 1 Summary

virtual meeting October 19 through November 20, 2020, for all priority projects – approved in January 2021 Public Facilities Committee meeting

Public Comments (“In Favor of” summary)

Pathway Location <sup>(District)</sup>	Yes	No	Total	% Yes	Pathway Location <sup>(District)</sup>	Yes	No	Total	% Yes
Big Estate Rd <sup>(1)</sup>	21	16	37	57	Meridian Rd <sup>(3)</sup>	41	13	54	76
Bluffton Pkwy <sup>(9)</sup>	47	13	60	78	Middle Rd <sup>(2)</sup>	30	11	41	73
Broad River Blvd and Riley Rd <sup>(5)</sup>	24	12	36	67	Dr. Martin Luther King, Jr. Dr <sup>(3)</sup>	24	11	35	69
Broad River Dr <sup>(4)</sup>	29	12	41	71	Salem Road and Old Salem Rd <sup>(5)</sup>	31	11	42	74
Burnt Church Rd <sup>(9)</sup>	94	7	101	93	Ribaut Rd to Parris Island Gateway <sup>(4)</sup>	37	10	47	79
Burton Hill Rd <sup>(5)</sup>	31	9	40	78	Shad Ave and Ulmer Rd <sup>(9)</sup>	36	10	46	78
Depot Rd <sup>(4)</sup>	35	13	48	73	Stuart Point Rd <sup>(1)</sup>	20	14	34	59

Recommendations: (for the initial projects with the original \$10M budget)

- Burnt Church Road – Design and construct with road project
- Depot Road – City of Beaufort obtained CDBG funds
- Bluffton Parkway
- Ribaut Road to Parris Island Gateway
- Alljoy Road – In place of Shad Avenue and Ulmer Road since significant comments were received, and it could remain within SCDOT’s present R/W. It also did not require any wetland permits.
- Salem Road
- Dr. Martin Luther King Jr Drive
- Middle Road
- Stuart Point Road

If additional funding is available, then the following projects would be designed and constructed:

- Big Estate Road
- Broad River Boulevard and Riley Road
- Broad River Drive
- Burton Hill Road and Old Salem Road
- Meridian Road
- Shad Avenue and Ulmer Road

## Completed Projects

### Bluffton Parkway

An extension of the existing 8' path, on the south side, along Bluffton Parkway from the Soperton Drive intersection to the roundabout at SC 46 (Bluffton Road). The project required additional right of way from two tracts.

	Amount
Design	\$ 51,132.93
R/W Acquisition	\$ 90,493.74
Utilities	\$ -
Construction	\$ 192,589.97
CEI	\$ 51,373.88
Mitigation	\$ -
Total	\$ 385,590.52

### Laurel Bay Road

The project improved the connectivity from the Marine Corps Air Station with the Laurel Bay Housing Complex and connectivity for everyone with the Spanish Moss Trail by replacing the existing asphalt sidewalk, which was in poor condition, with a 10' concrete shared-use path. The project also incorporated a 5' sidewalk along Shanklin Road for access to two commercial properties and installed pedestrian signs and crosswalk to improve safety.

	Amount
Design	\$ 316,271.45
R/W Acquisition	\$ -
Utilities	\$ -
Construction	\$ 4,831,889.91
CEI	\$ 650,131.22
Mitigation	\$ 37,824.60
Total	\$ 5,836,117.18

### Ribaut Road

This was an extension of the existing 5' sidewalk from near Rahn Lane to Lenora Drive. The project required new right of way from several tracts.

	Amount
Design	\$ 63,013.83
R/W Acquisition	\$ 55,751.50
Utilities	\$ 4,525.62
Construction	\$ 236,842.05
CEI	\$ 50,009.47
Mitigation	\$ -
Total	\$ 410,142.47

## Remaining Projects

### Alljoy Road

A 6' concrete sidewalk along the east side of Alljoy Road from Burnt Church Road to Shad Avenue and the west side from Shad Avenue to Thomas Lawton Drive. Path to be constructed per SCDOT standards within current Right-of-Way. Associated drainage improvements will be constructed as well.

Funding: \$1,177,868.71 TAP grant for construction and Sales Tax

Current Status: Procurement – pending approvals to award contract for construction, anticipate NTP in September

	Original	Revised	Expended to Date
Design	\$ 289,769.75	\$ 289,769.75	\$ 256,007.96
R/W Acquisition	\$ -	\$ -	\$ -
Utilities	\$ 112,500.00	\$ 95,717.46	\$ -
Construction	\$ 750,000.00	\$ 2,508,522.00	\$ -
CEI	\$ 75,000.00	\$ 376,278.30	\$ 7,130.74
Mitigation	\$ -	\$ -	\$ -
Total	\$ 1,227,269.75	\$ 3,270,287.51	\$ 263,138.70

#### Notes:

1. Design: Balance remaining should accommodate construction phase services by engineers if there are any questions by the contractor or RCE/CEI team.
2. Utilities: One utility agreement executed with Dominion Energy; one MOA with BJWSA in compliance with Act 36 for in contract utility relocation, eligible for 4% max construction cost. BJWSA is responsible for costs above 4% max and will be required to submit funds to the County prior to construction for the amount above 4%.
3. Construction: Project was advertised for construction and bids were received June 6, 2025. Evaluation of bids is underway and a recommendation to award has been submitted to SCDOT in compliance with the TAP grant.
4. CEI: RCE review of plans and setting up files in advance of construction.

#### Public Meetings:

- Community Meeting – Saturday, June 12, 2021
- Public Meeting 1 – July 1, 2021, with virtual meeting July 1 through July 30, 2021
- Public Meeting 2 – September 14, 2021
- Public Meeting 3 – October 28, 2021
- Public Meeting 4 – January 10, 2023

Initial meetings were based on conceptual plans. Public Meeting 4 presented the proposed design.

From Public Meeting 4:

Questions	Yes	No
Are you in favor of the proposed 6' sidewalk?	31	12
Do you reside near the proposed 6' sidewalk?	41	3
Will you utilize the proposed 6' sidewalk?	33	9

## Salem Road

An 8' concrete sidewalk along the east side of Salem Road from Old Salem Road to SC 170 (Robert Smalls Parkway). A 5' sidewalk will be constructed for a minimal section along with a midblock crossing to provide access to apartments on the west side. Path to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needed. Associated drainage improvements will be constructed as well. A 10' boardwalk will be constructed over the creek. Proposed sidewalk meanders where feasible for avoidance of trees. Staff is reviewing the feasibility of the sidewalk being constructed on the opposite side of the road.

Funding: Sales Tax

Current Status: Preliminary R/W plans, updated plans based on public comments for connection to apartments, and will resubmit to SCDOT within 1 month for final approval to receive R/W authorization

	Original	Revised	Expended to Date
Design	\$ 177,847.31	\$ 177,847.31	\$ 200,360.10
R/W Acquisition	\$ 139,800.00	\$ 423,338.40	
Utilities	\$ 225,000.00	\$ 225,000.00	
Construction	\$ 1,500,000.00	\$ 1,500,000.00	
CEI	\$ 150,000.00	\$ 225,000.00	
Mitigation	\$ 25,000.00	\$ 25,000.00	
Total	\$ 2,217,647.31	\$ 2,576,185.71	\$ 200,360.10

### Notes:

1. Design: Preliminary R/W plans have been developed and updated for new developments. Original design fee did not include boardwalk structural design and additional H&H analysis.
2. Utilities: Utility coordination is in progress.

### Public Meeting 2:

Questions	Yes	No
Do you live near the proposed project?	34	2
Would you utilize the proposed project?	35	1
Are you in favor of the proposed 8' sidewalk?	34	2

## Burnt Church Road

A 6' concrete sidewalk along Burnt Church Road from Alljoy Road to Bluffton Parkway. Sidewalk to be installed on the east side of the road. Path to be constructed per SCDOT standards within current Right-of-Way with minimal additional Right-of-Way expected. Associated drainage improvements will be constructed as well.

Funding: Impact Fees – road widening project with pathway

Current Status: Originally removed and combined with road widening project, not programmed for design under sales tax

	Budget	Expended to Date
Design	\$ 157,500.00	\$ 5,103.40
R/W Acquisition	\$ 1,159,600.00	\$ -
Utilities	\$ 236,250.00	\$ -
Construction	\$ 1,575,000.00	\$ -
CEI	\$ 236,250.00	\$ -
Mitigation	\$ -	\$ -
Total	\$ 3,364,600.00	\$ 5,103.40

### Notes:

1. Design: Length is approx. 7,000 LF; assumes survey could be used from widening project. Expended to date includes conceptual exhibit for first virtual public meeting.
2. R/W Acquisition: 24 tracts
3. Mitigation: No wetlands shown on National Wetland Inventory.



## Stuart Point Road

An 8' concrete sidewalk along the north side of Stuart Point Road from US 21 (Trask Parkway) to Delaney Circle. Path to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needed. Associated drainage improvements will be constructed as well. Project includes CDBG funding.

Funding: \$200,000 CDBG for construction and Sales Tax

Current Status: Completing R/W acquisition, pending Council approval of condemnations; if approved, advertise for construction once LCOG & Commerce concur. SCDOT has provided construction authorization.

	Original	Revised	Expended to Date
Design	\$ 386,958.00	\$ 386,958.00	\$ 265,095.21
R/W Acquisition	\$ 209,232.00	\$ 333,412.00	\$ 128,428.00
Utilities	\$ 225,000.00	\$ 138,600.00	
Construction	\$ 1,500,000.00	\$ 2,376,000.00	
CEI	\$ 150,000.00	\$ 275,774.40	\$ 342.08
Mitigation	\$ -	\$ -	
Total	\$ 2,471,190.00	\$ 3,510,744.40	\$ 393,865.29

### Notes:

1. Design: Final construction plans approved by SCDOT. Update completed for 2025 specifications and pay items.
2. R/W Acquisition: This is being finalized and will require Council to approve condemnations.
3. Utilities: Final utility coordination is in progress and will require agreements. Revised budget updated for Act 36 and utilities with prior rights.
4. CEI: RCE initial review of quantities.

### Public Meetings:

- Public Meeting 2: October 5, 2021, with virtual meeting from October 6 through October 20, 2021
- Public Meeting 3: November 16, 2021 – presentation of recommendation to community for meeting 2
- Public Meeting 4: April 4, 2023, with virtual meeting from March 20 through April 20, 202

Initial meetings were based on conceptual plans. Public Meeting 4 presented the proposed design.

From Public Meeting 4:

Questions	Yes	No
Are you in favor of the proposed 8' sidewalk?	8	0
Do you reside near the proposed 8' sidewalk?	7	0
Will you utilize the proposed 8' sidewalk?	8	0

## Depot Road

A 10' concrete pathway along the south side of Depot Road from Ribaut Road terminating near the Spanish Moss Trail. Path to be constructed per SCDOT standards within current Right-of-Way with minimal additional Right-of-Way needed. Associated drainage improvements will be constructed as well.

Funding: \$200,000 CDBG for construction and Sales Tax

Current Status: Procurement – pending approvals to award contract for construction, anticipate NTP in September

	Original	Revised	Expended to Date
Design	\$ -	\$ -	\$ -
R/W Acquisition	\$ 18,800.00	\$ 160,000.00	\$ 81,077.38
Utilities	\$ 62,500.00	\$ 28,034.52	\$ -
Construction	\$ 250,000.00	\$ 700,863.00	
CEI	\$ 25,000.00	\$ 105,129.45	\$ 4,945.22
Mitigation	\$ -	\$ -	\$ -
Total	\$ 356,300.00	\$ 994,026.97	\$ 86,022.60

### Notes:

1. Design: Contract was held by others.
2. R/W: 2 tracts were approved for condemnation. This includes R/W team, attorney fees to date and checks deposited with the Clerk of Court.
3. Utilities: Final utility coordination in progress and one utility agreement executed with BJWSA for compliance with ACT 36 (max 4% of construction cost).
4. Construction: Project was advertised, and bids were received May 15. Recommendation to award has been submitted to SC Dept. of Commerce (Commerce) and Lowcountry Council of Governments (LCOG) for approval in compliance with CDBG funding.
5. CEI: RCE review of plans and setting up files in advance of construction.

## Dr. Martin Luther King Jr. Drive

A 5' concrete sidewalk along the east side of Dr. Martin Luther King Jr. Drive from US 21 (Sea Island Parkway) to Johnathan Francis Sr Road. Sidewalk to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needed. Associated drainage improvements will be constructed as well. A 10' wide wooden boardwalk will be constructed over the tidal marsh. Staff is reviewing the utilization of pervious concrete.

Funding: Sales Tax

Current Status: Preliminary R/W Plans, coordinating with SCDOT on final plan and report comments to receive R/W authorization

	Original	Revised	Expended to Date
Design	\$ 275,000.00	\$ 275,000.00	\$ 225,775.45
R/W Acquisition	\$ 129,000.00	\$ 226,803.50	
Utilities	\$ 225,000.00	\$ 225,000.00	
Construction	\$ 1,500,000.00	\$ 1,746,624.00	
CEI	\$ 150,000.00	\$ 261,993.60	
Mitigation	\$ 100,000.00	\$ 114,784.21	
Total	\$ 2,379,000.00	\$ 2,850,205.31	\$ 225,775.45

### Notes:

1. Design: R/W plans resubmitted to SCDOT requesting R/W authorization. Original design fee did not include boardwalk structural design & geotechnical investigation, infiltration testing, additional H&H analysis for boardwalk, etc.
2. Utilities: Utility coordination is in progress.

### Public Meetings:

- Public Meeting 2: November 4, 2021, with virtual meeting from October 22 through November 19, 2021
- Public Meeting 3: June 27, 2024, with virtual meeting from June 10 through July 12, 2024

Initial meetings were based on conceptual plans. Public meeting 3 presented the proposed design.

### From Public Meeting 3:

Questions	Yes	No
Do you live near the proposed project?	17	11
Would you utilize the proposed project?	23	5
Are you in favor of the proposed 10' pathway?	21	6

### Stakeholder Coordination:

- Penn Center
- Brick Baptist Church in association with the National Park Service
- Ebenezer Baptist Church

## Big Estate Road

An 8' concrete sidewalk along the west side of Big Estate Road from US 17 to African Baptist Church Road. Path to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needed. Associated drainage improvements will be constructed as well. Project includes wetland impacts including the installation of an additional 72" culvert pipe to convey stormwater.

Funding: Sales Tax

Current Status: R/W acquisition

	Original	Revised	Expended to Date
Design	\$ 269,408.69	\$ 269,408.69	\$ 227,201.95
R/W Acquisition	\$ 141,806.00	\$ 216,451.40	\$ 7,000.00
Utilities	\$ 300,000.00	\$ 300,000.00	
Construction	\$ 2,000,000.00	\$ 2,000,000.00	
CEI	\$ 200,000.00	\$ 300,000.00	
Mitigation	\$ -	\$ 330,578.51	
Total	\$ 2,911,214.69	\$ 3,416,438.60	\$ 234,201.95

### Notes:

1. Design: R/W plans have been approved by SCDOT. Additional design in progress for crossing at African Baptist Church Rd and final construction plans.
2. R/W Acquisition: SCDOT has approved R/W authorization and the acquisition process has started.
3. Utilities: Utility coordination is in progress.

Public Meeting 2: January 28, 2025, with virtual meeting January 8 through February 7, 2025

Questions	Yes	No
Do you live near the proposed project?	12	2
Would you utilize the proposed project?	12	2
Are you in favor of the proposed 8' sidewalk?	11	2

## Broad River Blvd and Riley Road

A 5' concrete sidewalk along the south side of Broad River Boulevard providing a safe route from Broad River Elementary to the Shadow Moss neighborhood. The sidewalk will begin at the school, travel down Broad River Boulevard, before turning left onto Riley Road. It will run the length of Riley Road until the intersection with Fair Rd. Sidewalk to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needed. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: 50% complete and working on preliminary R/W plans

	Original	Revised	Expended to Date
Design	\$ 208,877.14	\$ 208,877.14	\$ 67,499.90
R/W Acquisition	\$ 42,000.00	\$ 216,072.00	
Utilities	\$ 112,500.00	\$ 112,500.00	
Construction	\$ 750,000.00	\$ 831,600.00	
CEI	\$ 75,000.00	\$ 124,740.00	
Mitigation	\$ -	\$ -	
Total	\$ 1,188,377.14	\$ 1,493,789.14	\$ 67,499.90

Note:

1. Design: Design is approximately 50% complete. Infiltration testing has been performed and was not included in the original budget.

Public Meeting 2: TBD pending SCDOT review of preliminary R/W plans

## Middle Road

An 8' concrete sidewalk along the east side of Middle Road. The original project scope extended from SC 802 (Sams Point Rd) to Fly Catcher Lane but will be reduced to extend from Coosaw Elementary to Walnut Hill St, pending Council recommendation. Path to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needed. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: R/W Acquisition (47 tracts total) – 12 permission only tracts secured

	Original	Revised	Revised: New Limits	Expended to Date
Design	\$ 451,173.25	\$ 451,173.25	\$ 451,173.25	\$ 262,896.35
R/W Acquisition	\$ 450,017.12	\$ 538,806.20	\$ 538,806.20	
Utilities	\$ 225,000.00	\$ 275,774.40	\$ 210,194.40	
Construction	\$ 1,500,000.00	\$ 1,838,496.00	\$ 1,401,296.00	
CEI	\$ 150,000.00	\$ 275,774.40	\$ 210,194.40	
Mitigation	\$ -	\$ -		
Total	\$ 2,776,190.37	\$ 3,380,024.25	\$ 2,811,664.25	\$ 262,896.35

### Notes:

1. Design: R/W plans have been approved by SCDOT. Construction plans would be minimal to complete based on current design. Infiltration testing was additional and included in expended to date. To revise would require additional work to change the limits.
2. R/W Acquisition: SCDOT has approved R/W authorization and it is recommended to acquire all R/W as only 3 tracts (2 Property Owners) would be removed for the revised limits.
3. Utilities: This is in progress and will be on-going for the next few months.

Public Meeting 2: April 30, 2024, with virtual meeting from April 17 through May 15, 2024

(joint meeting with Meridian Road, summary below is for Middle Road)

Questions	Yes	No
Do you live near the proposed project?	11	16
Would you utilize the proposed project?	14(+1)*	12
Are you in favor of the proposed 8' sidewalk?	20	7

### Joe Frazier Road

A 6' concrete sidewalk along Joe Frazier Road from Cherokee Farms Road to Burton Wells Road. Specific side of road will need to be determined once preliminary engineering is performed but should correspond with County's Joe Frazier Corridor Study. Path to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needs not know at this time. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: not programmed for design

	Budget: North	Budget: South
Design	\$ 273,750.00	\$ 273,750.00
R/W Acquisition	\$ 571,350.00	\$ 685,750.00
Utilities	\$ 273,750.00	\$ 273,750.00
Construction	\$ 1,825,000.00	\$ 1,825,000.00
CEI	\$ 273,750.00	\$ 273,750.00
Mitigation	\$ 40,000.00	\$ 100,000.00
Total	\$ 3,257,600.00	\$ 3,432,000.00

Notes:

1. Design: Length is approx. 7,300 LF
2. R/W Acquisition: North has 23 tracts with 1 tract as the park; South, 34 tracts
3. Mitigation: Based on National Wetlands Inventory, possible impacts on north and maybe one area on south.

### Pine Grove Road

Two 6' concrete sidewalk sections along Pine Grove Road. The first will extend from Burton Wells Road to County Shed Road and the second from Joe Frazier Road to Shanklin Road. Specific side of road will need to be determined once preliminary engineering is performed but the western end is expected to be on the north side of the road and the eastern end is expected to be on the south side. Path to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needs not know at this time. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: not programmed for design



	Burton Wells Rd to County Shed Rd (A)		Joe Frazier Rd to Shanklin Rd (B)	
	Budget: North	Budget: South	Budget: North	Budget: South
Design	\$ 146,250.00	\$ 146,250.00	\$ 148,500.00	\$ 148,500.00
R/W Acquisition	\$ 470,275.00	\$ 345,475.00	\$ 347,750.00	\$ 347,750.00
Utilities	\$ 109,687.50	\$ 109,687.50	\$ 111,375.00	\$ 111,375.00
Construction	\$ 731,250.00	\$ 731,250.00	\$ 742,500.00	\$ 742,500.00
CEI	\$ 146,250.00	\$ 146,250.00	\$ 148,500.00	\$ 148,500.00
Mitigation	\$ -	\$ -	\$ 60,000.00	\$ 10,000.00
Total	\$ 1,603,712.50	\$ 1,478,912.50	\$ 1,558,625.00	\$ 1,508,625.00

Notes:

1. Design: (A) is approx. 3,250 LF; (B), approx. 3,300 LF
2. R/W Acquisition: (A) North has 31 tracts; South, 19 Tracts; (B) 19 tracts on north and south
3. Mitigation: (A) No wetlands shown on National Wetland Inventory. (B) Wetland on 19 north side, and stream on both

### Burton Wells Road

An 8' concrete sidewalk along Burton Wells Road from Joe Frazier Road to Pine Grove Road. It is expected that the sidewalk will be on the west side of the road but it will need to be confirmed once preliminary engineering is performed. Path to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needs not know at this time. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: not programmed for design

	Budget: West	Budget: East
Design	\$ 178,125.00	\$ 178,125.00
R/W Acquisition	\$ 467,350.00	\$ 446,550.00
Utilities	\$ 178,125.00	\$ 178,125.00
Construction	\$ 1,187,500.00	\$ 1,187,500.00
CEI	\$ 178,125.00	\$ 178,125.00
Mitigation	\$ 150,000.00	\$ 40,000.00
Total	\$ 2,339,225.00	\$ 2,208,425.00

Notes:

1. Design: Length is approx. 4,750 LF
2. R/W Acquisition: West has approx. 13 tracts with 1 tract as the park; East, 11 tracts with 1 tract as the park
3. Mitigation: Based on National Wetlands Inventory, possible impacts on the west for entire length and maybe one area on east.

## Broad River Drive

A 5' concrete sidewalk along the south side of Broad River Drive. The original project scope extended from Shell Point Road to US 21 (Parris Island Gateway). The project may be reduced to either end, splitting at the Lowcountry Montessori School, dependent on responses from a community meeting on May 15, 2025. Path to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needed. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: 55% design for original project limits

	Original	Revised	Revised: West	Revised: East	Expended to Date
Design	\$ 189,328.00	\$ 300,000.00	\$ 83,250.00	\$ 119,250.00	\$ 238,394.43
R/W Acquisition	\$ 180,000.00	\$ 1,109,446.24	\$ 425,100.00	\$ 674,700.00	
Utilities	\$ 300,000.00	\$ 300,000.00	\$ 138,750.00	\$ 198,750.00	
Construction	\$ 2,000,000.00	\$ 2,240,040.00	\$ 925,000.00	\$ 1,325,000.00	
CEI	\$ 200,000.00	\$ 336,006.00	\$ 138,750.00	\$ 198,750.00	
Mitigation	\$ -	\$ 34,435.26	\$ 17,217.63	\$ 17,217.63	
Total	\$ 2,869,328.00	\$ 4,319,927.50	\$ 1,728,067.63	\$ 2,533,667.63	\$ 238,394.43

### Notes:

1. Design: Original design, 1.697 miles, is Shell Point Rd to Parris Island Gateway, but budget was based on 1 mile. Revised: West, approx. 3,700 LF, is Shell Point Rd to school; Revised: East, approx. 5,300 LF, is school to Parris Island Gateway.
2. R/W Acquisition: Revised: West has 27 tracts; Revised: East, 45 tracts

## Public Meetings

- Community Meeting: May 15, 2025
- Public Meeting 2: TBD, pending SCDOT review of preliminary R/W plans and decision on project limits

## Meridian Road

A 10' concrete multi-use path along Meridian Road from US 21 (Lady's Island Drive) to US 21 BUS (Sea Island Parkway) with a 5' sidewalk along Youmans Drive for connection to Beaufort High School. The project scope may be reduced to construct a 10' path from US 21 BUS to Rue Du Bois with a 5' sidewalk along Youmans Drive. Scope will be determined per Council. Path to be constructed per SCDOT standards within current Right-of-Way with additional Right-of-Way needs not known at this time. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: 45% design for original project limits

	Original Budget	Revised Budget	US 21 Bus to Rue Du Bois	Expended
Design	\$ 310,000.67	\$ 310,000.67	\$ 89,189.69	\$ 220,810.98
R/W Acquisition	\$ 659,880.00	\$ 1,460,040.00	\$ 604,500.00	
Utilities	\$ 300,000.00	\$ 334,950.00	\$ 187,200.00	
Construction	\$ 2,000,000.00	\$ 2,233,000.00	\$ 1,248,000.00	
CEI	\$ 200,000.00	\$ 334,950.00	\$ 187,200.00	
Mitigation	\$ -	\$ 98,140.50	\$ -	
Total	\$ 3,469,880.67	\$ 4,771,081.17	\$ 2,316,089.69	\$ 220,810.98

### Notes:

1. Design: Both sides were surveyed and preliminary plans prepared to determine preferred design. Path is on west from Lady's Island Dr to Rue Du Bois, and east from Rue Du Bois to Sea Island Parkway. It includes sidewalk on Youmans Dr. Infiltration testing will be required and was not originally scoped. Remainder of design budget shown for US 21 Bus to Rue Du Bois.
2. R/W Acquisition: US 21 Bus to Rue Du Bois has 21 tracts. Entire length has 45 tracts.

Public Meeting 2: April 30, 2024, with virtual meeting from April 17 through May 15, 2024  
(joint meeting with Middle Road, summary below is for Meridian Road)

Questions	Yes	No
Do you live near the proposed project?	60	13
Would you utilize the proposed project?	57	15
Are you in favor of the proposed 10' pathway?	49	20

## Old Salem Road

An 10' concrete shared-use path along Old Salem Road on the north side from Burton Hill Road to Salem Road. Path to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: Preliminary Design

	Original Budget	Revised Budget	Expended
Design	\$ 82,587.90	\$ 100,000.00	\$ 52,477.86
R/W Acquisition	\$ 25,180.00	\$ 182,120.00	
Utilities	\$ 150,000.00	\$ 110,880.00	
Construction	\$ 1,000,000.00	\$ 739,200.00	
CEI	\$ 100,000.00	\$ 110,880.00	
Mitigation	\$ -	\$ -	
Total	\$ 1,357,767.90	\$ 1,243,080.00	\$ 52,477.86

## Burton Hill Road

An 8' concrete sidewalk and/or 10' concrete shared-use path along Burton Hill Road on the east side from Old Salem Road to Broad River Boulevard with a connection on Broad River Boulevard to the Spanish Moss Trail. Sidewalk and Path to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: Preliminary Design

	Original Budget	Revised Budget	Phase 1	Phase 2	Expended
Design	\$ 201,001.68	\$ 201,001.68	\$ 109,785.62	\$ 120,000.00	\$ 91,216.06
R/W Acquisition	\$ 1,309,000.00	\$ 1,136,000.00	\$ 559,000.00	\$ 539,500.00	
Utilities	\$ 112,500.00	\$ 193,875.00	\$ 99,000.00	\$ 112,500.00	
Construction	\$ 750,000.00	\$ 1,292,500.00	\$ 660,000.00	\$ 750,000.00	
CEI	\$ 75,000.00	\$ 193,875.00	\$ 99,000.00	\$ 112,500.00	
Mitigation	\$ -	\$ -			
Total	\$ 2,447,501.68	\$ 3,017,251.68	\$ 1,526,785.62	\$ 1,634,500.00	\$ 91,216.06

### Notes:

1. Phase 1, approx. 1900 lf, is from Pointe Grande development/Lowe's 2nd entrance to Industrial Village Road and would include connecting the 5' sidewalk on the west side from the car dealership to Industrial Village Road for approx. 300 lf. Phase 2, approx. 2500 lf, is from Industrial Village Road to Broad River Boulevard/Spanish Moss Trail.
2. The proposed sidewalk will be coordinated with/connected to the Pointe Grand development sidewalk near Old Salem Road intersection.
3. Entire length has been surveyed, and preliminary design has been started for the east side.
4. Phase 1 has 10 tracts and Phase 2, 13 tracts.

## Chowan Creek Bluff

A 6' concrete sidewalk along Chowan Creek Bluff on the east side from US 21 (Sea Island Parkway) to Lady's Island Elementary School. Sidewalk to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: not programmed for design

	Budget
Design	\$ 150,000.00
R/W Acquisition	\$ 221,000.00
Utilities	\$ 112,500.00
Construction	\$ 750,000.00
CEI	\$ 112,500.00
Mitigation	\$ -
Total	\$ 1,346,000.00

Notes:

1. The project is approx. 2500 lf.
2. There are 12 tracts.

## Bruce K Smalls Drive

A 6' concrete sidewalk along Bruce K Smalls Drive on the west side from Big Road to Carolina Avenue, which is an extension of the existing sidewalk. Sidewalk to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well. Signal upgrades and crosswalk should be installed at Trask Parkway with a connection to the Spanish Moss Trail on Clarendon Road.

Funding: Sales Tax

Current Status: not programmed for design

	Budget
Design	\$ 176,000.00
R/W Acquisition	\$ 184,600.00
Utilities	\$ 132,000.00
Construction	\$ 880,000.00
CEI	\$ 132,000.00
Mitigation	\$ -
Total	\$ 1,504,600.00

Notes:

1. The project is approx. 1600 lf for the extension to Carolina Avenue and 600 lf to Spanish Moss Trail on Clarendon Road with signal improvements and crosswalk.
2. There are 11 tracts.

## Ulmer Road

An 10' concrete shared-use path along Ulmer Road on the west side from Shad Avenue to Burnt Church Road. Path to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: preliminary design

	Original Budget	Revised Budget	Expended
Design	\$ 139,600.29	\$ 139,600.29	\$ 49,147.39
R/W Acquisition	\$ 157,060.00	\$ 851,312.00	
Utilities	\$ 150,000.00	\$ 171,072.00	
Construction	\$ 1,000,000.00	\$ 1,140,480.00	
CEI	\$ 100,000.00	\$ 171,072.00	
Mitigation	\$ 50,000.00	\$ 150,000.00	
Total	\$ 1,596,660.29	\$ 2,623,536.29	\$ 49,147.39

Notes:

1. The project is approx. 3800 lf
2. There are 10 tracts.

## Shad Avenue

A 5' concrete sidewalk/10' concrete shared-use path along Shad Avenue on the west side from Alljoy Road to Ulmer Road. Sidewalk/Path to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well.

Funding: Sales Tax

Current Status: preliminary design

Shad Avenue			
	Original Budget	Revised Budget	Expended
Design	\$ 106,829.42	\$ 177,847.31	\$ 33,899.27
R/W Acquisition	\$ 251,920.00	\$ 555,200.00	
Utilities	\$ 150,000.00	\$ 138,600.00	
Construction	\$ 1,000,000.00	\$ 924,000.00	
CEI	\$ 100,000.00	\$ 138,600.00	
Mitigation	\$ -	\$ -	
Total	\$ 1,608,749.42	\$ 1,934,247.31	\$ 33,899.27

Notes:

1. The project is approx. 2700 lf
2. There are 19 tracts.

## US 17 Pathway Extension

A 10' concrete shared-use path along US 17 on the south side from Big Estate Road/Jacob White Road to Jenkins Road. Path to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well.

	Budget	Expended to Date
Design	\$ 173,250.00	\$ 6,749.68
R/W Acquisition	\$ 254,800.00	\$ -
Utilities	\$ 173,250.00	\$ -
Construction	\$ 1,155,000.00	\$ -
CEI	\$ 173,250.00	\$ -
Mitigation	\$ -	\$ -
Total	\$ 1,929,550.00	\$ 6,749.68

### Notes:

- 1.The project is approx. 3300 lf.
2. The expended to date involved a conceptual exhibit for the limits.
3. There are 13 tracts.

## Seabrook Road

An 8' concrete sidewalk along Seabrook Road from US 21 to Whale Branch Fishing Pier. Sidewalk to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well.

	Budget: North	Budget: South
Design	\$ 247,500.00	\$ 247,500.00
R/W Acquisition	\$ 496,600.00	\$ 457,600.00
Utilities	\$ 297,000.00	\$ 297,000.00
Construction	\$ 1,980,000.00	\$ 1,980,000.00
CEI	\$ 297,000.00	\$ 297,000.00
Mitigation	\$ 25,000.00	\$ 50,000.00
Total	\$ 3,343,100.00	\$ 3,329,100.00

### Notes:

1. The project is approx. 6600 lf.
2. There are 25 tracts on the north side and 22 tracts on the south side.

## Paige Point Road

An 8' concrete sidewalk along Paige Point Road from Cuthbert Farm Road to Johnson Road. Sidewalk to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well.

	Budget: West	Budget: East
Design	\$ 232,500.00	\$ 232,500.00
R/W Acquisition	\$ 473,200.00	\$ 278,200.00
Utilities	\$ 279,000.00	\$ 279,000.00
Construction	\$ 1,860,000.00	\$ 1,860,000.00
CEI	\$ 279,000.00	\$ 279,000.00
Mitigation	\$ -	\$ 50,000.00
Total	\$ 3,123,700.00	\$ 2,978,700.00

### Notes:

1. The project is approx. 6200 lf.
2. There are 25 tracts on the west side and 12 tracts on the east side, assuming a portion of the path is within the former railroad R/W.

## Big Road

A 6' concrete sidewalk along Big Road from Trask Parkway to Bruce K Smalls Drive. Sidewalk to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well. The sidewalk will connect to the existing sidewalk on Bruce K Smalls Drive. Potentially coordinate with Grays Hill Baptist Church for sidewalk/path along Trask Parkway to Bruce K. Smalls intersection.

	Budget: North	Budget: South	Conn. on Trask Pkwy
Design	\$ 189,000.00	\$ 189,000.00	\$ 54,000.00
R/W Acquisition	\$ 288,600.00	\$ 340,600.00	\$ 36,400.00
Utilities	\$ 189,000.00	\$ 189,000.00	\$ 54,000.00
Construction	\$ 1,260,000.00	\$ 1,260,000.00	\$ 360,000.00
CEI	\$ 189,000.00	\$ 189,000.00	\$ 54,000.00
Mitigation	\$ -	\$ -	\$ -
Total	\$ 2,115,600.00	\$ 2,167,600.00	\$ 558,400.00
Total + Connection	\$ 2,674,000.00	\$ 2,726,000.00	

### Notes:

1. The project is approx. 3600 lf along Big Road. A connection from Big Road along Trask Parkway to the signal at Bruce K Smalls Drive intersection is 900 lf.
2. There are 15 tracts on the north side and 19 tracts on the south side. 1 additional tract for the connection on Trask Parkway.



## Lake Point Drive/Old Miller Road

A 10' concrete shared-use path connecting Lake Point Drive to Old Miller Drive as both roads end with no connection. Path to be constructed per SCDOT standards within current Right-of-Way and additional Right-of-Way as required. Associated drainage improvements will be constructed as well.

	Budget
Design	\$ 132,000.00
R/W Acquisition	\$ 169,000.00
Utilities	\$ 132,000.00
Construction	\$ 880,000.00
CEI	\$ 132,000.00
Mitigation	\$ -
Total	\$ 1,445,000.00

### Notes:

1. The project is approx. 2200 lf connecting Lake Point Drive to Old Miller Road
2. There would be 1 or 2 tracts, dependent on connection.