



## Public Facilities Committee Meeting

### Chairman

BRIAN FLEWELLING

### Vice Chairman

YORK GLOVER

### Committee Members

MICHAEL COVERT  
MARK LAWSON  
JOSEPH PASSIMENT

### County Administrator

ERIC GREENWAY

### Deputy County Administrator

ROBERT BECHTOLD

### Clerk to Council

SARAH W. BROCK

### County Attorney

KURT TAYLOR

### Staff Support

JARED FRALIX

### Administration Building

Beaufort County Government  
Robert Smalls Complex  
100 Ribaut Road

### Contact

Post Office Drawer 1228  
Beaufort, South Carolina 29901-1228  
(843) 255-2180  
[www.beaufortcountysc.gov](http://www.beaufortcountysc.gov)

# Public Facilities Committee Agenda

Monday, November 16, 2020 at 4:00 PM

(or at the conclusion of the Finance Committee Meeting)

[This meeting is being held virtually in accordance with Beaufort County Resolution 2020-05]

**ALL OF OUR MEETINGS ARE AVAILABLE FOR VIEWING ONLINE AT [WWW.BEAUFORTCOUNTYSC.GOV](http://WWW.BEAUFORTCOUNTYSC.GOV) AND CAN ALSO BE VIEWED ON HARGRAY CHANNELS 9 AND 113, COMCAST CHANNEL 2, AND SPECTRUM CHANNEL 1304**

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. *PUBLIC NOTIFICATION OF THIS MEETING HAS BEEN PUBLISHED, POSTED, AND DISTRIBUTED IN COMPLIANCE WITH THE SOUTH CAROLINA FREEDOM OF INFORMATION ACT*
4. APPROVAL OF AGENDA
5. APPROVAL OF MINUTES - OCTOBER 19, 2020

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### ACTION ITEMS

6. AN ORDINANCE AUTHORIZING THE EXECUTION AND DELIVERY OF AN EASEMENT TO BJWSA ENCUMBERING PROPERTY OWNED BY BEAUFORT COUNTY AT 88 SHANKLIN ROAD, SOUTH CAROLINA
7. UPDATE/CHANGES OF CONVENIENCE CENTER OPERATIONS AND DECAL SYSTEM

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### DISCUSSION ITEMS

8. PRIORITY FUNDING REQUEST
9. NEW ARTHUR HORNE OFFICE BUILDING UPDATE
10. BROAD RIVER FISHING PIER LONG-RANGE PLANNING FOR REPAIR AND REPLACEMENT
11. DAUFUSKIE ISLAND FERRY EMBARKATION DISCUSSION
12. HILTON HEAD ISLAND AIRPORT (HXD) – TERMINAL EXPANSION
13. BLUFFTON PARKWAY 5B UPDATE
14. UPDATE ON BUCKWALTER PARKWAY

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### BOARDS AND COMMISSIONS

15. CONSIDERATION OF THE REAPPOINTMENT OF WILLIAM GRANER AND KIM CORLEY TO THE SOLID WASTE AND RECYCLING BOARD.

16. CONSIDERATION OF THE REAPPOINTMENT OF JOHN GLOVER TO THE BEAUFORT COUNTY TRANSPORTATION COMMITTEE
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**CITIZEN COMMENTS**

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17. CITIZEN COMMENTS WILL BE ACCEPTED IN WRITING AT PO DRAWER 1228, BEAUFORT SC 29901 OR BY WAY OF OUR **PUBLIC COMMENT FORM** AVAILABLE ONLINE AT [WWW.BEAUFORTCOUNTYSC.GOV](http://WWW.BEAUFORTCOUNTYSC.GOV).
18. ADJOURNMENT



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
APPROVAL OF MINUTES
<b>MEETING NAME AND DATE:</b>
PUBLIC FACILITIES COMMITTEE MEETING ON NOVEMBER 16, 2020
<b>PRESENTER INFORMATION:</b>
COMMITTEE CHAIRMAN FLEWELLING
<b>ITEM BACKGROUND:</b>
NATURAL RESOURCES MEETING
<b>PROJECT / ITEM NARRATIVE:</b>
CONSIDERATION OF APPROVE MINUTES FROM: <ul style="list-style-type: none"><li>OCTOBER 19 , 2020</li></ul>
<b>FISCAL IMPACT:</b>
NONE
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
APPROVE, MODIFY, OR REJECT
<b>OPTIONS FOR COUNCIL MOTION:</b>
MOTION TO (APPROVE, MODIFY OR REJECT) MINUTES FROM <ul style="list-style-type: none"><li>OCTOBER 19, 2020</li></ul>



**County Council of  
Beaufort County  
Public Facilities  
Committee Meeting**

**Chairman**  
BRIAN FLEWELLING

**Vice Chairman**  
YORK GLOVER

**Committee Members**  
MICHAEL COVERT  
MARK LAWSON  
JOSEPH PASSIMENT

**County Administrator**  
ERIC GREENWAY

**Clerk to Council**  
SARAH W. BROCK

**Staff Support**  
PATRICK HILL  
ROBERT MCFEE

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# Public Facilities Committee Minutes

Monday, October 19, 2020 at 3:00 PM

\*OR IMMEDIATELY FOLLOWING THE FINANCE COMMITTEE MEETING.\*

## PRESENT

Committee Chairman Brian Flewelling  
Committee Vice-Chair York Glover  
Council Member Joseph F. Passiment  
Council Member D. Paul Sommerville  
Council Member Michael Covert  
Council Member Gerald Dawson  
Council Member Stu Rodman  
Council Member Chris Hervochon  
Council Member Alice Howard  
Council Member Lawrence McElynn  
Council Member Mark Lawson

## CALL TO ORDER

Chairman Flewelling called the meeting to order at 3 PM

## PLEDGE OF ALLEGIANCE

Chairman Flewelling led the Pledge of Allegiance.

## FOIA

Chairman Flewelling noted public notification of this meeting has been published, posted, and distributed in compliance with The South Carolina Freedom of Information Act.

## APPROVAL OF AGENDA

Motion: It was moved by Council Member Rodman, seconded by Council Member Lawson approval of agenda. The motion was approved without objection.

## APPROVAL OF MINUTES

Motion: It was moved by Committee Vice-Chair Glover, seconded by Council Member Sommerville the approval of minutes from September 21, 2020. The motion approved without objection.

## ACTION ITEMS

**Consideration of a resolution authorizing the county administrator to pursue condemnation for portions of parcels R123 015 000 0551 0000, R123 015 000 116g 0000, and R123 015 000 1002 0000 associated with right of way acquisition for SC 802 Sam’s Point right turn lane project as part of the 2018 One Cent Referendum**

Jared Fralix stated the SC 802 Sam’s Point Right Turn Lane Project is part of the Lady’s Island Traffic Improvements included in the 2018 Sales Tax program. Right of Way Acquisitions for Tracts 1, 2, and 3 are necessary to proceed and

complete the project. Written and verbal communication with the owner of tract 1 has been unsuccessful. County Legal representatives have encountered possible closing issues due to mortgages and judgements on tracts 2 & 3.

**Motion:** It was moved by Committee Vice-Chair Glover, seconded by Council Member Lawson to approve a resolution authorizing the County Administrator to pursue condemnation for portions of parcels R123 015 000 0551 0000, R123 015 000 116G 0000, and R123 015 000 1002 0000 as associated with right-of-way acquisition process for SC 802 Sam's Point Right Turn Lane Project. The motion is approved without objection.

#### **Consideration of a request for private road acceptance of Maxine Lane into county road system**

Jared Fralix stated Maxine Lane is a private dirt Road (~0.2 Mile) located in district 1. SCDOT recently discontinued maintenance on Maxine Lane even though it falls within the SC-116 E (Laurel Bay Road) right of way. SCDOT views this road as a private frontage road. The owner of the Sports Academy LLC initiated a petition for County Acceptance of Maxine Lane after SCDOT's recent action. Neil Desai, P.E., Director of Public Works, has inspected this road and has noted concerns about a manhole within the right of way, inadequate Stormwater drainage/outfall, and insufficient right of way width. He has estimated maintenance and repair at \$40,000 (\$20,000 for drainage work & \$20,000 for road work) to bring the road to a minimum standard.

Council Member Sommerville asked why has DOT released ownership of road.

Jared Fralix stated he does not know why DOT released ownership however staff recommends a denial to be brought into the county system.

Council Member Dawson stated that this is a road that has deteriorated however believes this is the responsibility of DOT.

**Motion:** It was moved Council Member Sommerville, seconded by Council Member Howard to deny the acceptance of Maxine Lane due to existing and current conditions of road. The motion approved without objection.

#### **Petition for county portion of Eddings Point Road to be classified as private**

Jared Fralix stated in 2005, the County wanted to include dirt section of Eddings Point Road on paving contract 27; but all requests for right of way were rejected. The road was removed from contract 27, but the County continued to maintain the road. Eddings Point Road is currently included for year 2 on the 5 year Dirt Road Paving schedule. Communication with the property owners on Eddings Point Road has confirmed that they do not desire to grant the needed right of way for road improvement and they have completed a petition to have the road status classified as private.

**Motion:** It was moved by Council Member Sommerville, seconded by Council Member Glove to approve dirt portion of Eddings Point Road to Private Road Status. The motion was approved without objection.

#### **Consideration of resolution authorizing the County Administrator to prepare and submit a community development block grant application for The Detour Road Sidewalk Extension Project.**

Jared Fralix stated Detour Road Sidewalk Extension project helps provide a safe travel way for students walking to the Whale Branch Early College High School to the nearby neighborhoods. The proposed pathway is 8' wide and 3,350lf in length.

**Motion:** It was moved by Council Member Dawson, seconded by Council Member Sommerville to approve Resolution authorizing the County Administrator to prepare and submit a Community Development Block Grant Application for the Detour Road Sidewalk Extension Project. The motion was approved without objection.

### **Contract – Fy21 SC DHEC Oil Grant**

Jared Fralix stated on August 4, 2020, the South Carolina Department of Health and Environmental Control awarded Beaufort County a FY21 Used Oil Grant for \$32,826.00. Of that total, \$27,376.00 was budgeted for equipment and supplies requested in the grant application. IFB 091820 was posted and closed with one single bid.

**Motion:** It was moved by Council Member Dawson, seconded by Council Member Sommerville to approve the contract award to Southeastern Environmental & Waste Equipment Company. The motion was approved without objection.

### **Resolution to Commission Two Solid Waste and Recycling Enforcement Officers**

Jared Fralix stated the Solid Waste and Recycling requests two current SW&R Foremen (John Milledge EMP #6536 and Dierdre Brown EMP #5460) to be appointed and commissioned to serve as Beaufort County Enforcement Officers to enforce proper security, general welfare and convenience of the Beaufort County Convenience Centers. Each Foreman will support the existing program.

Council Member Glover asked about the cost associated with this.

Jared Fralix stated there is no cost.

**Motion:** It was moved by by Committee Vice-Chair Glover, seconded by Council Member Howard to approve the appointment and commission of John Milledge and Dierdre Brown as County Litter Officers. The motion was approved without objection.

### **Change Order #1 Beaufort High School Pool Resurfacing**

Jared Fralix stated on September 11, 2020, Beaufort County Engineering entered contract with Andersen Pool Plastering, Inc. under the General Contractor and Subcontractor Registry for projects less than \$50,000 to resurface Beaufort High School Indoor Pool. The original contract was planned for 15% delamination. Upon issuance of a notice to proceed, Andersen Pool Plastering, Inc. investigated the condition of the pool and it was then determined that approximately 80% of the existing plaster has delaminated. The additional work will increase the contract time 33 calendar days from approval of the change order.

**Motion:** It was moved by Committee Vice-Chair Glover, seconded by Council Member Sommerville to approve Andresen Pool Plastering, Inc. change order #1 on the amount of \$15,500 to increase the contract to a total \$62,200 for the Beaufort High School Pool Resurfacing project. The motion approved without objection.

### **Us 278 Independent Review**

Jared Fralix stated Over the past several weeks, there has been much discussion to pursue an independent engineering review of work completed to date by SCDOT on the US 278 Corridor Project to ensure that safety and traffic congestion mitigation options are optimized while minimizing detrimental environmental and community impacts in a way that is reflective of local operations and aesthetic expectations.

Council Member Rodman stated there has been a desire to have a independent review. Could the county proceed with the original scoop of work and include several task. Then after the beginning of the year proceed with phase 2 of the project.

Chairman Flewelling stated would like to make sure that the information that the senator needs and suggest is the data and opinions that the county has arrived at. Can the RFP be changed to address the concerns listed by Senator Davis before proceeding?

Jared Fralix stated the changes that Senator Davis has mentioned is referred to in the scope of work but not explicitly written out. The changes can be put in writing which can be updated and sent back to consultant.

Chairman Flewelling stated he would like that done in writing.

Senator Tom Davis stated a lot of what he stated in the letter sent to Chairman Flewelling is mentioned in the scope of work but believes it will be a good idea that it is explicitly written.

Chairman Flewelling stated he does not believe Council Member Rodman 2 prong approach is the best. It would extend the process and would leave things being missed.

Council Member McElynn asked for details on the Oversight Committee for US 278.

Jared Fralix stated the oversight committee would be made up of representation from the County, Hilton Head, and the public. Which would be made up of 5 individuals.

Council Member McElynn stated does not believe 5 individuals is not enough and believes 7 is better with no elected officials on it. Also, Stony and Jenkins Island need to be represented in the committee as well.

Chairman Flewelling stated he agrees with suggestion with maybe Jared Fralix being on the committee so that there is proper coordination between the engineering company and Beaufort County.

Council Member Hervochon stated Hilton Head Council needs to be in the loop and this be a joint venture.

Chairman Flewelling stated he agrees Hilton Head Council should know what's going on with US 278.

Jared Fralix stated town of Hilton Head has been kept up to date.

Council Member Glover stated he does not believe staff needs to be a voting member just a ex-officio member.

Council Member Rodman he believes we can start with the first piece that is already clear since we already have the contract.

Chairman Flewelling asked can we start the contract as Council Member Rodman stated.

Jared Fralix stated the coordination with DOT is still on track to where we need to be.

Council Member McElynn asked who would be selecting the members of the committee

Chairman Flewelling stated any members would be handled by the Chairman of County Council which would be his job to coordinate and find the individuals for outside committees. The council however can make recommendations to the Chairman with classifications.

Senator Davis stated do not feel constrained by the deadlines just get this done correctly.

Council Member Passiment stated he will start with the oversight committee

**Motion: It was moved by Council Member Rodman, seconded by Committee Vice-Chair Glover to move to County Council for approval. The motion was approved without objection.**

## **DISCUSSION ITEMS**

### **Solid Waste & Recycling Update**

- A. Decal Update
- B. Solid Waste Recyclables

Cindy Carter stated system costs for solid waste and recycling continue to rise due to increasing volume and increasing management costs. Staff has evaluated options to reduce program costs and manage waste streams in a more environmentally sustainable manner.

**Status:** For Informational Purposes only

### **Discussion on the Beaufort County Boat Landings**

Jared Fralix stated the Beaufort County Engineering Division established a staff Boat Landing Improvement Committee consisting of various Directors; Andrea Atherton, Director of Capital Projects; Neil Desai, Director of Public Works; Mark Roseneau, Director of Facilities Maintenance; and Hayes Williams, Director of Finance and Interim CFO. The committee is developing a scope of work to place a solicitation to assess the condition of the Beaufort County boat landings, develop a master plan to include capital improvement project schedule for boat landing improvements. The last similar study was a regional boat ramp assessment conducted was in 2007 which included South Carolina's Five Coastal Counties; Beaufort, Berkeley, Charleston, Georgetown and Horry.

**Status:** For Informational Purposes only

### **Dirt Road and Road Resurfacing Discussion Item**

Jared Fralix presented a summary of Beaufort County's 5 year Dirt Road Paving Program and 5 Year Road Resurfacing Program. TAG funds are used for this program. We have completed years 1 - 3 to go towards resurfacing roads along with our pavement management study. Beaufort County Transportation Committee contracted with F&ME Consultants in 2016 to conduct a Pavement Condition Survey Report. The study was complete in 2017 and the report provided identified Beaufort County's 5 Year Road Resurfacing plan. The first year of resurfacing began in 2018.

Council Member Lawson asked about the doing a different type of paving on Daufuskie Island roads.

Jared Fralix stated it is a part of the program and is being looked into a different surface than paving. For Dirt Roads there is a 5 year plan that is currently in year 1 with several roads having a completion date of 2021.

Council Member Glover asked if there is a list that is going to be paved.

Jared Fralix stated the current and proposed list can be sent out.

**Status:** For Informational Purposes Only

### **Daufuskie Island Ferry Update**

Jared Fralix Staff is working to find a solution to the current Defauskie Island Ferry embarkation location.

**Status:** For Informational Purposes Only

### **Old Federal Courthouse Update**

Jared Fralix presented status on the old Federal Courthouse building updates. The finalized cost of updates is and this would bring the building up to code for usage.

**Status:** For Informational Purposes Only

### **CITIZEN COMMENTS**

*(Every member of the public who is recognized to speak shall limit comments to three minutes- Citizens may email sbrock@bcgov.net, or comment on our Facebook Live stream to participate in Citizen Comment)*

None

### **ADJOURNMENT**

The meeting adjourned at 4:22 pm

Ratified by:





# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

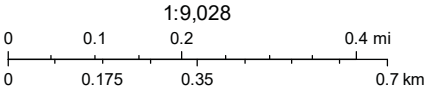
<b>ITEM TITLE:</b>
An Ordinance authorizing the execution and delivery of an easement to BJWSA encumbering property owned by Beaufort County at 88 Shanklin Road, South Carolina
<b>MEETING NAME AND DATE:</b>
Public Facilities Committee Meeting November 16, 2020
<b>PRESENTER INFORMATION:</b>
Jared Fralix, P.E., Assistant County Administrator - Engineering (5 Minutes)
<b>ITEM BACKGROUND:</b>
N/A
<b>PROJECT / ITEM NARRATIVE:</b>
Beaufort County has been constructing a new EMS Building located on Shanklin Road and (BJWSA) Beaufort Jasper Water Sewer Authority has requested that Beaufort County grant it a Utility Easement for the nonexclusive right to enter the County Parcel for the purpose of erecting, operating and maintaining water and sanitary sewer infrastructure across portions of the County's property.
<b>FISCAL IMPACT:</b>
N/A
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
Staff recommends granting BJWSA an easement for EMS Shanklin Road.
<b>OPTIONS FOR COUNCIL MOTION:</b>
<i>Motion to approve</i> granting BJWSA an easement for EMS Shanklin Road. <i>Motion to deny</i> granting BJWSA an easement for EMS Shanklin Road.
<b>(Next Step) Move PFC action to next County Council meeting on 12/14/20</b>

# EMS Shanklin



11/3/2020 9:13:36 AM

LiveParcels



**Ordinance No. 2021/\_\_\_\_**

**AN ORDINANCE AUTHORIZING THE EXECUTION AND DELIVERY OF AN EASEMENT ENCUMBERING PROPERTY OWNED BY BEAUFORT COUNTY AT 126 SHANKLIN ROAD, SOUTH CAROLINA.**

**WHEREAS**, Beaufort County owns real property (“County Parcel”) known as TMS No. R100 025 000 0050 0000 located on Shanklin Road (also known as S-7-86) recorded at Beaufort County Register of Deeds Office in Deed Book 230 at Page 986 on August 13, 1975; and

**WHEREAS**, due to the Beaufort County Shanklin Road EMS project, it is necessary for Beaufort Jasper Water Sewer Authority to locate water and sanitary sewer infrastructure to service the new facility; and

**WHEREAS**, Beaufort Jasper Water Sewer Authority, Inc. has requested that Beaufort County grant it a Utility Easement for the nonexclusive right to enter the County Parcel for the purpose of erecting, operating and maintaining water and sanitary sewer infrastructure across portions of the County’s property; and

**WHEREAS**, Beaufort County Council has determined that it is in its best interests to authorize the execution and delivery of the requested Easement attached hereto and incorporated by reference and shown on the attached “Exhibit A”; and

**WHEREAS**, S.C. Code Ann. § 4-9-130 requires that the transfer of any interest in real property owned by the County must be authorized by Beaufort County Council and a public hearing must be held.

**NOW, THEREFORE, BE IT ORDAINED BY BEAUFORT COUNTY COUNCIL AS FOLLOWS:**

- (1) The County Administrator is hereby authorized to execute the Easement referenced herein and which is shown on “Exhibit A”; and
- (2) The County Administrator is hereby authorized to take all actions as may be necessary to complete the conveyance of the Easement and ensure the construction and installation of the new water and sanitary sewer infrastructure to occur as agreed upon by the County and Beaufort Jasper Water Sewer Authority.

DONE this \_\_\_\_ day of \_\_\_\_\_ 2021.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: \_\_\_\_\_  
Joseph Passiment, Chairman

ATTEST:

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

Third and Final Reading:  
Public Hearing:  
Second Reading:  
First Reading:

Exhibit "A"

Blanket Easement BJWSA

Exhibit "A"









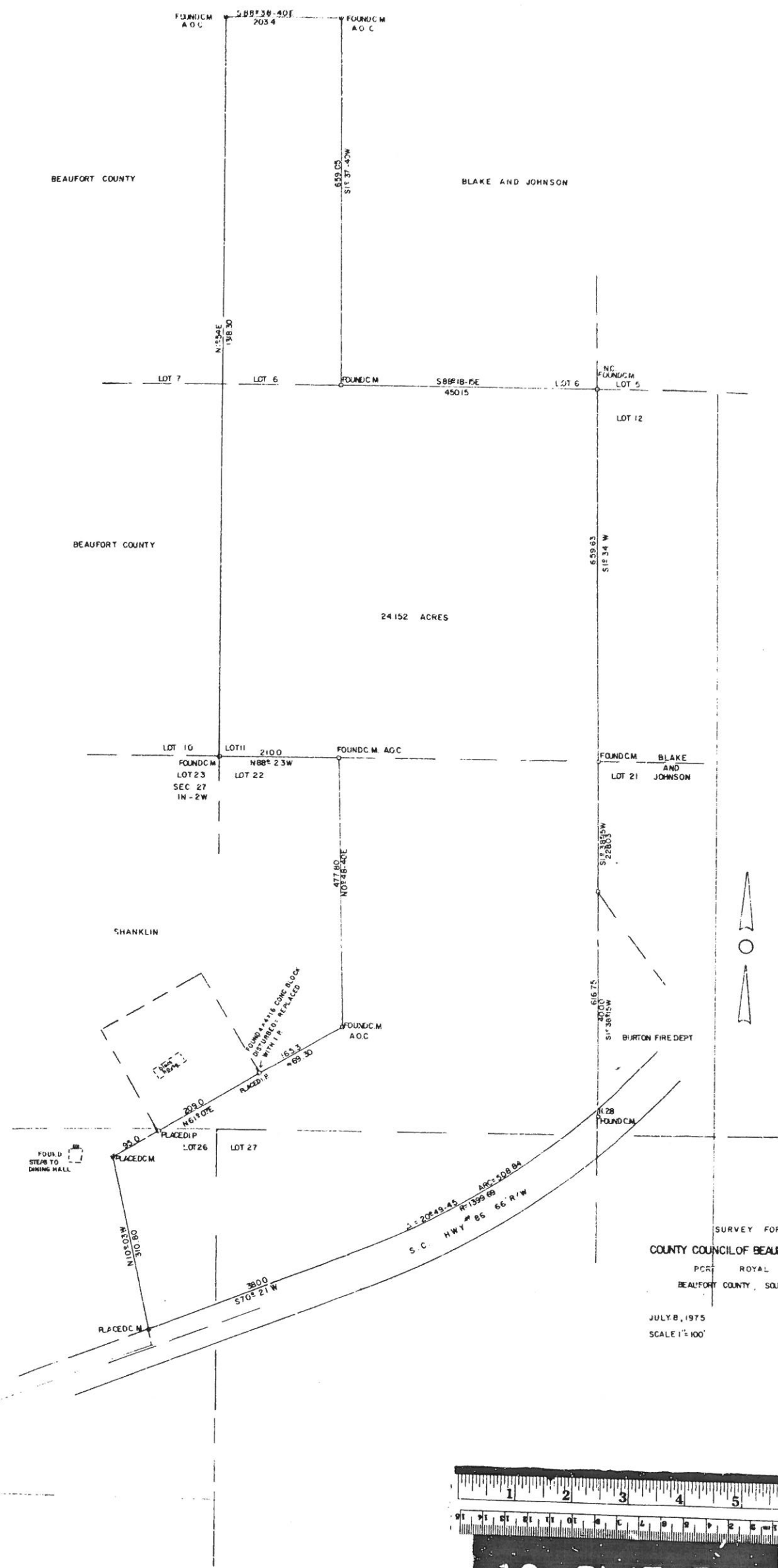
## EXHIBIT "A"

All that certain piece, parcel or lot of land, situate and lying and being on Port Royal Island, Beaufort County, South Carolina, and being more particularly described as follows:

Beginning at a point at a concrete marker at the northeast corner of lot 23, section 27 IN 2W and running thence; north  $1^{\circ} 54$  min., east 13 18. 3 feet to a concrete marker in the northeast corner of lot number 7; thence south  $88^{\circ} 38$  min. 40 sec., east, southeast 203. 4 feet to a concrete marker; thence south  $1^{\circ} 37$  min., 47 sec., West 659. 05 feet to a concrete marker; thence south  $88^{\circ} 18$  min. 15 sec. east 450. 15 feet to a concrete marker, said marker being the Northeast corner of lot number 11 ; thence South  $1^{\circ} 34$  min. 00 sec. 659. 63 feet to a concrete marker; thence south  $1^{\circ} 38$  min., 15 sec. West 616.75 feet to a point; thence along and with a curve concave northwesterly through a central angle of  $20^{\circ} 49$  min. 45 sec. an arc of 508. 84 feet and a radius of 1399. 69 feet to a point; thence south  $70^{\circ} 21$  min. 00 sec., west 380 feet to a concrete marker; thence north  $10^{\circ} 03$  min. 00 sec. West 310. 80 feet to a concrete marker being the Southwest corner of Joseph Shanklin property; then North  $61^{\circ} 07$  min. 00 sec. East 469. 3 feet to a concrete marker; thence north  $0^{\circ} 48$  min. 40 sec. East 477. 8 feet to a concrete marker; thence north  $88^{\circ} 23$  min. 0 sec. 210 feet to the point of beginning; .said parcel containing 24.152 acres more or less as shown on a plat by R. D. Trodgen, Jr. entitled Survey for Beaufort County Council, dated July 7, 197 5 and recorded in the Clerk of Court's Office for Beaufort County in Plat Book 23 at Page 157.

This being the same property conveyed to the Grantor herein by the Trustees of Port Royal Agriculture School by Deed in Book 135 at Page 84 dated January 14, 1966 recorded in the Register of Deeds Office for Beaufort County

**DMP: R100 025 000 0050 0000**



SURVEY FOR  
 COUNTY COUNCIL OF BEAUFORT COUNTY  
 PCRA ROYAL ISLAND  
 BEAUFORT COUNTY, SOUTH CAROLINA  
 JULY 8, 1975  
 SCALE 1"=100'

*[Signature]*  
 R. L. S. 2712



**LG. PLAT FILE**  
**PB 23 PG. 157**

NW CORNER OF LOT 39



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
Update on Convenience Center changes and Decal System
<b>MEETING NAME AND DATE:</b>
Public Facilities Committee – November 16, 2020
<b>PRESENTER INFORMATION:</b>
Cindy Carter, Solid Waste and Recycling Director Jared Fralix, ACA-Engineering (Alternate) (Time Needed for Item Discussion = 5 minutes)
<b>ITEM BACKGROUND:</b>
Implementation of operational changes to the Beaufort County Convenience Centers as reflected in the Goldsmith report of November 2019. New hours and days of operation began October 1, 2020. Decal applications available October 19, 2020.
<b>PROJECT / ITEM NARRATIVE:</b>
Progress Update
<b>FISCAL IMPACT:</b>
Pending: Cost impact to be evaluated after implementation of Convenience Center changes and effective Decal System.
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
N/A - Update only
<b>OPTIONS FOR COUNCIL MOTION:</b>
N/A



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
New Arthur Horne Office Building Completion Delay
<b>MEETING NAME AND DATE:</b>
Public Facilities Committee – November 16, 2020
<b>PRESENTER INFORMATION:</b>
Jared Fralix, ACA - Engineering (5 min)
<b>ITEM BACKGROUND:</b>
Original project completion for the Arthur Horne Building - March 2021
<b>PROJECT / ITEM NARRATIVE:</b>
Due to the COVID 19 pandemic, elevator manufacturing facilities have been severely impacted in their production schedules. Schindler Elevator notified Akins Construction (General Contractor) of a 4 to 6 month delay in fabrication. This would result in a project completion in July or August 2021 in lieu of March 2021. Akins Construction, Beaufort Design Build, and County staff are working with Schindler Elevator to minimize the delay and commit to a manufacturing date.
<b>FISCAL IMPACT:</b>
There is no fiscal impact.
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
N/A
<b>OPTIONS FOR COUNCIL MOTION:</b>
Discussion item only.



**COUNTY COUNCIL OF BEAUFORT COUNTY**  
**CAPITAL PROJECTS DEPARTMENT**  
2266 Boundary Street, Beaufort, South Carolina 29902  
Post Office Drawer 1228, Beaufort, South Carolina 29901-1228  
Telephone: 843-255-2700 Facsimile: 843-255-9420  
Website: www.beaufortcountysc.gov

## Memorandum

Date: October 30, 2020  
To: Jared Fralix, PE, Assistant County Administrator – Engineering  
From: Andrea Atherton, Capital Projects Department Director  
Re: New Arthur Horne Building – Original Completion March 2021  
Schindler Elevator Fabrication Delay – COVID19

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### Original Workflow

- Schindler manufacturing time 12-14 weeks.
- Release manufacturing in September 2020.
- Manufacturing complete by end of year
- Installation January 2021
- Certification of elevator and lobby finishes complete February 2021
- Project completion **March 2021**

*NOTE: It is common industry practice for Elevator manufacturers to require customer to release elevators in proper time to avoid storage requirements.*

**September 1, 2020:** Schindler notifies Akins Construction that slot for manufacturing is now February 2021, not September 2020.

A letter from Schindler legal department explaining delay (presumably CV19) was to be forthcoming.

### Revised Workflow

- Manufacturing complete by end of April 2021
- Installation May 2021
- Certification of elevator and lobby finishes complete June 2021
- Project completion **July 2021**

**September 25, 2020:** Schindler notifies Akins that the factory is booked 24/7 from now through July 2021 and cannot guarantee a slot for this project.

Still awaiting letter from Schindler legal department explaining delay.

**October 22, 2020:** Schindler notifies Akins they are working on improving the February manufacturing start. Schindler will be on site within the next week to inspect the shaft.

Dan Saltrick (BDB) has confirmed with Otis Elevator and Thyssen Krupp that they are experiencing similar delays due to the effects of CV19 slowing and closing down manufacturing plants.



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
Broad River Fishing Pier Long-range planning for repair and replacement
<b>MEETING NAME AND DATE:</b>
Public Facilities Committee Meeting November 16, 2020
<b>PRESENTER INFORMATION:</b>
Jared Fralix, P.E., Assistant County Administrator - Engineering (10 Minutes)
<b>ITEM BACKGROUND:</b>
Since 2015 Beaufort County has spent over \$677,000 to preserve and maintain the 1,820' long fishing pier in a condition safe for public use. The recommendation from this year's inspection is that a cost/benefit analysis of continued rehabilitation vs. replacement be conducted. McSweeney Engineers was hired to provide an initial look at alternatives, costs and service life.
<b>PROJECT / ITEM NARRATIVE:</b>
For discussion on path forward: six (6) alternatives presented \$27,000/year with a 5 to 7 year anticipated service life – Do nothing except annual inspections \$275,000/year with a 20 year anticipated service life – Continue the preservation efforts \$200,000 / year with a 20 year anticipated service life – Demo a portion and continue preservation on remaining \$135,000 / year with a 50 year anticipated service life – Complete rebuild. Old pier remains, but closed to public \$230,000 / year with a 50 year anticipated service life – Complete rebuild and demolish old pier
<b>FISCAL IMPACT:</b>
<i>To be determined. All previous funding used to support previous fishing pier improvements have been provided through successful A-tax/H-tax applications.</i>
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
For discussion and recommendation for path forward
<b>OPTIONS FOR COUNCIL MOTION:</b>
N/A

## 2020 STRUCTURAL EVALUATION



**Broad River Fishing Pier**

In

Beaufort, South Carolina



By

McSweeney Engineers, LLC



## **Structural Inspection Report**

- Inspection Dates:** July 27 to July 31 and August 12, 2020
- Inspection Personnel:** William Barna, P.E., William Bates, E.I.T, Joey McNamara, Matt Hansen, O'Quinn Marine Construction Company, Inc.
- Structure Description:** The fishing pier is approximately 1,820 ft long and consists of 32 spans supported by 33 concrete pile bents. For the purposes of this inspection, the bents and spans are labeled numerically from west to east (channel toward land). The piles and beams are labeled alphabetically from north to south (upstream to downstream). Bents 1 through 19 consist of precast prestressed, concrete beams supported by a reinforced concrete pile cap. Each pile cap is supported by 8 precast concrete battered piles. Bents 20 through 32 consist of cast-in-place reinforced concrete beams supported by a reinforced concrete pile cap. Each pile cap is supported by 4 prestressed concrete piles, except for Bents 23, 27, and 31, which have 6 precast concrete piles. Each precast concrete pile is octagonal and measures 24-in. in diameter. Each pile is equipped with a 3 ft long steel H-pile stinger. Please refer to Photographs 1 through 4 for typical views of the structure.
- Waterway:** Broad River
- Summary of Significant Findings:**
1. The beams in Spans 1 through 10 were repaired in 2018. In general, the repairs are in good condition; however, minor isolated cracks and delamination of the repair material is present on less than 15 percent of the repaired areas. (Photographs 5 through 8)
  2. Isolated under deck spalls measuring a maximum of 6 ft by 2 ft with 3 in. of penetration and exposed reinforcing bars was observed at Spans 1 and Span 8. (Photograph 9)
  3. Extensive spalling with exposed prestressing tendons and reinforcing steel is prevalent on the concrete beams of Spans 11 through 32 (Refer to Photographs 10 through 12)



4. The pile caps exhibit isolated cracks up to 1/4-in. wide and rust staining in random locations throughout. (Photograph 13)
5. Within the tidal zone the concrete piles exhibit random vertical cracks up to 1/4-in. wide with rust staining. (Photograph 14)
6. Pile E, Bent 23 exhibited a spall measuring 24 in. wide, by 7 ft vertical, with 4 in. of penetration and 4 exposed vertical reinforcing bars. (Photograph 15)
7. Pile A, Bent 27 exhibited a spall measuring 5 ft vertical by 24 in. horizontal with 3 in. of penetration. The spall exposed 4 reinforcing bars and 5 stirrups. (Photograph 16)

#### Cursory Scour Evaluation:

A comparison of H-Pile exposure with the previous inspection reports indicates that the overall level of scour has remained relatively unchanged. Furthermore, it appears that marginal infilling has occurred in isolated locations at Bents 6 and 7 since the last routine inspection.

Pile Undermining (Steel H-Pile Exposure) Heights (inches)						
	2015	2016	2017	2018	2019	2020
<b>Bent 6</b>						
Pile D-East	0	2	0	2	2	1
<b>Bent 7</b>						
Pile D-West	0	4	0	1	1	1
Pile D-East	0	0	0	0	1	0
Pile C-West	0	0	6	6	6	6
Pile A-East	0	0	1	4	3	3
<b>Bent 8</b>						
Pile A-West	10	12	12	12	Encasement	Encasement
Pile B-West	3	8	8	14	Encasement	Encasement
Pile C-West	3	6	6	10	Encasement	Encasement
Pile D-West	6	12	8	12	Encasement	Encasement
Pile A-East	2	6	6	10	Encasement	Encasement
Pile B-East	6	12	12	12	Encasement	Encasement
Pile C-East	6	11	11	11	Encasement	Encasement
Pile D-East	10	10	12	12	Encasement	Encasement
<b>Bent 9</b>						
Pile A-West	3	6	6	6	Encasement	Encasement
Pile B-West	1	6	12	12	Encasement	Encasement
Pile C-West	4	6	12	12	Encasement	Encasement
Pile C-East	0	1	0	0	Encasement	Encasement
Pile D-East	0	2	0	FLUSH	Encasement	Encasement
Pile D-West	0	0	0	4	Encasement	Encasement

**Evaluation:**Superstructure Spans 1 through 10 (Repaired Prestressed Concrete Beams)

Overall, it appears that the 2018 repairs are effective and largely intact. The isolated deterioration of these repairs has marginally increased since the 2019 inspection cycle; however, no additional significant deterioration was encountered.

Superstructure Spans 11 through 32 (Unrepaired Concrete Beams)

The condition of the concrete beams in Spans 11 through 32 has continued to deteriorate. A majority of these beams exhibited a marginal increase in deterioration; however, the rate of deterioration does not appear to have increased.

Under Deck

One additional under deck spall was observed during this inspection cycle. The presence of the isolated under deck spalls is inconsequential to the stability of the structure given its rated load condition.

Pile Caps

The condition of the pile caps has not changed significantly since the previous inspection.

Piles

In general, the condition of the piles has remained relatively unchanged. The most significant defects encountered above the waterline are the spalls located on Bents 23 and 27. Both of these spalls have compromised the internal reinforcing steel; however, their condition has not appreciably changed since the previous inspection.

The exposure of the steel H-Pile stinger at Bents 6 and 7 has remained relatively unchanged. In addition, it appears that minor infilling of the channel bottom has occurred adjacent to Bents 6 and 7. The pile encapsulation repairs at Bents 8 and 9 are in good condition.

**Commentary:**

In 2015 the design-build team was tasked with developing a plan for preserving and prolonging the existing capacity of the Broad River Fishing Pier. This plan consisted of on-going structural inspections in conjunction with repairs to selected elements. The repairs were implemented in 2018 and consisted of rehabilitation to the beams in Spans 1 through 10 and stabilization of the exposed steel H-pile stingers located on the piles at Bents 8 and 9. Based on the results of the 2019 and 2020 inspection cycles, it appears that the preservation efforts have thus far been a success. Structural elements that were not repaired in 2015 continue to deteriorate at a consistent rate and if left unchecked this deterioration will continue. Therefore, if Beaufort County desires to continue extending the existing capacity of the Broad River Fishing Pier repairs are warranted.

**Recommendations:**

We recommend that Beaufort County Engineering conduct a cost/benefit analysis of continued rehabilitation vs. replacement of the structure. If the County believes that continued rehabilitation of the pier is warranted then the following minimum repairs should be conducted in the near future:

- Conduct repairs to the beams at Spans 11 through 32. Repairs should be similar to the repairs conducted at Spans 1 through 10.
- Install encasements on the piles supporting Bents 6 and 7
- Install pile encasements on the upper half of Piles 23E and 27A

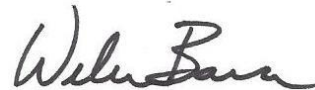
As long as the Broad River Fishing Pier is operational we strongly recommend the minimum continued inspections and frequencies:

- Conduct comprehensive yearly above and underwater inspections
- Conduct interim inspections following significant storm events

**Conclusion:**

McSweeney Engineers appreciates the opportunity to continue working with Beaufort County on this project. If you have any questions or comments please do not hesitate to contact me.

Respectfully Submitted,



William Barna, P.E.  
McSweeney Engineers, LLC



Photograph 1: Typical 8 Pile Bent



Photograph 2: Typical 4 Pile Bent



Photograph 3: Typical 6 Pile Bent



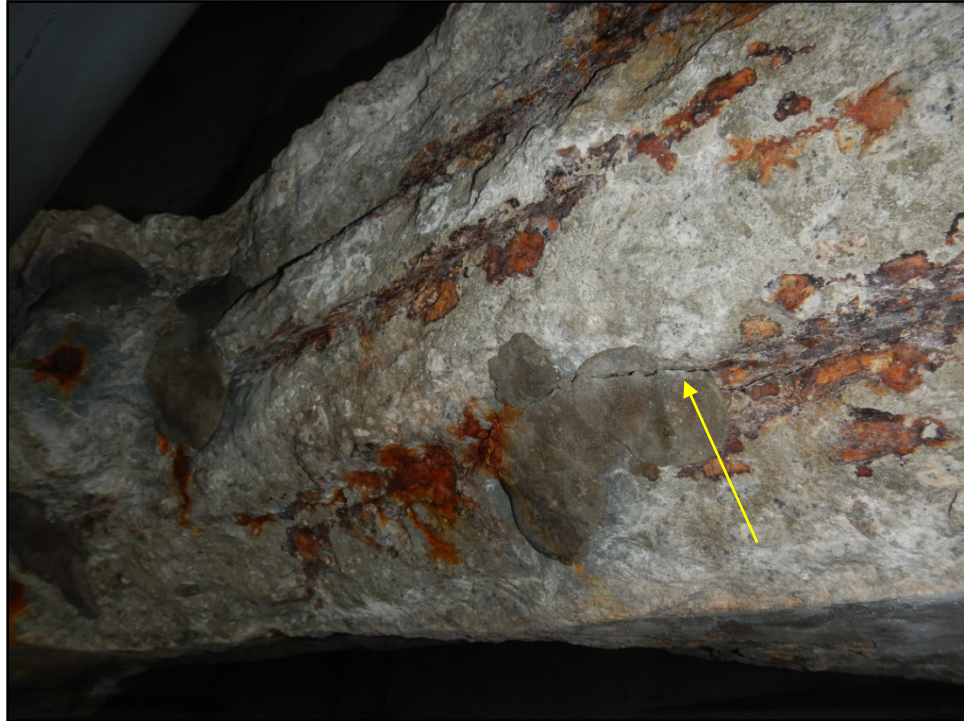
Photograph 4: Prestressed Girder Arrangement - Spans 1 through 18



Photograph 5: Typical Prestressed Concrete Girder Repair



Photograph 6: Typical Prestressed Concrete Girder Repair



Photograph 7: Prestressed Concrete Girder Repair with Cracking



Photograph 8: Prestressed Concrete Girder Repair with Minor Delamination



Photograph 9: Underdeck Spall



Photograph 10: Typical Increased Deterioration on Prestressed Concrete Beam





Photograph 11: Typical Increased Spalling on Reinforced Concrete Beam



Photograph 12: Deteriorated Concrete Removed from Spans 19 through 29



Photograph 13: Typical Crack with Rust Staining in Pile Cap



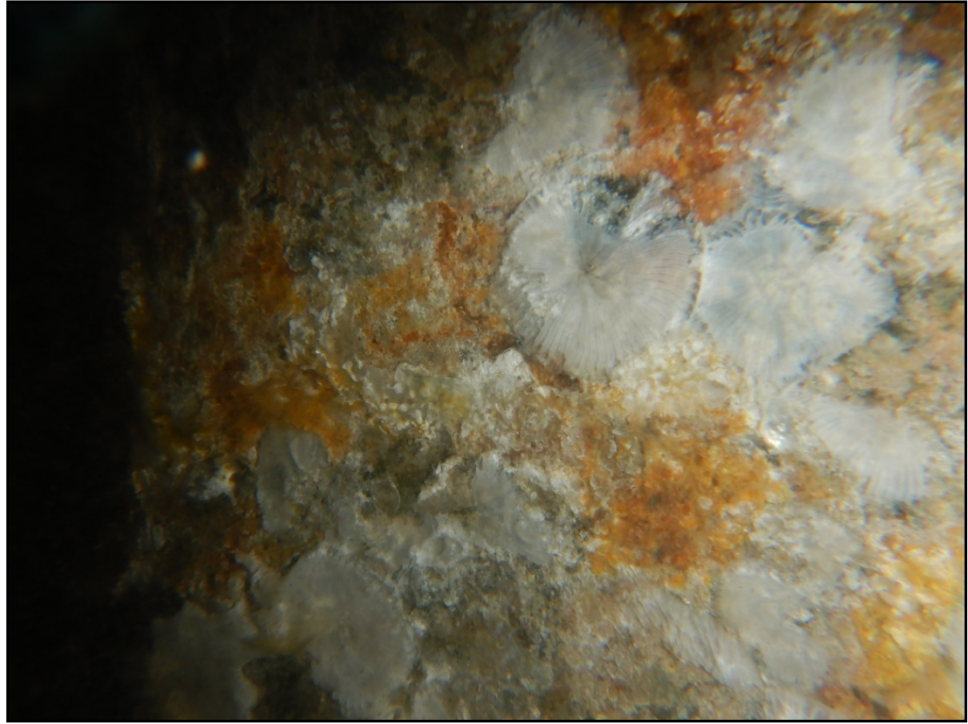
Photograph 14: Typical Pile Condition Above the Waterline



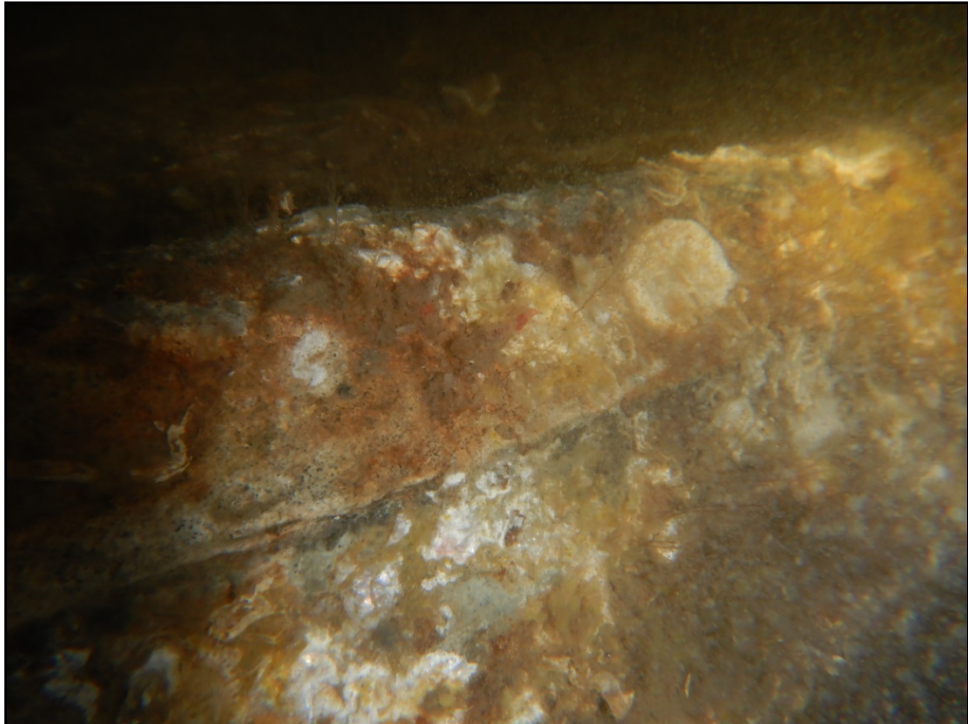
Photograph 15: Spall at Pile 23E



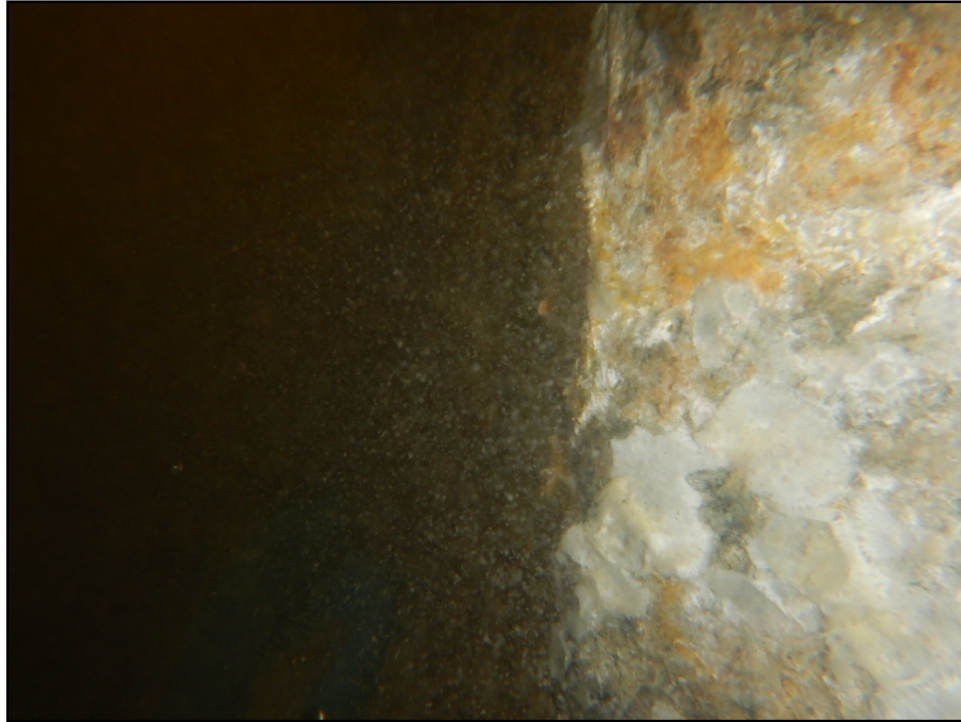
Photograph 16: Spall Not Previously Noted at Pile 27A



Photograph 17: Typical Pile Condition Below the Waterline - Level II



Photograph 18: Typical Pile Encasement



Photograph 19: Typical Pile Encasement



Photograph 20: Typical Pile Undermining, Bent 7



# Broad River Fishing Pier

## Alternatives and Cost Analysis

October 2020



*McSweeney*

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## 1.0 INTRODUCTION

### 1.1 Project Site and Structure Description

The Broad River Fishing Pier is located adjacent to SC 170 over the Broad River in Beaufort County, South Carolina. The structure was originally built as a SCDOT bridge in approximately 1955. When SCDOT built the new SC 170 Bridge in 2004 a majority of the original structure was demolished while the remaining portion was given to Beaufort County. This portion was subsequently converted into a public fishing pier.

As it stands today, the fishing pier is approximately 1,820 ft long and consists of 32 spans supported by 33 concrete pile bents (piers). The fishing pier is comprised of two distinct sections and structural arrangements. Section 1 is comprised of Bents 1 through 19 (Spans 1 through 18) and consists of five precast prestressed concrete beams supported by a reinforced concrete pile cap. Each pile cap is supported by 8 precast concrete battered piles. Section 2 is comprised of Bents 20 through 32 (Spans 19 through 32) and consists of 4 cast-in-place reinforced concrete beams supported by a reinforced concrete pile cap. Each pile cap is supported by 4 prestressed concrete piles except for Bents 23, 27, and 31 which have 6 precast concrete piles. The figure below provides an aerial view of the Broad River Fishing Pier.



Figure 1. Aerial View of the Broad River Fishing Pier

### 1.2 Project Background and Scope

Since 2015, McSweeney Engineers and O'Quinn Marine Construction Company (hereinafter referred to as the Team), under the direction of Beaufort County Engineering, has conducted a wide array of tasks associated with the rehabilitation and preservation of the structure. Completely revisiting these tasks in their entirety is beyond the scope of this report; however, over the last 5 years some of the efforts conducted by the Team include:

- Annual Above and Underwater Inspections



- Post-Storm Inspections
- Materials (concrete) Testing
- Load Rating Analyses
- Extensive Beam Repair to Spans 1 through 10
- Underwater Repairs at Bents 8 and 9
- Investigation of Multiple Repair and Structural Preservation Strategies

To date, Beaufort County has spent approximately \$677,217 in order to preserve and maintain the structure. It is important to emphasize that the Broad River Fishing Pier is a 65 year old marine structure, located in relatively hostile environmental conditions and has experienced heavy use. Subsequent deterioration of the structure is a direct result of these conditions, and expenditure of this magnitude is not unexpected. Furthermore, these efforts were necessary in order to ensure public safety.

After 5 years of advanced studies and maintenance work at the structure, the Team was contacted by Beaufort County Engineering in order to reanalyze the long-term goals of the project site, determine what alternatives are available to meet these goals, and the funds that will be required. In short, the scope of this report is to provide a cost-benefit analysis of several different options for the Broad River Fishing Pier.

The scope of this study includes the evaluation of the following alternatives:

- Alternative A - Do Nothing
- Alternative B - Complete the Preservation Project
- Alternative C - Partial Demolition/Rehabilitation
- Alternative D - Complete Demolition
- Alternative E - Complete Rebuild
- Alternative F - Hybrid Approach

It is our hope that this study will provide guidance to Beaufort County in determining the most suitable solution for the structure.

### **1.3 Limitations of this Report**

In order to create a clear and concise document that can be used as a decision making tool for project stakeholders, several controls were placed on the analysis criteria presented in this report. A brief discussion of these controls is explained below:

Project Goal: This study considers a single project goal: provide fishing and recreational access to the Broad River for Beaufort County Residents and visitors.

Project Alternatives: This study does not evaluate every potential repair, maintenance, rehabilitation, and construction strategy that can be implemented at the structure. The alternatives listed in this report were

developed after more than five years of extensive inspection, testing, and monitoring of the structure by the Team. As such, this report, in our opinion, limits the analysis to the six most feasible alternatives.

Lifespan: Determining the exact lifespan of a brand new structure is difficult at best. Determining the finite lifespan of a structure that exhibits significant deterioration, such as the Broad River Fishing Pier, is nearly impossible. With this understanding, the expected lifespan of the alternatives presented herein can only be considered as best estimates based on decades of our Team's experience in marine engineering and construction.

Cost Information: Any cost information provided in this report must be considered budgetary and is represented in "today's money" for simplicity. No time-value monetary analysis has been conducted. This information represents order-of-magnitude relative costs for comparing different alternatives for decision making purposes.

## **2.0 Summary of Existing Conditions**

### **2.1 Superstructure Beams in Spans 1 through 10**

Spans 1 through 10 (labeled from the water moving towards the shore) historically exhibited the most significant and widespread deterioration. These spans were repaired in late 2018 by removal of loose concrete and prestressing strands followed by the application of grout, a corrosion inhibitor and water repelling sealer. The cost of these repairs was \$474,000. Overall, the recent 2020 inspection revealed that these repairs were in good condition. Minor cracking through the repair grout and minor rust staining was observed in isolated areas covering less than 1 percent of the repairs. After two years of exposure the repairs appear to be effective in preserving and extending the service life of the structure.

### **2.2 Superstructure Beams in Spans 11 through 18**

Spans 11 through 18 have historically exhibited less deterioration than Spans 1 through 10. However, preservation and repair strategies have never been implemented, and to this day, significant spalling, cracking, and loss of original capacity is prevalent.

### **2.3 Superstructure Beams in Spans 19 through 32**

In general, these beams have historically exhibited the least amount of deterioration. Cracking and spalling of the concrete members is evident, but generally more isolated than Spans 1 through 18.

### **2.4 Pile Caps**

Overall, the condition of the pile caps that support the aforementioned spans has not changed significantly over the last 5 years. The concrete caps typically exhibit minor cracks up to ¼-in. wide with rust stains in random locations and do not appear to have changed in extent or severity.

## 2.5 Piles

The piles above the waterline have shown a minor increase in deterioration over the last 5 years. Below the waterline, the most significant defects encountered are the exposure of steel H-pile stingers located at Bents 6 through 9. In 2018, the stingers at Bents 8 and 9 were repaired. The recent 2020 inspection revealed that the repairs are in good condition.

## 3.0 Alternatives Analysis

The alternatives listed herein present generalized approaches and costs to the repair, replacement, and demolition of the structure. The intent of this analysis is to provide guidance to project stakeholders in determining how to best meet the project goal.

### 3.1 Alternative A – Do Nothing

The strictly "Do Nothing" approach is not a feasible option due to the existing condition of the structure. Beaufort County must continue annual structural inspections while the pier is open in order to ensure public safety. Alternative A considers that no additional repair or maintenance activities (beyond inspection) will take place over the remaining life of the structure. This alternative satisfies the project goal of providing fishing access but only for a limited time. We estimate a maximum of 5 to 7 years of service life left in the structure if no additional maintenance and repair is conducted. Based on this estimate of service life and an inspection cost of \$27,000 per year, the total cost of this alternative would likely be between \$135,000 and \$189,000. This is the least expensive alternative; however, the project goal will be satisfied for only a short period of time.

### 3.2 Alternative B – Complete the Preservation Project

As previously discussed, a preservation plan was put in place in Spans 1 through 10 and the piles at in 2018. The results of these preservation efforts have been evaluated over the past two years with favorable results; therefore, completing the preservation plan is a valid alternative. Alternative B consists of continuing the preservation efforts to Spans 11 through 32. The preservation efforts consist of:

- Chipping and removing loose concrete
- Removing and cutting broken reinforcing steel and prestressing strands
- Cleaning the beams and applying a zinc-rich primer.
- Application of grout over the exposed reinforcing steel
- Application of corrosion inhibiting impregnation and water-repelling sealer
- Pile encasements where required

If this alternative is selected, we estimate that Spans 1 through 10 will have at least an additional 5 to 7 years of service life. Spans 11 through 18 will likely last an additional 10 to 12 years, and the service life of Spans 19 through 32 will likely be in the range of 15 to 20 years. The approximate cost of this alternative is \$1M.

This alternative satisfies the project goal; however, it is likely that each section (Spans 1 - 10, 11 - 18, and 19 - 32) will have to be demolished at the end of their corresponding projected lifespan. We estimate approximately \$1.5M for the demolition of each section. The approximate timeline and costs associated with this option are as follows:

- Year 0 - Complete the Preservation Project - Cost \$1.0M
- Years 5 through 7 - Demolition Spans 1 through 10 - Cost \$1.5M
- Years 8 through 12 - Demolition Spans 11 through 18 - Cost \$1.5M
- Years 15 through 20 - Demolition Spans 19 through 32 - Cost \$1.5M

Therefore, we anticipate an expenditure of approximately \$2.5M until Year 7, and an additional \$3.0M spread over Years 8 to 20 for a total cost of \$5.5M over the next 20 years. In relative terms, and not considering the time-value of money, this equates to approximately \$275,000 per year over 20 years to provide public fishing access.

Regarding the project goal, it is important to note that due to the large mud flat adjacent to shore a majority of recreational fishing starts approximately 700 feet from shore and extends out towards the end of the pier. If Alternative B is chosen, it is highly likely that sometime between Years 8 and 12 significant portions of the pier would need to be demolished. Although a portion of the structure would remain, the project goal of fishing access would no longer be met. Therefore, the projected total cost in order to satisfy the project goal is approximately \$5.5M over 12 years, or \$458,000 per year.

Based on the information presented above, preservation of the structure is valid but provides a relatively poor return on investment. Other alternatives should be considered.

### **3.3 Alternative C – Combination Demolition and Rehabilitation**

Alternative C considers the demolition of the most deteriorated section of the pier, Spans 1 through 18, and rehabilitating Spans 19 through 32. We expect the service life of Spans 19 through 32 to be an additional 15 to 20 years.

Similar to Alternative B this option would limit the pier footprint to approximately 635 total feet and would severely hamper recreational fishing at any water level other than at or near high tide. Due to this, the project goal would not be satisfied as soon as demolition took place as opposed to delaying this impact for 8 to 12 years as presented in Alternative B.

With an estimated project cost of \$4.0M, or approximately \$200,000 per year over the next 20 years this alternative seems reasonable. However, due to the limited footprint the project goal would only be satisfied approximately one-quarter of the time, and will not be fully met. Other alternatives should be considered.

### **3.4 Alternative D – Complete Demolition**

Alternative D considers completely demolishing the structure at an approximate total cost of \$4.5M. The service life of the structure will end and the project goal will not be met.

### **3.5 Alternative E – Complete Rebuild**

This alternative considers rebuilding the Broad River Fishing Pier with new materials and a smaller footprint. We estimate that a new pier measuring 900 ft long by 15 ft wide with an enlarged pier head will grant over 500 linear feet of pier for fishing. This pier, at approximately half the size of the existing, will have a service life of approximately 50 years, and will meet the project goal at a projected cost of \$6.75M.

### **3.6 Alternative F – Hybrid Approach**

Alternative F considers combining Alternatives A, D and E. The bulleted items below present the approximate timeline and associated cost with this option:

- Years 0 through 7 - Do Nothing - Inspections Continue - Cost \$189,000
- Year 1 - Begin Permitting and Design of New Structure - Cost \$95,000
  - New structure will be on slightly different alignment than existing
  - New structure approximately 900 ft by 15 ft with enlarged pier head
  - Federal permit valid for 10 years
- Years 5 to 7 - Complete Rebuild - Cost \$6.75M
  - With maintenance satisfies project goal for 50 years
  - Close existing pier but allow pier to stand until funds for complete demolition can be obtained
- Years 10 to 12 - Complete Demolition - Cost \$4.5M

This approach satisfies the project goal of continued public recreational fishing on the Broad River for the next several decades. With a total cost of approximately \$11.5M over the next 50 years, this equates to approximately \$230,000 per year. When compared to complete or partial rehabilitation as presented in Alternatives B and C, this alternative exceeds the lifespan and satisfies the project goal. This option will likely provide the most long-term value for Beaufort County.

## **4.0 CONCLUSION AND RECOMMENDATIONS**

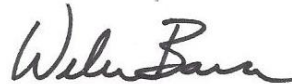
This study presented an engineering opinion regarding potential rehabilitation and demolition options at the Broad River Fishing Pier. Although there are many potential options, the intent of this document was to generalize several feasible approaches and present them to Beaufort County personnel for consideration in budgeting and long-range planning purposes.

Based on our analysis, we recommend that Beaufort County consider Alternate F - Hybrid Approach. This approach satisfies the project goal of providing public fishing access to the Broad River for a projected 50 more years.

At the end of this report we have provided an Alternatives Analysis Matrix. This matrix addresses the pros and cons of each alternative investigated and their approximate costs. It is our hope that this report and analysis aids Beaufort County in determining a suitable solution.

McSweeney Engineers greatly appreciates the opportunity to provide this report and looks forward to assisting further in this project. If you need further clarification or have any questions please do not hesitate to contact me.

Respectfully submitted,  
McSweeney Engineers, LLC



William Barna, P.E.  
Project Manager



## Beaufort County, South Carolina Broad River Fishing Pier Alternatives and Cost Analysis

### 5.0 Alternatives Analysis Matrix

Alternative	Pros	Cons	Approximate Total Cost	Anticipated Service Life	Anticipated Relative Cost per Year
A Do Nothing	<ul style="list-style-type: none"> <li>- Least Cost</li> <li>- Meets Project Goal</li> </ul>	<ul style="list-style-type: none"> <li>- Limited Service Life</li> <li>- Project Goal Met for Limited Time Only</li> <li>- Cost</li> </ul>	\$135,000 - \$189,000	5 - 7 Yrs	\$27,000
B Complete the Preservation Project	<ul style="list-style-type: none"> <li>- Meets Project Goal</li> </ul>	<ul style="list-style-type: none"> <li>- Project Goal Met for Limited Time Only</li> </ul>	\$5.5M	20 Yrs	\$275,000
C Combination Demolition and Rehabilitation	<ul style="list-style-type: none"> <li>- Lower than Cost of Alternative B</li> </ul>	<ul style="list-style-type: none"> <li>- Does Not Fully Satisfy Project Goal</li> </ul>	\$4.0M	20 Yrs	\$200,000
D Complete Demolition	<ul style="list-style-type: none"> <li>- No Additional Cost After Demolition</li> </ul>	<ul style="list-style-type: none"> <li>- Does Not Satisfy Project Goal</li> </ul>	\$4.5M	Not Applicable	Not Applicable
E Complete Rebuild	<ul style="list-style-type: none"> <li>- Meets Project Goal</li> </ul>	<ul style="list-style-type: none"> <li>- Cost</li> <li>- Does not consider demolition of old pier</li> </ul>	\$6.75M	50 Yrs	\$135,000
F Hybrid	<ul style="list-style-type: none"> <li>- Meets Project Goal</li> <li>- Reduced Liability</li> <li>- Most Long-Term Value</li> </ul>	<ul style="list-style-type: none"> <li>- Cost</li> </ul>	\$11.5M	50 Yrs	\$230,000



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

Item 11.

<b>ITEM TITLE:</b>
Daufuskie Island Ferry Embarkation Discussion
<b>MEETING NAME AND DATE:</b>
Public Facilities Committee – November 16, 2020
<b>PRESENTER INFORMATION:</b>
Jared Fralix, Assistant County Administrator Engineering David Wilhelm, Special Projects Director (Time Needed for Item Discussion = 10 minutes)
<b>ITEM BACKGROUND:</b>
On August 1, 2016, Beaufort County entered into a contract with Daufuskie Island Ferry Services to provide daily passenger ferry services for Daufuskie Island residents, long-term renters, property owners, and County employees. At the time of the agreement the embarkation point was Palmetto Bay Marina. Due to hurricane impacts in the fall of 2016 the embarkation point was moved to Bluffton Oyster Factory Park initially (October 2016 – January 2017), and then to Buckingham Landing. The ferry has been using the Buckingham Landing location since January 2017.
<b>PROJECT / ITEM NARRATIVE:</b>
Buckingham Landing is located in a preservation district. Ferry operations are a non-conforming use. Residents of the Buckingham Ferry community have expressed concerns about the ferry operation. The long term solution is to build a permanent facility on Pinckney Island. It will take 2 – 3 years to design, permit and construct the permanent facility. Staff has evaluated options for relocating the embarkation to Pinckney Island on temporary basis.
<b>FISCAL IMPACT:</b>
If the ferry embarkation remains at Buckingham Landing there will be no fiscal impacts. If the ferry embarkation is relocated to a temporary facility on Pinckney Island the capital cost will be between \$150,000 - \$250,000.
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
N/A
<b>OPTIONS FOR COUNCIL MOTION:</b>
N/A



## ***Daufuskie Island Ferry Services Options***

### **OPTION 1: Continue current operations**

- Neighborhood concerns (safety, traffic, noise, impact on quality of life) could result in potential lawsuit
- Non-conforming use
- Preferred option for DI residents
- No capital cost for temporary embarkation

### **OPTION 2: Build Temporary Embarkation at the CC Haigh Landing**

- Alleviates neighborhood concerns
- Approved use on Pinckney Island
- Capital cost for temporary improvements \$150,000 - \$250,000
- 3 – 6 months for permitting and construction
- DI resident concerns about parking, safety, traffic flow, facilities
- Negative impact on current use for boat landing users and citizens using the fishing pier

### **OPTION 3: Reduce scope of services to DI residents only**

- Original intent of the ferry contract was to provide ferry passenger ferry services for DI residents, long-term renters, and non-full-time/non-resident property owners
- Continue to operate out of Buckingham
- Install gates to control access to parking lot; limited to qualified DI residents only
- No public daily users; eliminates traffic and parking concerns
- At least five private companies provide opportunities for tourists and visitors boat access to Daufuskie
- Extra cost for current ferry operator?
- Impact on Daufuskie Island business owners?

**OPTION 4: Issue New RFP for ferry services**

- Continue to use Buckingham until new contract is awarded
- Let prospective vendors propose options for embarkation and parking



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

Item 12.

<b>ITEM TITLE:</b>
Hilton Head Island Airport (HXD) – Terminal Expansion
<b>MEETING NAME AND DATE:</b>
November 16, 2020
<b>PRESENTER INFORMATION:</b>
Jared Fralix, P.E. ACA – Engineering Jon Rembold, C.M. Airports Director (Alternate) (Time needed for presentation: 10 minutes)
<b>ITEM BACKGROUND:</b>
Mr. Rembold briefed the Finance Committee on June 15, 2020 about the Hilton Head Island Airport terminal expansion.
<b>PROJECT / ITEM NARRATIVE:</b>
Discussion of airport terminal project - progress, schedule.
<b>FISCAL IMPACT:</b>
N/A
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
N/A
<b>OPTIONS FOR COUNCIL MOTION:</b>
For discussion only



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
Bluffton Parkway 5B Update
<b>MEETING NAME AND DATE:</b>
Public Facilities Committee – November 16, 2020
<b>PRESENTER INFORMATION:</b>
Jared Fralix, Assistant County Administrator – Engineering (5 min)
<b>ITEM BACKGROUND:</b>
On September 21, 2020, the Public Facilities Committee discussed the immediate need to move forward with Bluffton Parkway 5B, specifically, the intersection of Buckwalter Parkway and Bluffton Parkway. The committee made a motion for staff to proceed with the project using impact fees.
<b>PROJECT / ITEM NARRATIVE:</b>
Staff is proceeding with the project and working to determine the appropriate project delivery.
<b>FISCAL IMPACT:</b>
N/A
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
N/A
<b>OPTIONS FOR COUNCIL MOTION:</b>
N/A



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
APPROVAL FOR REAPPOINTMENT
<b>MEETING NAME AND DATE:</b>
PUBLIC FACILITIES COMMITTEE NOVEMBER 16, 2020
<b>PRESENTER INFORMATION:</b>
COMMITTEE CHAIRMAN FLEWELLING
<b>ITEM BACKGROUND:</b>
SOLID WASTE AND RECYCLING BOARD <ul style="list-style-type: none"><li>• WILLIAM GRANER- DISTRICT #6 UNINCORP. PORT ROYAL ISLAND</li><li>• KIM CORLEY – DISTRICT #8 ST. HELENA ISLAND/ISLANDS EAST</li></ul>
<b>PROJECT / ITEM NARRATIVE:</b>
CONSIDERATION FOR REAPPOINTMENT TO TERMS THAT ENDS ON FEBUARY 2021
<b>FISCAL IMPACT:</b>
NONE
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
APPROVE, MODIFY, OR REJECT
<b>OPTIONS FOR COUNCIL MOTION:</b>
MOTION TO (APPROVE, MODIFY, OR REJECT) REAPPOINTMENT FOR SOLID WASTE AND RECYCLING BOARD

October 7, 2020

Mr. Joseph Passiment, Chairman  
Beaufort County Council  
P. O. Drawer 1228  
Beaufort, South Carolina 29901-1228

Re: Reappointment – Solid Waste and Recycling Board

Dear Chairman Passiment,

I hereby respectfully request that I be considered for reappointment to serve as a member of the Solid Waste and Recycling Board, effective February 2021.

Sincerely,

A handwritten signature in blue ink that reads "William Graner". The signature is written in a cursive style with a large initial "W".

William Graner  
Solid Waste District 6 – Unincorporated Port Royal Island

October 7, 2020

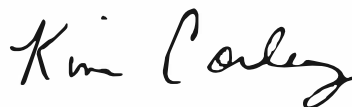
Mr. Joseph Passiment, Chairman  
Beaufort County Council  
P. O. Drawer 1228  
Beaufort, South Carolina 29901-1228

Re: Reappointment – Solid Waste and Recycling Board

Dear Chairman Passiment,

I hereby respectfully request that I be considered for reappointment to serve as a member of the Solid Waste and Recycling Board, effective February 2021.

Sincerely,



Kim Corley  
Solid Waste District 8 – St. Helena Island & Islands East



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
APPROVAL OF REAPPOINTMENT
<b>MEETING NAME AND DATE:</b>
PUBLIC FACILITES COMMITTEE MEETING <ul style="list-style-type: none"><li>NOVEMBER 16, 2020</li></ul>
<b>PRESENTER INFORMATION:</b>
COMMITTEE CHAIRMAN FLEWELLING
<b>ITEM BACKGROUND:</b>
BEAUFORT COUNTY TRANSPORTATION COMMITTEE <ul style="list-style-type: none"><li>JOHN GLOVER- COUNCIL DISTRICT 3</li><li></li></ul>
<b>PROJECT / ITEM NARRATIVE:</b>
CONSIDERATION FOR REAPPOINTMENT TO BEAUFORT COUNTY TRANSPORTATION COMMITTEE FOR FEBURARY 2021
<b>FISCAL IMPACT:</b>
N/A
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
APPROVE, MODIFY OR REJECT
<b>OPTIONS FOR COUNCIL MOTION:</b>
MOTION TO (APPROVE, MODIFY, REJECT) REAPPOINTMENT OF JOHN GLOVER FOR BEAUFORT COUNTY TRANSPORTATION COMMITTEE.



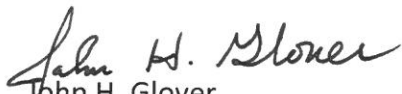
John H Glover  
31 Oaks Plantation Road  
St Helena Island, S.C. 29920  
10/22/2020

Mr. Joseph Passiment, Chairman  
Beaufort County Council  
P.O. Drawer 1228  
Beaufort, S.C. 29901-1228

To: Whom it may concern:

This is a statement to verify the intention that I, John H Glover, am seeking reappointment to the Beaufort County Transportation Committee. This will go into effect on January 1, 2021.

Sincerely,



John H. Glover  
Member, Transportation Committee