



Public Facilities Committee Meeting

Chairman

BRIAN FLEWELLING

Vice Chairman

YORK GLOVER

Committee Members

MICHAEL COVERT
MARK LAWSON
JOSEPH PASSIMENT

County Administrator

ASHLEY M. JACOBS

Clerk to Council

SARAH W. BROCK

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

Public Facilities Committee Agenda

Monday, October 19, 2020 at 3:00 PM

(or at the conclusion of the Finance Committee Meeting)

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

CITIZEN COMMENTS AND PUBLIC HEARING COMMENTS WILL BE ACCEPTED IN WRITING AT PO DRAWER 1228, BEAUFORT SC 29901 OR BY WAY OF OUR PUBLIC COMMENT FORM AVAILABLE ONLINE AT BEAUFORTCOUNTYSC.GOV.

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 - SEPTEMBER 21, 2020

ACTION ITEMS

6. 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
7. CONSIDERATION OF A REQUEST FOR PRIVATE ROAD ACCEPTANCE OF MAXINE LANE INTO COUNTY ROAD SYSTEM
8. PETITION FOR COUNTY PORTION OF EDDINGS POINT ROAD TO BE CLASSIFIED AS PRIVATE
9. CONSIDERATION OF A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR TO PREPARE AND SUBMIT A COMMUNITY DEVELOPMENT BLOCK GRANT APPLICATION FOR THE DETOUR ROAD SIDEWALK EXTENSION PROJECT.
10. CONSIDERATION OF A CONTRACT – FY21 SC DHEC OIL GRANT
11. CONSIDERATION OF A RESOLUTION TO COMMISSION TWO SOLID WASTE AND RECYCLING ENFORCEMENT OFFICERS
12. CHANGE ORDER #1 BEAUFORT HIGH SCHOOL POOL RESURFACING
13. US 278 INDEPENDENT REVIEW

DISCUSSION ITEMS

- [14.](#) SOLID WASTE & RECYCLING UPDATE
 - A. DECAL UPDATE
 - B. SOLID WASTE RECYLCABLES
 - [15.](#) DISCUSSION ON THE BEAUFORT COUNTY BOAT LANDINGS
 - [16.](#) DIRT ROAD AND ROAD RESURFACING DISCUSSION ITEM
 - [17.](#) DAUFUSKIE ISLAND FERRY UPDATE
 - [18.](#) OLD FEDERAL COURTHOUSE UPDATE
-

CITIZEN COMMENTS

- 19. CITIZEN COMMENTS (***EVERY MEMBER OF THE PUBLIC WHO IS RECOGNIZED TO SPEAK SHALL LIMIT COMMENTS TO THREE MINUTES***) CITIZEN COMMENTS AND PUBLIC HEARING COMMENTS WILL BE ACCEPTED IN WRITING AT PO DRAWER 1228, BEAUFORT SC 29901 OR BY WAY OF OUR PUBLIC COMMENT FORM AVAILABLE ONLINE AT BEAUFORTCOUNTYSC.GOV.
- 20. ADJOURNMENT



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
APPROVAL OF MINUTES
MEETING NAME AND DATE:
PUBLIC FACILITIES MEETING ON OCTOBER 19, 2020
PRESENTER INFORMATION:
COMMITTEE CHAIRMAN HOWARD
ITEM BACKGROUND:
PUBLIC FACILITIES MEETING <ul style="list-style-type: none">ON SEPTEMBER 21, 2020
PROJECT / ITEM NARRATIVE:
CONSIDERATION OF APPROVE MINUTES FROM <ul style="list-style-type: none">SEPTEMBER 21, 2020
FISCAL IMPACT:
NONE
STAFF RECOMMENDATIONS TO COUNCIL:
APPROVE, MODIFY, OR REJECT
OPTIONS FOR COUNCIL MOTION:
MOTION TO APPROVE MINUTES FROM <ul style="list-style-type: none">SEPTEMBER 21, 2020



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

Chairman

BRIAN FLEWELLING

Vice Chairman

YORK GLOVER

Committee Members

MICHAEL COVERT

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Public Facilities Committee Minutes

Monday, September 21, 2020 at 3:30 PM

[This meeting is being held virtually in accordance with Beaufort County Resolution 2020-05]. CITIZEN COMMENTS AND PUBLIC HEARING COMMENTS WILL BE ACCEPTED IN WRITING VIA EMAIL TO THE CLERK TO COUNCIL AT SBROCK@BCGOV.NET OR PO DRAWER 1228, BEAUFORT SC 29901. CITIZENS MAY ALSO COMMENT DURING THE MEETING THROUGH FACEBOOK LIVE

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

ABSENT

Council Member Mark Lawson

CALL TO ORDER

Chairman Flewelling called the meeting to order at 3:40 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 Passiment, seconded by Committee Vice-Chair Glover approved agenda. The motion approved without objection.

APPROVAL OF MINUTES

Motion: It was moved by Council Member Passiment, Seconded by Committee Vice-Chair Glover approval of August 17, 2020 minutes. The motion approved without objection.

PRESENTATION ITEMS

PUBLIC FACILITIES RESPONSIBILITIES AS DISCUSSED AT EXECUTIVE COMMITTEE

Chairman Flewelling stated #7 Reserve Study of County owned buildings and land. Review all county owned properties for sale. However, this study wont be done until January. This will be on the agenda several times starting in January. Garbage/recycling and tipping fees. Waiting on Impact Fee votes , #2. Need to give staff another month to come up with information but will be on agenda by end of year. Transportation sales tax referendum update, #1. There is a update you will see on the Public Facilities agenda. Route 278 bridge replacement, #9. This will be reviewed on a month to month basis. Route 170 study and plan, #10. We will have to wait on this because of the revenue resources.

Council Member McElynn stated would like to see a slash on the name for the elimination of construction and demolition debris and yard waste disposal can reduce the cost on an annual basis.

Chairman Flewelling stated he agreed and added to Evaluate decal system for the convenience centers, # 11/ access for C& D yard disposal. This will be done on a monthly agenda for updates. Oversee the implementation of the enterprise fund for recycling and waste, #12. This is already in the budget and should be in the Finance committee until ready to be done. Future referendum for transportation projects, #13. Need to start considering in December or January and put on agenda. The old Federal Courthouse building and the leasing of it and discontinue leasing of the parking lot, #14. This is on today's agenda. Infrastructure shovel ready projects if a Federal stimulus bill is enacted, #14. How do we identify shovel ready?

Ashley Jacobs stated staff has identified projects, a big project is the terminal airport project. If there are others we can discuss.

Chairman Flewelling lets put on agenda next month and see which is shovel ready. Technology infrastructure, #17. Should be put on November agenda to answer what areas for under performance and how to address.

Council Member Passiment stated that the finance approved 2.7 million and believes this should be put on October.

Chairman Flewelling agreed put on October for ideas of where money should be spent. Daufuskie Ferry-current and future location of terminals, #18. This item needs to go into an October agenda. HHI airport expansion we have the plans just need the money we will touch on this as time permits. Review solid waste and recycling program, #19. This is included in Number 2 and 11 remove until we have further details.

Council Member Passiment agreed.

Chairman Flewelling will double check with Council Member Sommerville. Status of capital projects as part of the current budget, #20. Not sure how to handle. Will ask around for each project but leave as item to discussion. Facilities study updates, #21. This is handled under several items but will leave on come on in list and will discuss further in January. Is there any else that needs to be added to the list?

Council Member Glover stated Boat landing is a concern and should be added.

Chairman Flewelling asked if there a general boat landing you are referring to ? Any concerns can be put into and email and given to Administration.

Council Member Glover asked about Station Creek, the maintenance and improvement schedule.

Ashley Jacobs stated this item is up for a action and will respond about Station Creek.

Chairman Flewelling stated to add maintenance and improvement for all boat landing/schedule/ plan.

Council Member Rodman stated we discussed fixing the Bluffton Parkway Circle 46 and the other should be the intersection at Buckwalter in Bluffton Parkway.

Chairman Flewelling stated to add the Evaluation of Bluffton Parkway Circle/ Intersection of Bluffton Parkway and Buckwalter to the list, to be discussed in October.

Council Member Passiment stated a updated from the CTC regarding the dirt roads to be paved.

Chairman Flewelling stated to put down CTC dirt road paving updates for what is coming and what needs to be done.

Council Member Glover stated would like to see an update on resurfacing roads.

Chairman Flewelling stated to put down on the list as well.

Status: Informational Purposes Only

CAPITAL IMPROVEMENT PROJECT UPDATE PRESENTATION

Jared Fralix * read presentation projections pages 11 - 14

All Capital Improvement projects are updated every 1st Friday of the Month on the Beaufort County Website under Engineering.

Status: For Information Purposes only

SALES TAX UPDATE PRESENTATION

Jared Fralix * read presentation page 15 - 32

Status: Informational Purposes Only

BLUFFTON PARKWAY 5B UPDATE

Jared Fralix stated this was requested by the Town of Bluffton to look at this project which started in 2006. The preliminary design was developed up to 70% then it was postponed. It reopened in 2010 and again in 2013/2014 with revisions and was once again halted. Town of Bluffton would like to get this road looked at on the approach on the western side.

Council Member Covert stated we need to concentrate on the intersection is a key piece to the expansion to Beaufort Memorial Hospital.

Chairman Flewelling asked if there is no funding available?

Ashley Jacobs stated there is 2.5 million of funding available in impact fees.

Scott Marshall stated the design has been on hold and would defer to Jared Fralix about design. The portion we need to look at is the portion that will increase job care and revenue to Beaufort county.

Jared Fralix stated we need to go back and review the environmental study.

Chairman Flewelling asked what is needed from council ?

Jared Fralix stated a motion to approve the funds.

Motion: It was moved by Council Member Rodman, seconded by Council Member Covert forwarded to county council meeting for approval. The motion approved without objection.

DISCUSSION ITEMS

POTENTIAL CONVERSION OF THE EXISTING US 278 BRIDGES OVER MACKAY CREEK AND SKULL CREEK TO A LINEAR PARK

Jeff Bradley stated the idea of a creating a linear park out of the old US 278 bridges upon the construction of the new US 278 bridges was first suggested by Representative Bradley several weeks ago.

reviewed presentation pages 34- 38

Chairman Flewelling stated is there an overly of solutions to the problem that DOT has right now to show where they are in relation to this. Would like to explore this idea.

Council Member Covert asked would this jeopardize state funding? Would the environmental impact analysis take into consideration the amount of concrete? Where would the parking be for this area?

Jeff Bradley stated that we can go back and look into funding however there are work arounds and build enough of the coalition to make this happen. The environmental impact will be the biggest risk however we have 7 years to look into this. We have to get with the federal government to get look into this. The county has to take ownership of this to . There is vacant parking on both sides that can be purchased. This is a concept for walking.

Motion: It was moved by Council Member Rodman, seconded by Council Member McElynn to encourage SC DOT to evaluate the environmental impact of, and directing staff to investigate the potential of, a park utilizing the existing span over Mackay Creek and Skull Creek. The motion approved without objection.

SOLID WASTE AND RECYCLING CENTER UPDATE

Cindy Carter provided updated to center . * read presentation pages 40-41.

Council Member McElynn asked if this is for business owners?

Cindy Carter stated this is for residential property only.

Council Member Dawson stated he opposes eliminating C&D.

Council Member McElynn stated his suggestion is to eliminate "Commercial Dumping" .

Motion: It was moved by Council Member Hervochon, seconded by Council Member McElynn to Leave the center open for MSW and recycling, but limit visits via an effective decal system (2 visits per week) and remove the collection of "Commercial" C&D waste (across the County). To move forward to CC on September 28th. The motion approved without objection.

FEDERAL COURTHOUSE PARKING LOT LEASE

Ashley Jacobs stated this is for Sheriff Tanner to move administrative offices to the federal courthouse which will eliminate the cost of using the other buildings that is being occupied.

Chairman Flewelling stated we need to find out what is the long term effect on the budget will be. We will gather information to be viewed in a month.

Motion: It was moved by Council Member McElynn, seconded by Council Member Covert to discuss the cost and reoccurring budget in a month, Information to be shared with finance. The motion approved without objection.

ACTION ITEMS

BID AWARD OF NEW PACKER TRUCK FOR SOLID WASTE & RECYCLING

Jared Fralix stated The use of a packer truck in Solid Waste and Recycling operations reduces the number of pulls (cost reduction) from County convenience centers and enables the consolidation of white goods from the centers. The current 2010 Freightliner packer truck (Asset #23415) has over 374,763 miles. Bid selection requested is \$130,516 (State contract) to Carolina International Trucks, Inc.

Motion: It was moved by Council Member Covert, Seconded by Council Member McElynn to move forward to County Council for approval. Motion passed without objection.

CONTRACT AWARD FOR RFQ 063020, STORMWATER ENGINEERING AND CONSULTING SERVICES FOR PUBLIC WORK'S STORMWATER DEPARTMENT

Jared Fralix stated the service contract is for one (1) year of consulting services, which is estimated to end on October 1, 2021. After reviewing the evaluating the written submittals, the committee elected to interview the top two (2) firms for an initial interview. After the interviews and final scoring, the evaluation committee unanimously ranked Woolpert, Inc., as the number one ranked firm and recommends them for the contract award. Use Stormwater Utility Funds from Account # 50250013-51160 (Professional Services). \$243,000 budgeted for FY21. Individual tasks/projects will be assigned to the consultant as the need arises for the management of the Stormwater Division.

Motion: It was moved by Council Member Covert, seconded by Council Member McElynn to award contract for RFQ#063020 Engineering and Consulting Services for Public Work's Stormwater Division. Motion passed without objection.

BEAUFORT COUNTY AIRPORT – HANGAR GROUND LEASE AGREEMENT

Jared Fralix stated As a result of the growth of general aviation at the airport, there is a need and an interest for increased hangar space in our area. Therefore, Beaufort County Airport will like to offer long term ground leases on vacant land for the construction of aircraft hangars.

Motion: It was moved by Committee Vice-Chair Glover, seconded by Council Member McElynn move forward to county council on September 28, 2020 for approval. Motion approved without objection.

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)

No comments

ADJOURNMENT

The meeting adjourned at 5:50 PM

Ratified by:



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
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 ASSOICATED WITH RIGHT OF WAY ACQUISITION FOR SC 802 SAM’S POINT RIGHT TURN LANE PROJECT AS PART OF THE 2018 ONE CENT REFERENDUM
MEETING NAME AND DATE:
Public Facilities Meeting for October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, P.E., Assistant County Administrator - Engineering (5 minutes)
ITEM BACKGROUND:
<ul style="list-style-type: none">- On November 6, 2018 -Project was included 2018 Sales Tax Referendum that was approved by voters.- On September 14, 2020 – County Council unanimously approved construction contract to APAC – Atlantic, Inc for the Sam’s Point Right Turn Lane Project.
PROJECT / ITEM NARRATIVE:
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.
FISCAL IMPACT:
Condemnation expenses range from \$5,000-\$15,000 Plus owner compensation for R/W: R123 015 000 0551 0000 “ Tract 1 ” (appraised value for 3,473 SF=\$60,000) R123 015 000 116G 0000 “ Tract 2 ” (appraised value for 1,551 SF=\$15,000) R123 015 000 1002 0000 “ Tract 3 ” (appraised value for 206 SF= \$2,000) Funded by 2018 One Cent Referendum Account # 47050011-54505
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends moving forward with condemnation for these 3 parcels.
OPTIONS FOR COUNCIL MOTION:
Motion 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. Motion to deny 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.
(Next Step - Move forward to CC on October 26 for Approval)

RESOLUTION NO. 2020/

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 ASSOICATED WITH RIGHT OF WAY ACQUISITION FOR SC 802 DEDICATED RIGHT TURN LANE AS PART OF THE 2018 ONE CENT REFERENDUM

WHEREAS, a Referendum to approve the expenditure of One Hundred Twenty Million Dollars (\$120,000,000) by implementation of a One Percent (1 %) Sales Tax was held on November 6, 2018; and

WHEREAS, the voters of Beaufort County voted to approve implementing the one (1%) percent sales tax by a margin of nearly fifty-eight (58%) percent; and

WHEREAS, Beaufort County Council adopted an Ordinance on November 13, 2017 to impose a One Percent (1 %) Transportation Sales and Use Tax for not more than four (4) years, as approved by referendum, to authorize the issue of General Obligation Bonds not to exceed One Hundred Twenty Million Dollars (\$120,000,000) to fund Transportation-related projects; and

WHEREAS, it is necessary to acquire right-of-ways from private landowners for the purpose of implementing the SC 802 Sam's Point Right Turn Lane as part of the Lady's Island Traffic Improvement projects; and

WHEREAS, County legal representatives have attempted both written and verbal communication with property owners for Right of Way (R/W) to be acquired from parcels R123 015 000 0551 0000 "**Tract 1**" (R/W needed 3,473 SF); R123 015 000 116G 0000 "**Tract 2**" (R/W needed 1,551 SF); and R123 015 000 1002 0000 "**Tract 3**" (R/W needed 206 SF) as specified on attached EXHIBIT "A"; and

WHEREAS, County legal representatives have made contact with the tenants of tract 1 but have not been able to establish communication with the owner of tract 1. Written and Verbal communication efforts have been unsuccessful; and

WHEREAS, County legal representatives have had positive responses from owners of tracts 2 and 3 for offers corresponding to appraisal values, however title search efforts indicate possible closing issues due to judgements and mortgages associated with tracts 2 and 3 ; and

WHEREAS, County Engineering Staff and legal representatives have determined that condemnation efforts may be necessary for R/W acquisitions associated with tracts 1, 2, and 3

needed for construction of SC 802 Sam’s Point Right Turn Lane as specified on attached EXHIBIT “A”; and

WHEREAS, condemnation of the aforementioned tracts will benefit the County by helping to alleviate traffic congestion at the intersection of Hwy 21 and SC 802 located on Lady’s Island.

WHEREAS, Beaufort County Council believes that it is in the best interest of its citizens to pursue condemnation of parcels R123 015 000 0551 0000 “**Tract 1**” (R/W needed 3,473 SF), R123 015 000 116G 0000 “**Tract 2**” (R/W needed 1,551 SF), and R123 015 000 1002 0000 “**Tract 3**” (R/W needed 206 SF) for construction of SC 802 Dedicated Right Turn Lane as specified on attached EXHIBIT “A”.

NOW, THEREFORE, BE IT RESOLVED that Beaufort County Council hereby authorizes the County Administrator to pursue condemnation of parcels R123 015 000 0551 0000 “**Tract 1**” (R/W needed 3,473 SF), R123 015 000 116G 0000 “**Tract 2**” (R/W needed 1,551 SF), and R123 015 000 1002 0000 “**Tract 3**” (R/W needed 206 SF) for construction of SC 802 Sam’s Point Right Turn Lane Project as specified on attached EXHIBIT “A”.

ADOPTED this _____ day of _____, 2020.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____

Joseph Passiment, Chairman

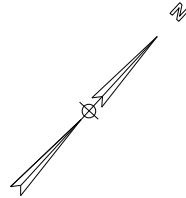
ATTEST:

Sarah W. Brock, Clerk to Council

EXHIBIT "A"

Item 6.

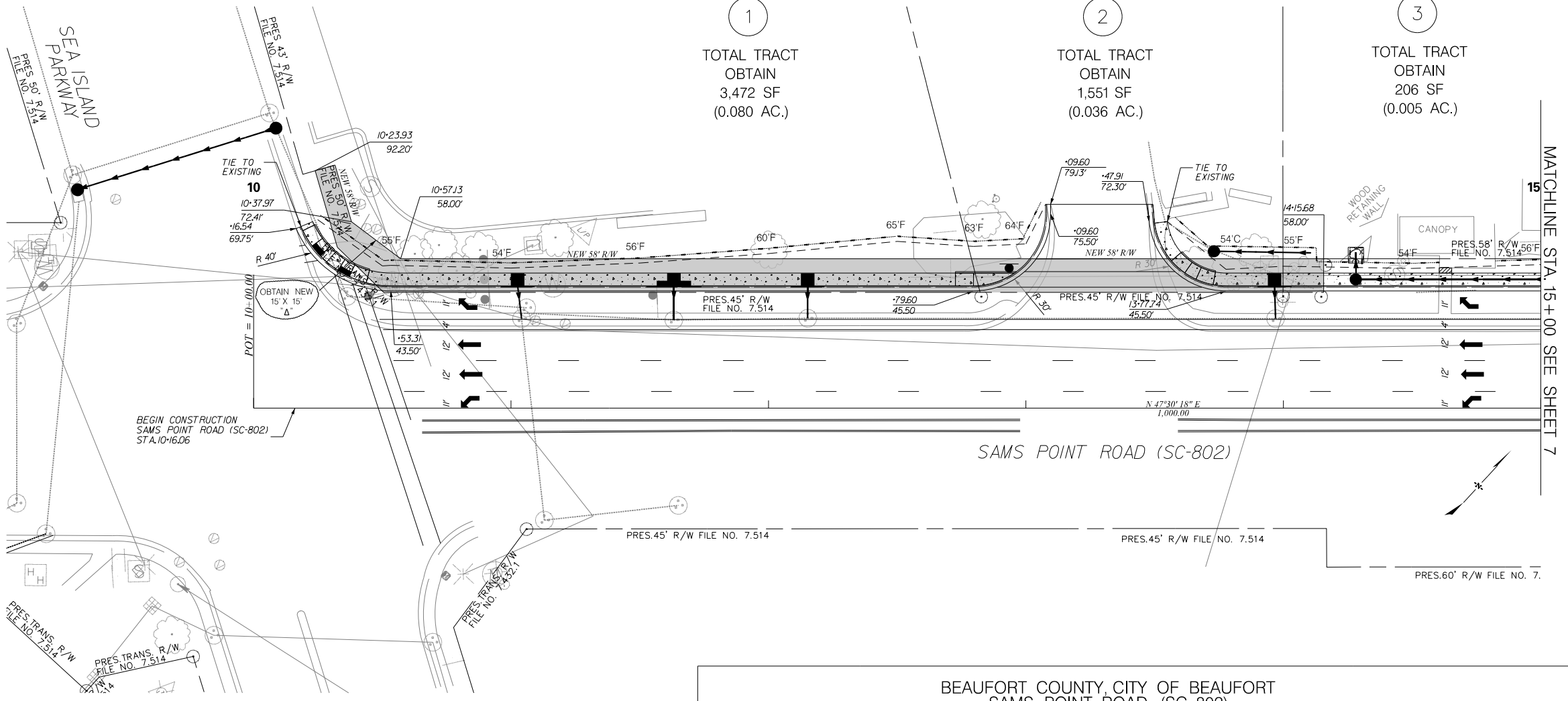
THIS EXHIBIT IS A GRAPHIC REPRESENTATION OF THE AREA OF ACQUISITION AND IS IN DIRECT REFERENCE TO ENGINEERING PLANS, A COPY OF WHICH CAN BE OBTAINED FROM SCDOT HEADQUARTERS: 955 PARK STREET, COLUMBIA SC 29201. ADDITIONALLY, UPON COMPLETION OF CONSTRUCTION, A RECORDABLE RIGHT OF WAY PLAT SHALL BE SUBMITTED TO THE REGISTER OF DEEDS IN COMPLIANCE WITH SCDOT STANDARD DRAWING 809-105-00.



①
TOTAL TRACT OBTAIN
3,472 SF
(0.080 AC.)

②
TOTAL TRACT OBTAIN
1,551 SF
(0.036 AC.)

③
TOTAL TRACT OBTAIN
206 SF
(0.005 AC.)



BEGIN CONSTRUCTION
SAMS POINT ROAD (SC-802)
STA. 10+16.06

MATCHLINE STA. 15+00 SEE SHEET 7

TOTAL OBTAIN FOR TRACTS SHOWN & PROJECT = 0.121 AC

BEAUFORT COUNTY, CITY OF BEAUFORT SAMS POINT ROAD (SC-802)		
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION AREA OF ACQUISITION FROM TRACTS 1, 2 & 3		
PREPARED 07 /22 /2020	SCALE FEET	12



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
<i>Request for Private Road Acceptance of Maxine Lane into County Road System</i>
MEETING NAME AND DATE:
Public Facilities Committee Meeting October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, P.E., Assistant County Administrator, Engineering (5 Minutes)
ITEM BACKGROUND:
Policy Statements 15 and 17 and the County's posted Road Acceptance Procedures outline the process for private road acceptance into County Road Inventory.
PROJECT / ITEM NARRATIVE:
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.
FISCAL IMPACT:
<i>This is an unfunded deficiency within the Public Works Roads and Drainage North division at an estimated cost of \$40,000.</i>
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends denial of bringing Maxine Lane into the County road Inventory due to its existing & current conditions.
OPTIONS FOR COUNCIL MOTION:
<i>Motion to accept Maxine Lane into County Road Inventory in accordance with policy statements 15 & 17 and County's posted Road Acceptance Procedures.</i>
<i>Motion to deny acceptance of Maxine Lane into County road Inventory in accordance with policy statements 15 & 17 and County's posted road acceptance procedures.</i>
<i>(Next Step) A majority vote for acceptance by committee would move item forward to final acceptance by full County Council vote.</i>

Date 3/9/20

Beaufort County Right of Way Manager
120 Shanklin Road
Beaufort, SC 29906

Subject: Road Acceptance Letter

Dear Sir/Madam:

As the representative and point of contact for the property owners for MAXINE LANE (Name of road), located in Sheldon or Port Royal Island (Township), Beaufort County, it is requested that the County accept the right of way for this road as determined and include MAXINE LANE (Name of road) in the County's maintenance inventory. My contact information is:

Name David M Kirkwood

Address 20 MAXINE LANE

City, State, Zip Code Beaufort SC 29906

Phone Number 843-986-6336

Email Address dkirkwood@hargray.com

Signature David M Kirkwood

BEAUFORT COUNTY, SOUTH CAROLINA
ROAD ACCEPTANCE APPLICATION

Item 7.

TO: Patty Wilson
Right of Way Manager
Beaufort County

FROM: Property Owner(s) of Maxine Lane (name of Private Road or Subdivision containing private road(s), Beaufort, SC)

DATE: 2/22/20

We, the undersigned property owners with land adjoining the above referenced street/road, do hereby petition Beaufort County to accept this private road into the County Road System for scheduled maintenance and repair. We have read Beaufort County Policy Statements 15 and 17 and understand that:

1. We will be required to grant the County a 50' wide right-of-way, including the existing roadway **and** whatever additional land is required to assemble a 50' right-of-way, and existing or proposed drainage easements necessary for adequate drainage.
2. By signing this petition, we are giving employees of Beaufort County permission to enter our property for the purpose of surveying the new right-of-way and any existing or proposed drainage easements.
3. **100%** of the adjoining property owners must sign this application in order for it to be presented to the Public Facilities Committee and County Council for consideration.
4. We understand that the road will be designated for public use.

<u>David M Kirkwood</u> Name (Print)	<u>SPORTS ACADEMY</u>	<u>Justin Billy Daniel</u> Name (Print)	<u>Willie Jr Daniel</u>
<u>David M Kirkwood</u> Name (Signature)	<u>LLC</u>	<u>Justin Billy Daniel</u> Name (Signature)	
<u>20 Maxine Lane</u> Address		<u>10 Maxine Lane</u> Address	
<u>Beaufort SC 29906</u> City, State, Zip Code		<u>Beaufort SC 29906</u> City, State, Zip Code	
<u>843-1846-1804 dkirkwood@whorgray.com</u> Day Time Phone Number/Email Address		<u>843-252-9678</u> Day Time Phone Number/Email Address	
<u>R100 024 000 030A 0000</u> Lot or Parcel Number		<u>R100 024 000 031A 0000</u> Lot or Parcel Number	

<u>Landon's LP</u> Name (Print)	<u>Landon's LP</u> Name (Print)
<u>Landon's LP (Dusty Lanning)</u> Name (Signature)	<u>Landon's LP (Dusty Lanning)</u> Name (Signature)
<u>4 Maxine Lane</u> Address	<u>6 Maxine Lane</u> Address
<u>Beaufort, SC 29906</u> City, State, Zip Code	<u>Beaufort SC 29906</u> City, State, Zip Code
<u>843-846-4512 landonslp89@gmail.com</u> Day Time Phone Number/Email Address	<u>843-846-4512 landonslp89@gmail.com</u> Day Time Phone Number/Email Address
<u>R100-024-000-0299-0000</u> Lot or Parcel Number	<u>R100-024-000-0298-0000</u> Lot or Parcel Number

NOTE: Please return this application to:
Right of Way Manager
120 Shanklin Road
Beaufort SC 29906

Landon's LP
Name (Print)
Landon's LP (Dusty Ljung)
Name (Signature)
2 Maxine Lane
Address
Beaufort SC 29906
City, State, Zip Code
843-846-4512 landonslp89@gmail.com
Day Time Phone Number/Email Address
R100-024-000-D300-0000
Lot or Parcel Number

Deborah + Frederick Adams
Name (Print)
Deborah Adams + Frederick Adams
Name (Signature)
Beaufort, S.C. 29906
Address
8 Maxine Lane
City, State, Zip Code
843-441-4362 message
Day Time Phone Number/Email Address
R100-024-000-030B-0000
Lot or Parcel Number

Item 7.

~~Wendy Lawrence
Name (Print)
Wendy Lawrence
Name (Signature)
14 Pennyroyal Way
Address
Beaufort SC 29906
City, State, Zip Code
843-473-5119 wendy.lawrence5@gmail.com
Day Time Phone Number/Email Address~~

Name (Print)
Name (Signature)
Address
City, State, Zip Code
Day Time Phone Number/Email Address
Lot or Parcel Number

Name (Print)
Name (Signature)
Address
City, State, Zip Code
Day Time Phone Number/Email Address
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Name (Signature)
Address
City, State, Zip Code
Day Time Phone Number/Email Address
Lot or Parcel Number

The SPORTS ACADEMY, LLC
Offering Gymnastics Programs
(Dedicated to enhancing the physical skills of children!)
DAVID M. KIRKWOOD, DIRECTOR
20 Maxine Lane, BEAUFORT, SC 29906

February 21, 2020

To: Residents of Maxine Lane, Beaufort, SC

Subj: Beaufort County Road Acceptance Application

Ref: Policy Statement PS-17, Beaufort County Policy for the Acceptance of Private Roads

1. Effective 1 January 2020 or earlier, without formal notification the SC Department of Transportation ceased semi-annual road repair for Maxine Lane. SC DOT has maintained Maxine Lane over the past 15 years I have owned the property at 20 Maxine Lane.
2. Our road has now been determined to be a private dirt road as evident by the new BLUE road sign at the entrance to Maxine Lane. Moreover, it is a limited access road due to Highway 116, Laurel Bay road being a federal highway.
3. Beaufort Jasper Water Sewer Authority has a right of way and have a sewer and water pipe running down the middle of Maxine Lane.
4. The reference allows for the submission of written application by any property homeowner with land abutting a private road. A private road: a road, street or other vehicular pathway, paved or unpaved, that is owned and maintained by a non-governmental body (e.g. private individual or individuals), property owners association, developer, etc. and that has not been designated for public use.
5. To be considered for acceptance, a private road must meet each of the four criteria listed below
 - a. Not a private driveway
 - b. Directly accessible by public road
 - c. Serve at least 6 dwelling units
 - d. Property owners must submit a "Road Acceptance Application".
6. The application will be on the purple table at the Sports Academy daily between 4 and 8 PM. The information required is: Name, Signature, address, daytime phone number, email address and lot or parcel number.
7. Your immediate attention to this matter is requested, in addition the Sports Academy will have a petition for our clients to sign requesting the road be repaired.



David Kirkwood, LtCol, USMCR. Ret
Owner

Sports Academy Gymnastics and the owners of the property along Maxine Lane are submitting an Application for Road Acceptance to Beaufort County. SC DOT has determined Maxine Lane is a private road and will not maintain it. Please sign this petition in support of our request.

Signature	Date	Signature	Date
1 <i>Kendra Coyle</i>	3-5-2020	1	
2 <i>Flora Green</i>	3-5-2020	2	
3 <i>Cassandra Pelt</i>	3/5/2020	3	
4 <i>Todd Jones</i>	3/5/2020	4	
5 <i>Michelle</i>	3/5/2020	5	
6 <i>Michelle</i>	3/5/2020	6	
7 <i>Michelle</i>	3/5/2020	7	
8 <i>Bobie Scott</i>	3/5/2020	8	
8 <i>Michelle</i>	3/5/2020	8	
10 <i>Michelle</i>	3/5/2020	10	
11 <i>Michelle</i>	3/5/2020	11	
12 <i>Michelle</i>	3-5-20	12	
13 <i>Michelle</i>	3-6-20	13	
14 <i>Michelle</i>	3-6-20	14	
15 <i>Michelle</i>	3-6-20	15	
16 <i>Burke Lee</i>	3-6-20	16	
17 <i>Jametta Jeepe</i>	3-6-20	17	
18 <i>Dun Carr</i>	3-6-20	18	
18 <i>Mike Carpenter</i>	3-6-20	18	
20 <i>Kicki Garin</i>	3-6-2020	20	
26 <i>Carlos</i>	3-6-20	26	
27 <i>Michelle</i>	3-6-20	27	
28 <i>Michelle</i>	3-6-20	28	
29 <i>Michelle</i>	3/6/2020	29	
30 <i>Michelle</i>	3/6/2020	30	
31 <i>Malma Bard</i>	3/6/2020	31	
32 <i>CAROL CAUGH</i>	3-6-2020	32	
33 <i>DANIEL CAUGH</i>	3-6-2020	33	
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Sports Academy Gymnastics and the owners of the property along Maxine Lane are submitting an Application for Road Acceptance to Beaufort County. SC DOT has determined Maxine Lane is a private road and will not maintain it. Please sign this petition in support of our request.

Signature	Date	Signature	Date
1 JEFF STEINKE	20 FEB 2020	1 James J. Ueber	2/24/20
2 Priscila Medina	20 Feb 2020	2 John McLeod	2/24/20
3 MATTHEW Fico	20 FEB 2020	3 ROBYN DAVIES	2/25/20
4 Jenna Feltz	20 Feb 2020	4 Janelyn Oliver	2/25/20
5 Dan Feltz	20 Feb 2020	5 Ashley Hecksher	2/25/2020
6 Cheryl Atkins	20 FEB 2020	6 Richard Hecksher	2/25/2020
7 _____	20 FEB 2020	7 Judith Brown	2/25/2020
8 _____	20 Feb 2020	8 Holly Dowd	2/25/2020
8 _____	20 Feb 2020	8 Patricia Sanders	2/25/2020
10 Kodie Burnett	21 Feb 2020	10 Richard S. Adams	
11 Shanna Burnett	02/21/2020	11 Frederick S. Adams	
12 _____	02-21-2020	12 Brad Mical	2/25/20
13 _____	02-21-2020	13 _____	2/25/2020
14 _____	02-21-2020	14 _____	02/26/2020
15 _____	21 Feb 2020	15 _____	02-26-2020
16 _____	21 Feb 2020	16 _____	
17 _____	21 FEB 2020	17 _____	2/26/2020
18 Elin Mc Peterson	22 Feb 2020	18 Nicole Hinton	2/26/2020
18 _____	22 Feb 2020	18 Nagela Garcia	2/26/20
20 _____	Feb 22 2020	20 JAMES KLING	2/26/20
26 _____	22 Feb 2020	26 William Thomas	2/26/20
27 Amy Cole	24 Feb 2020	27 _____	2/26/20
28 Susan Malphrus	02-24-2020	28 _____	2/28/20
29 Mary Nisa Fuller	02-24-2020	29 _____	2-28-20
30 _____	2/24/20	30 _____	2/28/2020
31 Heather Lyme	02-24-2020	31 _____	2/29/2020
32 Pearly McLeod	02/24/20	32 _____	3/2/20
33 Joshua Daniel	2020/02/24	33 _____	3/2/20
34 Swendolyn Daniel	2/24/2020	34 _____	3/3/20
35 _____	2/24/2020	35 _____	2/3/20
36 _____	2/24/2020	36 _____	3/3/20
37 _____	2/24/20	37 _____	
38 _____	2/24/20	38 _____	
39 _____	2/24/20	39 _____	
40 _____	2/24/20	40 _____	3/3/20
		41e Catherine Doroberto	3/3/20

Sports Academy Gymnastics and the owners of the property along Maxine Lane are submitting an Application for Road Acceptance to Beaufort County. SC DOT has determined Maxine Lane is a private road and will not maintain it. Please sign this petition in support of our request.

Signature	Date	Signature	Date
1 Katherine McCollum	3/3/20	1	
2 Brandon Perry	3/3/2020	2	
3 Katherine Kelch	3/3/2020	3	
4 Kamm & Sons	3/3/2020	4	
5 Linda Wight	3/3/2020	5	
6 Jerry Wight	3/3/2020	6	
7 Brentley Dewell	3/3/20	7	
8 R. Parker	3/4/20	8	
8 Melinda Denton	3-4-2020	8	
10 Alexis & Helen	3-6-2020	10	
11 Hannah Muller	3-6-2020	11	
12 J. Hill	3-6-20	12	
13 Kate England	3-7-20	13	
14 Armine Chen	3-7-2020	14	
15 Nicole Munnis	3-7-20	15	
16 Kimmora Ingram	3-7-20	16	
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From: [Desai, Niles](#)
To: [Wilson, Patricia](#)
Subject: RE: Maxine Lane
Date: Tuesday, April 28, 2020 10:42:51 AM

Patty,

Based on an onsite inspection with John, Jerry and myself, we measured from the back of the existing top of slope (parallel to Laurel Bay Road) to an approximation of the property lines and we were short the required minimum 50' width needed for County acceptance. For acceptance, Public Works would need the full 50'. Lastly, the existing drainage system is less than adequate for County standards and there is no defined outfall for the drainage. An outfall will need to be established that may require drainage easements downstream to adjacent properties.

A very preliminary cost estimate to bring this road up to County standards as a dirt road would be approximately \$40,000 (\$20,000 for drainage work & \$20,000 for road work).

Please let me know if you need anything else or have any questions.

Thanks,

Neil J. Desai, P.E.
Beaufort County
Public Works Director

From: Desai, Niles
Sent: Friday, April 3, 2020 12:07 PM
To: Wilson, Patricia <pwilson@bcgov.net>
Subject: RE: Maxine Lane

Patty,

My only concern for County acceptance is the existing manholes and manhole covers. If we were to accept the road, there is a high potential for the County's equipment to damage the existing infrastructure during the maintenance efforts which is a concern for me. Additionally, I want to inspect the road with the Roads & Drainage Superintendent to access the existing condition of the road.

Thanks,

Neil J. Desai, P.E.
Beaufort County
Public Works Director

From: Wilson, Patricia <pwilson@bcgov.net>
Sent: Friday, April 3, 2020 11:42 AM
To: Desai, Niles <niles.desai@bcgov.net>

Subject: FW: Maxine Lane

Neil,

Below is the estimated length of the road. Let me know if you need more information. SCDOT recently made this road private and discontinued any maintenance previously provided. Their point of view is that Maxine Lane is a private frontage road even though it falls within their ROW. The owner of the Sports Academy initiated the petition for County Acceptance after SCDOT's recent action. Thanks, Patty.



Kindest regards,

Patty Wilson
Right of Way Manager
Beaufort County

From: Wilson, Patricia
Sent: Monday, March 9, 2020 12:47 PM
To: Desai, Nilesh <nilesh.desai@bcgov.net>
Subject: Maxine Lane

Neil,

Owners along Maxine Lane have petitioned the County to include the road in County maintenance inventory. Please provide a maintenance cost estimate for road/drainage for future PFC agenda item.

Respectfully,

Patty Wilson
Right of Way Manager

Beaufort County
120 Shanklin Road
Beaufort, SC 29906

843-255-2694 WK
843-812-1144 Cell
pwilson@bcgov.net



Beaufort County Petition for
County Road to be classified as Private

Date: 9/17/20

Name of Road: Eddings Point Road

Location: St. Helena Island -

Point Person Contact Information: Terry Sutcliffe; 843-82-8936
(Name) (Phone #)

laniesutcliffe@yahoo.com; 712 Eddings Point Road St. Helena Island, SC
(E-Mail Address) (Mailing Address) 29920

Please submit this petition to the following address:

Beaufort County Right of Way Manager
2266 Boundary Street
Beaufort, SC 29902

For Right of Way questions call:
Patty Wilson
Beaufort County Right of Way Manager
843 255- 2694

**Beaufort County Petition for
County Road to be classified as Private**

We the owners of property adjacent to Eddings Point Road (Name of Road) are submitting this petition to have the above named road classified as private. We understand that if County Council approves this request the road will be classified as private and that the County will not be responsible for the maintenance of the road and drainage associated with the road. We also understand that road classification may affect financial lending status and reversing the road status once private is not guaranteed. We the undersigned agree formally with this request.

Patricia Elaine Sutcliffe / trustee ...

Name (Print) Patricia Elaine Sutcliffe
 Name (Signature) [Signature]
 Address 712 Eddings Point Road
St. Helena Island, SC 29920
 City, State, Zip Code
843-838-3390
 Day Time Phone Number
 Email Address
R300 006 000 0011 0000
 Tax Map Parcel Number

Terry Lee Sutcliffe II & Treva Sutcliffe

Name (Print) Terry Sutcliffe Treva Sutcliffe
 Name (Signature) [Signature]
 Address 708 EDDING AT RD
ST HELENA SC, 29920
 City, State, Zip Code
843 812-8925
 Day Time Phone Number
Andrianna@HARGRAY.com
 Email Address
R300 006 000 0020 0000
 Tax Map Parcel Number

Patrick Shawn Sutcliffe & Tonya L. Sutcliffe

Name (Print) Patrick Shawn Sutcliffe
 Name (Signature) [Signature]
 Address 714 Eddings Point Rd
St. Helena Island, S.C. 29920
 City, State, Zip Code
843-812-8928, 843-812-8927
 Day Time Phone Number
Sutcliffe.tonya@yahoo.com
 Email Address
R300 006 000 0078 0000
 Tax Map Parcel Number

Terry Lee Sutcliffe / trustee ...

Name (Print) Terry Lee Sutcliffe
 Name (Signature) [Signature]
 Address 712 Eddings Point Road
 City, State, Zip Code
843-812-8936
 Day Time Phone Number
lanie.sutcliffe@yahoo.com
 Email Address
R300 006 000 0079 0000
 Tax Map Parcel Number

Patricia Elaine Sutcliffe / trustee ...

Name (Print) Patricia Elaine Sutcliffe
 Name (Signature) [Signature]
 Address 712 Eddings Point Road
St. Helena Island, SC 29920
 City, State, Zip Code
843-838-3390
 Day Time Phone Number
lanie.sutcliffe@yahoo.com
 Email Address
R300 006 000 0051 0000
 Tax Map Parcel Number

Sutcliffe Estates INC

Name (Print) Sutcliffe Estates Inc.
 Name (Signature) [Signature]
 Address 1351-A Ribaut Road
Port Royal, SC 29935
 City, State, Zip Code
843-812-8936
 Day Time Phone Number
none
 Email Address
R300 006 000 0072 0000
 Tax Map Parcel Number

Beaufort County Petition for
County Road to be classified as Private

Item 8.

J. Russell Bishop + Dollie B Bond

Name (Print) J. Russell Bishop
Name (Signature) J. Russell Bishop
Address P.O. Box 996
City, State, Zip Code BEAUFORT, SC 29906-0996
Day Time Phone Number 843 986-3965
Email Address R300 006 000 0048 0000
Tax Map Parcel Number

Jack H Woodward + Betty M Woodward

Name (Print) Jack H Woodward
Name (Signature) Betty M Woodward
Address
City, State, Zip Code S+ Helena SC 29920
Day Time Phone Number 803 277-1317
Email Address R300 006 000 0060 0000
Tax Map Parcel Number

Russell J. Bishop + June L. Bishop

Name (Print) Russell J. Bishop
Name (Signature) J. Russell Bishop
Address P.O. Box 996
City, State, Zip Code BEAUFORT, SC 29901-0996
Day Time Phone Number 843 986-3965
Email Address R300 006 000 0061 0000
Tax Map Parcel Number

Kenneth Wayne Felder + Tabitha Gene Felder

Name (Print) Wayne & Tabitha Felder
Name (Signature) 739 Addings Point Rd
Address S+ Helena SC
City, State, Zip Code 803 683-4551
Day Time Phone Number
Email Address R300 006 000 012B 0000
Tax Map Parcel Number

Name (Print)
Name (Signature)
Address
City, State, Zip Code
Day Time Phone Number
Email Address
Tax Map Parcel Number

Name (Print)
Name (Signature)
Address
City, State, Zip Code
Day Time Phone Number
Email Address
Tax Map Parcel Number



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Resolution authorizing the County Administrator to prepare and submit a Community Development Block Grant Application for the Detour Road Sidewalk Extension Project.
MEETING NAME AND DATE:
Public Facilities Committee – October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, ACA – Engineering (5 min)
ITEM BACKGROUND:
As part of the Seabrook Solar Development Agreement from January 2019, a \$250,000 contribution was set aside for the installation of a sidewalk and associated improvements along Detour Road, near Whale Branch Early College High School.
PROJECT / ITEM NARRATIVE:
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 3,350ft in length.
FISCAL IMPACT:
The project cost estimate is \$459,868. The proposed Community Development Block Grant is \$200,000 requiring a match of \$259,868. Of the match, \$250,000 will be provided from the described development agreement and the remaining \$9,868 will be provide from TAG funds.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval of the Resolution.
OPTIONS FOR COUNCIL MOTION:
Motion to approve Resolution authorizing the County Administrator to prepare and submit a Community Development Block Grant Application for the Detour Road Sidewalk Extension Project. Motion to deny Resolution authorizing the County Administrator to prepare and submit a Community Development Block Grant Application for the Detour Road Sidewalk Extension Project.
<i>(Next Step - Move resolution forward to County Council for adoption on October 26, 2020.)</i>

AMENDED AND RESTATED DEVELOPMENT AGREEMENT

**BY AND BETWEEN
SEABROOK SOLAR, LLC,
AND
BEAUFORT COUNTY, SOUTH CAROLINA,**

This **AMENDED AND RESTATED DEVELOPMENT AGREEMENT** (together with the Exhibits attached hereto, the "Agreement") is entered into effective as of the 11th day of Jan., 2019, which shall be the date of recording of this fully approved and executed Agreement (the "Effective Date"), by and between Seabrook Solar, LLC, a Delaware limited liability corporation ("Property Owner"), and Beaufort County, a political subdivision of the State of South Carolina ("County")

RECITALS

This Agreement is predicated upon the following:

1. The Code of Laws of South Carolina (the "S.C. Code") Sections 6-31-10 through 6-31-160, as it exists on the Effective Date of this Agreement (the "Act"), enables political subdivisions of the State of South Carolina to enter into binding development agreements with entities intending to develop real property under certain conditions set forth in the Act.
2. Division 7.3 of Article 7 of the Beaufort County Community Development Code governs Beaufort County's participation in development agreements.
3. Beaufort County Council ("County Council") approved that certain Seabrook Solar Development Agreement by and between the County and Property Owner on August 27, 2018,

(1) A contribution of \$850,000 to the County, to be paid within thirty (30) business days of the start of construction of the solar facility as evidenced by the earlier of (i) issuance of full notice to proceed pursuant to the project's engineering, procurement, and construction contract; or (ii) the driving of piles for the first mounting structure at the Paragon site for a solar array (exclusive of any mounting structures installed for purposes of gathering meteorological, solar insolation and similar data) (the "Start of Construction"). This contribution shall be utilized evenly between the northern and southern portions of the county, i.e., \$425,000 shall be utilized in that portion of the county north of the Broad River and \$425,000 shall be utilized in that portion of the County south of the Broad River;

(2) A contribution of \$250,000 to the County for the installation of a sidewalk and associated improvements along Detour Road, near Whale Branch Early College High School, to be paid with thirty (30) business days of the Start of Construction as defined above.

In addition to the above, at County's election following the third (3rd) year of commercial operation, Property Owner will either contribute an additional \$200,000 to County, to be used at its discretion, or install supplemental on-site plantings in areas identified by the County along the perimeter of the project site at a cost not exceed \$200,000, inclusive of materials, labor, irrigation or other establishment costs.

At the beginning of the fourth (4th) year of commercial operation, County shall notify Property Owner, in writing, of its election. The supplemental on-site plantings, if elected, shall be installed in the fourth (4th) year of commercial operation, in a manner and at a time determined by Property Owner. In the event County elects to receive the contribution, Property Owner shall remit said contribution to the County within sixty (60) days of receipt of the written notice.

Whale Branch High School Pathway - Cost Estimate

Project Description:

6,650 LF of 8' sidewalk from Chisolm Hill Road along Detour Road & ending at Seabrook Road

Phase 1:

3,350 LF of 8' sidewalk from Whale Branch High School along Detour Road & ending at Seabrook Road

<u>Item</u>	<u>Item Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
1	Mobilization	1	LS	\$25,000.00	\$25,000.00
2	Bonds & Insurance	1	LS	\$5,000.00	\$5,000.00
3	Construction Stakes, Lines & Grade	1	LS	\$15,000.00	\$15,000.00
4	Traffic Control	1	LS	\$35,000.00	\$35,000.00
5	Clearing & Grubbing within Roadway	1	LS	\$20,000.00	\$20,000.00
6	Site Excavation for Small Projects	1	LS	\$40,000.00	\$40,000.00
7	Permanent Construction Signs	400	SF	\$7.50	\$3,000.00
8	18" Smooth Wall Pipe	32	LF	\$40.00	\$1,280.00
9	36" Smooth Wall Pipe	116	LF	\$75.00	\$8,700.00
10	Catch Basin - Type 9	2	EA	\$3,000.00	\$6,000.00
11	Concrete Sidewalk (4" Uniform)	3000	SY	\$40.00	\$120,000.00
12	Detectable Warning Material	100	SF	\$25.00	\$2,500.00
13	Concrete Driveway (6" Uniform)	160	SY	\$60.00	\$9,600.00
14	Pedestrian Ramp Construction	30	SY	\$90.00	\$2,700.00
15	Rip Rap (Class B)	28	TN	\$75.00	\$2,100.00
16	Geotextile for Erosion Control under Rip	40	SY	\$8.00	\$320.00
17	Permanent Grassing for Small Projects	0.75	AC	\$2,500.00	\$1,875.00
18	Temporary Erosion Control Blanket (ECB)	0.75	MSY	\$2,500.00	\$1,875.00
19	Sediment Tubes for Ditch Checks	200	LF	\$15.00	\$3,000.00
20	Silt Fence	3350	LF	\$2.50	\$8,375.00
21	Replace/Repair Silt Fence	300	LF	\$3.00	\$900.00
22	Removal of Silt Retained by Silt Fence	300	LF	\$2.50	\$750.00
23	Relocate Utilities	1	LS	\$20,000.00	\$20,000.00
				TOTAL =	\$307,975.00
	Contingency (10%)				\$30,797.50
	Engineering Design & Permitting (10%)				\$30,797.50
	Right of Way Acquisition				\$27,500.00
	Construction Admin & CE&I (10%)				\$30,797.50
	Grant Administration (LCOG)				\$20,000.00
				PHASE 1 TOTAL =	\$447,867.50

RESOLUTION 2020/_____

A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR TO PREPARE AND SUBMIT A COMMUNITY DEVELOPMENT BLOCK GRANT APPLICATION FOR THE DETOUR ROAD SIDEWALK EXTENSION PROJECT

WHEREAS, there is a need to address quality of life issues for Beaufort County, and addressing the concerns and issues of low-to-moderate income (LMI) residents is a priority for the County, and pedestrian pathways have been identified as a priority community need for Beaufort County; and

WHEREAS, Beaufort County has taken steps to address this need by making application to the South Carolina Department of Commerce, Grants Administration for Community Enrichment Funds; and

WHEREAS, the completion of this project would benefit approximately 923 homes in the Seabrook community, of which at least 51% qualify as having low-to-moderate incomes.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Beaufort County, South Carolina, the following:

1. The County hereby endorses the Detour Road Sidewalk Extension project because it will greatly improve the quality of life for the residents of Beaufort County.
2. The County Administrator, Ashley M. Jacobs, shall be and is authorized to prepare and submit a Community Development Block Grant application in the amount of \$200,000 for the Detour Road Sidewalk Extension Project.
3. Beaufort County commits to sharing cost savings on a pro rata basis based on the application budget to be submitted on September 18, 2020.

ADOPTED, THIS ___ DAY OF _____, 2020.

Joe Passiment,
Chairman

ATTEST:

Clerk to Council



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Contract – FY21 SC DHEC Oil Grant
MEETING NAME AND DATE:
Public Facilities Committee - October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, P.E. ACA – Engineering Cindy Carter, Solid Waste and Recycling Director (Alternate) (Time Needed for Item Discussion = 5 minutes)
ITEM BACKGROUND:
N/A
PROJECT / ITEM NARRATIVE:
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.
FISCAL IMPACT:
FY21 Funding – 23440011-52400. \$27,376.00 available. Bid selection requested is \$26,774.74 to Southeastern Environmental & Waste Equipment Company.
STAFF RECOMMENDATIONS TO COUNCIL:
Approve contract for purchase of Used Oil related equipment for continued recycling operations at County Convenience Centers.
OPTIONS FOR COUNCIL MOTION:
Motion to approve the contract award to Southeastern Environmental & Waste Equipment Company. Motion to deny the contract award to Southeastern Environmental & Waste Equipment Company. (Next Step – Bring recommendation to next County Council meeting November 9, 2020.)

THIS IS NOT AN ORDER

*ONE VENDOR ORIGINAL & ONE VENDOR COPY TO BE

SUBMITTED BY EACH BIDDER

*VENDOR ORIGINAL

*VENDOR COPY

Page 1 of 22 Pages

Dates Advertised:

 <p style="text-align: center;">INVITATION FOR BID (IFB)</p>	FORMAL SEALED BID (X) REQUEST FOR QUOTE () We require bids to be electronically submitted through our Vendor Registry Program. Please go to www.beaufortcountysc.gov and sign up to submit your bid (FAX BID NOT ACCEPTED)	
	Bid No. (No., Date, Time of Opening and State License Numbers to be shown on Envelope) <p style="text-align: center;">IFB #091820</p>	
*BIDS WILL BE RECEIVED UNTIL 3:00 P.M. ON: <p style="text-align: center;">September 18, 2020</p>	LOCAL TIME-THEN PUBLICLY OPENED IF SEALED BID	
BID TITLE: Beaufort County Solid Waste Used Oil Grant Equipment		
PREBID CONFERENCE: N/A		
David L. Thomas, CPPO Purchasing Director	Mailing Date <p style="text-align: center;"><i>9-16-20</i></p>	EMAIL QUESTIONS TO: Dthomas@bcgov.net At least 10 days before bid opening.
VENDOR NAME S.E.W.E. Company	REASON FOR NO BID	
VENDOR MAILING ADDRESS 951 Hampton Hill Road	Amend Number(s) Received:	
CITY-STATE-ZIP-CODE Columbia, S.C. 29209	S.C. TAX NO. 04046588-9	
Telephone Number (803 782-4898 Toll-Free Number () Fax Number (803 782-0568	FEDERAL I.D. OR SOCIAL SECURITY NO. 57-0919538	
I certify that this bid is made without prior understanding, agreement, or connection with any corporation, firm or any corporation, firm, or person submitting a bid for the same materials, supplies, or equipment, and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of this bid and certify that I am authorized to sign this bid for the bidder.	AUTHORIZED SIGNATURE (MANUAL)	
		
	AUTHORIZED SIGNATURE (TYPE/TITLE) Rex Norris/owner	
Bid Security is attached (if required) in the amount of: \$ N/A		

IF A SUMMARY OF BIDS IS DESIRED, ENCLOSE A SELF-ADDRESSED STAMPED

BID ACCEPTANCE AND DELIVERY (Prices bid must be firm for a minimum of 90 days). In compliance with the Invitation, and subject to all conditions thereof, the above signed offers and agrees, if this bid is accepted within ____ days from date of opening, to furnish any or all items quoted on at prices as set forth after the item and to make delivery within 60 days after receipt of order with transportation cost included and prepaid. Unless otherwise stated and accepted herein, I agree to complete this proposed contract in less than sixty (60) days after issue date of purchase order.

DISCOUNTS Discount will be allowed as follows: Thirty (30) calendar days 0 per cent.

IMPORTANT
**IF YOU CONSIDER THESE SPECIFICATIONS AS RESTRICTIVE,
SEE GENERAL PROVISIONS, PARAGRAPH #20, DISCREPANCIES.**

* Bids received after the time specified for opening cannot be considered and will be returned to the bidder unopened.

1.0 SCOPE AND CLASSIFICATION

1.1 Scope

This IFB refers to the purchase of itemized equipment relating to the FY21 Used Oil Grant that was awarded to Beaufort County Solid Waste and Recycling. Prices are requested for specified equipment is listed in Section 2.1, installation of equipment in Section 2.1.2 and other miscellaneous supplies listed for upgraded operation of County Convenience Centers. All equipment will be used to satisfy the requirements of South Carolina Department of Health and Environmental Control Solid Waste Management: Used Oil regulation 61-107.279.

2.0 APPLICABLE SPECIFICATIONS

2.1 Equipment Quotes:

2.1.1 One Gas/Oil Mixture HS 500-gallon tank. Double Walled, third containment, gauge, high level alarms and venting.

2.1.2 Installation and start-up of one Gas/Oil Mixture 500-gallon tanks listed in 2.1.1. Current shed and pad will be used.

2.1.3 Oil Filter Drum Covers with Spill pans.

2.1.4 5" x 10" Absorbent Socks (UB510 booms - 4 per pack).

2.1.5 GNRF (UR150FF) Absorbent rolls (30" x 150').

2.1.6 (1/2") 3' x 5' Grease Resistant Work Matting Drainage Mats

2.1.7 Bulk absorbent; 60 bags per pallet

3. INVOICING INSTRUCTIONS: The vendor shall provide a comprehensive and detailed invoice with reference to the basis for each item charged. Original documentation that validates the charges shall be attached. The original invoice shall be mailed or e-mailed to the address shown on the purchase order and shall include the following:

3.1 Purchase order number.

3.2 Vendor EIN.

3.3 Date, time and location of each service.

3.4 Address for location of service.

3.5 Invoices shall be submitted no more than once a month and no less than every three months.

3.6 Invoice prices shall correspond to the unit prices as bid.

4. CONTRACT:

Contract will be a one (1) year contract with all purchases and work completed on or before June 30, 2021. The Contract is subject to the Beaufort County Council's approval and mutual agreement between the parties.

BID SCHEDULE
PRICES INDICATED HEREIN REFLECT STRICT COMPLIANCE WITH TERMS,

QTY.	U/M	COMMODITY OR SERVICES	UNIT PRICE	TOTAL PRICE
1	Each	Gas/Oil Mixture HS 500-gallon tanks. Double Walled, third containment, gauge, high level alarms and venting.	\$-----	\$10,400.00
1	Each	Installation and start-up of Gas/Oil Mixture 500-gallon tanks listed above	\$-----	\$900.00
15	Each	Oil Filter Drum Covers with Spill pans.	458.00 \$-----	6870.00 \$-----
24	Each	5" x 10" Absorbent Socks (UB510 booms - 4 per pack).	102.50 \$-----	2460.00 \$-----
12	Each	GNRF (UR150FF) Absorbent rolls (30" x 150').	140.00 \$-----	1680.00 \$-----
30	Each	(1/2") 3' x 5' Grease Resistant Work Matting Drainage Mats.	68.90 \$-----	2067.00 \$-----
1	Pallet	Bulk absorbent (60 bags per pallet)	11.75 \$-----	705.00 \$-----
		Freight and 7% SC Sales no tax on tank installation		1692.74 \$-----
		Grand Total		26,774.74 \$-----

CONDITIONS, PROVISIONS AND SPECIFICATIONS OF THIS INVITATION FOR BID, OR WITH EXCEPTION DETAILED IN AN ENCLOSURE APPENDED HERETO.

BID SURETY IS REQUIRED (if our bid is over \$30,000) IN THE FORM OF A BIDDER'S BOND, CASHIER'S CHECK OR CERTIFIED CHECK IN AN AMOUNT OF 5% OF THE BID AMOUNT, PAYABLE TO THE BEAUFORT COUNTY TREASURER.

I, the undersigned, certify that this bid does not violate any Federal or State Antitrust Laws.

Bidders Federal Social Security Identification (E.I.) No. _____

(Company Name)

(Mailing Address)

(Street Address)

(CITY/STATE/ZIP)

BY _____ TITLE _____
(Please print)

(Signature – Bids Must Be Signed)

TELEPHONE _____ DATE _____

FAX #: _____

EMAIL ADDRESS: _____

LOCAL VENDOR PREFERENCE – PARTICIPATION AFFIDAVIT

SECTION 2.537.1

A competitive procurement made by Beaufort County shall be made from responsive and responsible resident vendors in the County for procurement, if such bid does not exceed the lowest qualified bid from a non-county vendor by more than five (5%) percent or Ten Thousand (\$10,000.00) Dollars, whichever is less, of the lowest non-county bidder. The resident vendor has the discretion to match the bid submitted by the non-county vendor and receive the contract award.

A vendor shall be deemed to be a "local vendor" if such vendor is an individual, partnership, association or corporation that is authorized to transact business within the state, maintains an office in Beaufort County, has a business license of Beaufort County or one of the municipalities within Beaufort County, and maintains a representative inventory of commodities within Beaufort County or one of the municipalities on which the bid is submitted and has paid all taxes duly assessed.

If no bids are received from a Beaufort County Local Vendor a vendor shall be deemed to be a "local vendor" if such vendor is an individual, partnership, association or corporation that is authorized to transact business within the state, maintains an office in Jasper, Hampton, and Colleton Counties (local preference only applies if Jasper, Hampton and Colleton Counties offer reciprocity to Beaufort County). A competitive procurement made by the county shall be made from responsive and responsible resident vendors in the respective counties for procurement, if such bid does not exceed the lowest qualified bid from a non-local vendor by more than five (5%) percent or \$10,000.00, whichever is less, local vendor has the discretion to match the bid submitted by the non-local vendor and receive the contract award.

If the procurement is to be made pursuant to state or federal guidelines which prohibit or restrict a local or state preference, there shall be no local or state preference unless a more restricted variation is allowed under the guidelines. Local/state preference shall not be applied to the procurement of construction services.

The undersigned hereby attests that the criteria of the "RESIDENT VENDOR PREFERENCE, SECTION 2.537.1" are met for the purposes of bid document _____, dated _____.

Company Name: S.E.W.E. Company Principal Name: Rex Norris

Company Address: 951 Hampton Hill Road
Columbia, S.C. 29209

Secretary of State Designation: (Corporation, Individual, Partnership, other) corporation

Beaufort County Business License/Classification: when needed

Tax Obligation Current: no

Signature of Principal/Date: *Rex Norris* 9-1-2020

Witness/Date: *Cathy Bowen* 9-1-2020



COUNTY COUNCIL OF BEAUFORT COUNTY

Title VI Statement to Prime Contractors, Subcontractors, Architects, Engineers, and Consultants

It is the policy of the County Council of Beaufort County, South Carolina, hereafter referred to as "Beaufort County" or "the County", to comply with Title VI of the 1964 Civil Rights Act (Title VI) and its related statutes. To this end, Beaufort County gives notice to all Prime Contractors, Subcontractors, Architects, Engineers, and Consultants that the County assures full compliance with Title VI and its related statutes in all programs, activities, and contracts. It is the policy of Beaufort County that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any of its programs, activities, or contracts on the basis of race, color, national origin, age, sex, disability, religion, or language regardless of whether those programs and activities are Federally funded or not.

Pursuant to Title VI requirements, any entity that enters into a contract with Beaufort County including, but not limited to Prime Contractors, Subcontractors, Architects, Engineers, and Consultants, may not discriminate on the basis of race, color, national origin, age, sex, disability, religion, or language in their selection and retention of first-tier subcontractors, and first-tier subcontractors may not discriminate in their election and retention of second-tier subcontractors, including those who supply materials and/or lease equipment. Further, Contractors may not discriminate in their employment practices in connection with highway construction projects or other projects assisted by the U.S. Department of Transportation (USDOT) and/or the Federal Highway Administration (FHWA).

In all solicitations either by competitive bidding or negotiation made by the Contractor for work to Beaufort County to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under the contract and the Title VI regulations relative to nondiscrimination on the basis of race, color, national origin, age, sex, disability, religion, or language by providing such a statement in its bidding and contract documents.

Upon request, the Contractor shall provide all information and reports required by Title VI requirements issued pursuant thereto, and shall permit access to its books, records, accounts and other sources of information, and its facilities as may be determined by Beaufort County, USDOT, and/or FHWA to be pertinent to ascertain compliance with such regulations, orders, and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information, the Contractor shall so certify to USDOT or FHWA, as appropriate and via Beaufort County, and shall set forth what efforts it has made to obtain the information. In the event of the Contractor's non-compliance with nondiscrimination provisions of this contract, USDOT may impose such contract sanctions as it or FHWA may determine to be appropriate, including, but not limited to:

- Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
- Cancellation, termination, or suspension of the contract, in whole or in part.

In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of this direction to comply with Title VI, the Contractor may request USDOT to enter into such litigation to protect the interests of USDOT and FHWA. Additionally, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

Any person or Subcontractor who believes that they have been subjected to an unlawful discriminatory practice under Title VI has a right to file a formal complaint within one hundred eighty (180) days following the alleged discriminatory action. Any such complaint must be filed in writing or in person:

Beaufort County
Government
Post Office Drawer
1228 || Beaufort, SC
29901-1228
843.255.2354 Telephone || E-mail:
compliance@bcgov.net

**DEVIATIONS FROM TERMS, CONDITIONS, PROVISIONS, SPECIFICATIONS,
AND ENCLOSED CONTRACT**

If you do not have any deviations, write "NONE."

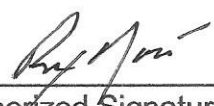
IFB #: #091820 _____

<u>PAGE #</u>	<u>ITEM #</u>	<u>DESCRIPTION</u>	<u>EXPLAIN DIFFERENCES BELOW</u>
_____	_____	NONE	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
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_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

I agree to abide by all the terms, conditions, provisions, and specifications of this bid; except those as listed above.

S.E.W.E. Company

Company



Authorized Signature

09/01/2020

Date

REFERENCES

Each bidder shall furnish all information requested below. Bids shall be received from qualified contractors.

Years in business: 30

Please list at least five (5) customer references.

<u>Company</u>	<u>Address</u>	<u>Contact</u>	<u>Phone Number</u>
<u>Sumter County</u>	<u>N. Main St., Sumter S.C.</u>	<u>Karen Hyatt</u>	<u>803-436-2242</u>
<u>Hampton County</u>	<u>New Hope Rd, Brunson, S.C.</u>	<u>John Stanley</u>	<u>803-625-0197</u>
<u>Richland County</u>	<u>Caughman Rd., Columbia, S.C.</u>	<u>Art Braswell</u>	<u>803-576-2384</u>
<u>Fairfield County</u>	<u>Hwy 321 By Pass, Winnsboro, SC</u>	<u>Carnell Robinson</u>	<u>803-635-2740</u>
<u>Horry County</u> <u>Solid Waste Authority</u>	<u>Hwy #90, Conway, S.C.</u>	<u>Jamie Suggs</u>	<u>843-385-7649</u>

- 30.3 Decision. If the protest is not resolved by mutual agreement, the Purchasing Director shall issue a decision, in writing within ten (10) days. The decision shall,
- 30.3.1 State the reasons for the action taken; and
 - 30.3.2 Inform the protestant of its right to administrative review as provided in this Section.
- 30.4 Notice of Decision. A decision under Subsection (3) of this Section shall be mailed or otherwise furnished immediately to the protestant and any other party intervening.
- 30.5 Finality of Decision. A decision under Subsection (3) of this Section shall be final and conclusive, unless fraudulent, or
- 30.5.1 Any person adversely affected by the decision appeals administratively, within ten (10) days after receipt of decision under Subsection (3) to the County Council in accordance with this Section.
 - 30.5.2 Any protest taken to the County Council or court shall be subject to the protestant paying all administrative costs, attorney fees, and court costs, when it is determined that the protest is without standing.
31. Certification regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion: The contractor certifies, by submission of this document or acceptance of a contract, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any State, Federal department, or agency. It further agrees by submitting this qualification statement that it will include this clause without modification in all lower tier transactions, solicitations, proposals, contracts, and subcontracts. Where the bidder/contractor or any lower tier participant is unable to certify to this statement, it shall attach an explanation to this solicitation/bid.
- State whether or not your company has been involved in any litigation within the past five (5) years, arising out of your performance by circling YES OR **NO.**
- If you circled "YES", explain fully in a separate attachment.



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

Item 11.

ITEM TITLE:
Resolution to Commission two Solid Waste and Recycling Enforcement Officers
MEETING NAME AND DATE:
Public Facilities Committee – October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, ACA-Engineering Cindy Carter, Solid Waste and Recycling Director(Alternate) (Time Needed for Item Discussion = 5 minutes)
ITEM BACKGROUND:
Resolution 2019/46 adopted November 18, 2019, appointed and commissioned Artrell Horne (EMP #9232) as a County Enforcement Officer to enforce Beaufort County Convenience Centers, Boat Landings and all Litter and Environmental Ordinances for Beaufort County.
PROJECT / ITEM NARRATIVE:
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.
FISCAL IMPACT:
Both are current employees – no fiscal impact.
STAFF RECOMMENDATIONS TO COUNCIL:
Approve both current employees to be appointed and commissioned as County Litter Officers.
OPTIONS FOR COUNCIL MOTION:
Motion to approve the appointment and commission of John Milledge and Dierdre Brown as County Litter Officers. Motion to deny the appointment and commission of John Milledge and Dierdre Brown as County Litter Officers.
(Next Step – Bring Resolution to next County Council meeting November 9, 2020.)

RESOLUTION NO. ____/2020

A RESOLUTION TO COMMISSION TWO SOLID WASTE AND RECYCLING ENFORCEMENT OFFICER TO ENFORCE BEAUFORT COUNTY CONVENIENCE CENTERS AND ALL LITTER AND ENVIRONMENTAL ORDINANCES FOR BEAUFORT COUNTY PURSUANT TO THE AUTHORITY GRANTED IN SECTION 4-9-145 OF THE CODE OF LAWS OF SOUTH CAROLINA, 1976 AS AMENDED.

WHEREAS, Beaufort County Council may appoint and commission as many litter control/enforcement officers as may be necessary for proper security, general welfare and convenience of the County; and

WHEREAS, each candidate for appointment as a Beaufort County Solid Waste and Recycling Enforcement Officer has completed training and whatever certification may be necessary.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Beaufort County, South Carolina that:

1. County Council hereby appoints and commissions the following individuals as Solid Waste and Recycling Enforcement Officers for Beaufort County:

John Milledge – EMP #6536, Beaufort County Solid Waste and Recycling Enforcement Officer

Dierdre Brown – EMP #5460, Beaufort County Solid Waste and Recycling Enforcement Officer

2. Each Solid Waste and Recycling Enforcement Officer shall present the appropriate certificate to the Beaufort County Magistrate’s office prior to any official action as a Solid Waste and Recycling Enforcement Officer.

Adopted this ____ day of _____, 2020.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Joseph Passiment, Chairman

ATTEST:

Sarah W. Brock, Clerk to Council



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Change Order #1 Beaufort High School Pool Resurfacing
MEETING NAME AND DATE:
Public Facilities – October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, ACA – Engineering (5 min)
ITEM BACKGROUND:
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.
PROJECT / ITEM NARRATIVE:
The contract for the original scope of work was \$46,700 purchased under the General Contractor and Subcontractor Registry. With the change order request of \$15,500, the registry threshold of \$50,000 has been exceeded and approval is needed by Beaufort County Public Facilities Committee.
FISCAL IMPACT:
An additional \$15,500 for change order #1 increases the contract cost to \$62,200 to be funded from 2019A GO Bonds for 3 PAR Pools with a remaining balance of \$493,300.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval of change order #1 in the amount of \$15,500 to increase the contract with Andersen Pool Plastering, Inc. to a total \$62,200.
OPTIONS FOR COUNCIL MOTION:
Motion 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. Motion to deny 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. <i>(Next Step - This item does not exceed \$100,000, therefore; does not require County Council approval)</i>

ANDERSEN POOL PLASTERING, INC.

120 MEADOW DR.

BLUFFTON, SC 29910

843 247-5985

BEAUFORT COUNTY ENGINEERING

ATTN: J.W. CAMPBELL, CONSTRUCTION MANAGER

2266 BOUNDARY ST.

BEAUFORT, SC 29902

SIR,

UPON DRAINING THE POOL AT BEAUFORT HIGH SCHOOL, IT WAS DISCOVERED THAT APPROXIMATELY 80% OF THE EXISTING PLASTER HAS BEEN DELAMINATED, RESULTING IN HOLLOW AREAS AND THE PLASTER NOT ADHERING TO THE POOL. AS WE DISCUSSED, OUR CONTRACT WAS FOR UP TO 15% DELAMINATION. THE ADDITIONAL AREAS MUST BE CHIPPED OUT, FEATHERED, BONDKOTED, AND SOME AREAS BUILT UP.

RECOMMEND CHANGE ORDER #1 BE APPROVED TO INCLUDE:

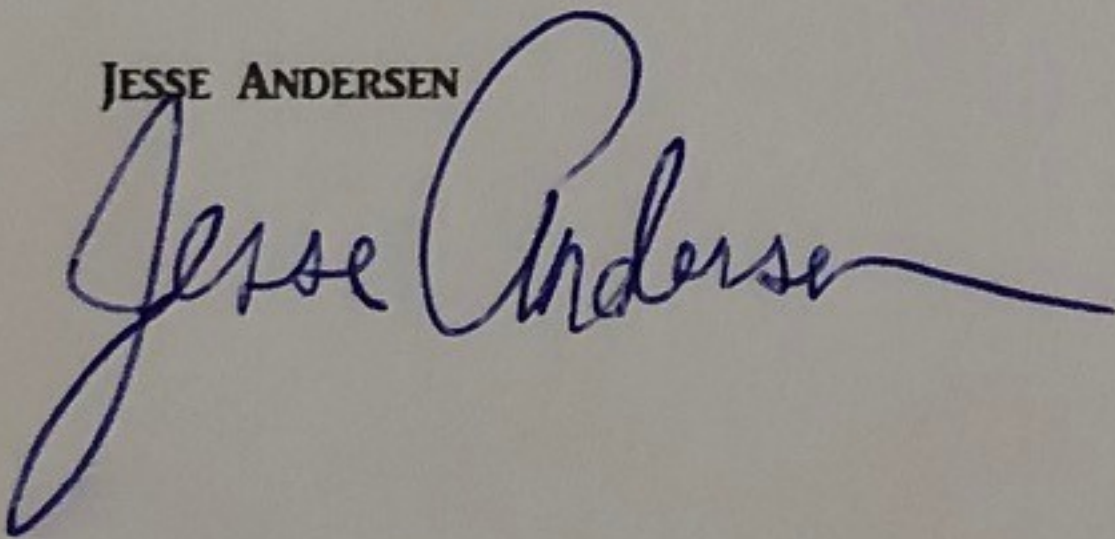
DESCRIPTION OF WORK: CHIP OUT, FEATHER, AND BONDKOTE ALL ADDITIONAL DELAMINATIONS PRIOR TO PLASTER

ADDITIONAL COST- \$15,500.00

NEW COMPLETION DATE- THE NEW COMPLETION DATE WILL BE 33 DAYS AFTER APPROVAL OF THIS CHANGE ORDER #1.

THANK YOU FOR YOUR ATTENTION TO THIS MATTER.

JESSE ANDERSEN





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

BEAUFORT COUNTY ENGINEERING DIVISION
CONTRACT DOCUMENT
CHANGE ORDER #1

To: Dave Thomas, Purchasing Director
From: Brittanee Fields, Sr. Administrative Specialist
Date: October 5, 2020

Vendor: Andersen Pool Plastering, Inc., Vendor #15031
Project: Beaufort High School Pool Resurfacing
Account No.: 40110011-54436
PO No.: 20210533

ORIGINAL CONTRACT AMOUNT.....	\$ 46,700.00
TOTAL PREVIOUS CONTRACT CHANGES.....	\$ -0-
TOTAL PRIOR TO CURRENT CHANGE ORDER	\$ 46,700.00
CURRENT CHANGE ORDER AMOUNT	\$ 15,500.00
REVISED CONTRACT TO DATE	\$ 62,200.00

TO WHOM IT MAY CONCERN:

This CHANGE ORDER includes all Material, labor and equipment necessary to complete the following work and to adjust the total contract as indicated; see attached detail. Contract will also extend by 33 days.

APPROVALS:

BEAUFORT COUNTY

SIGNATURE OF CIP CONSTRUCTION MANAGER

DATE

SIGNATURE OF DIRECTOR FOR CAPITAL PROJECTS

DATE

CONTRACTOR'S REPRESENTATIVE

-----signed attached request-----

AUTHORIZED SIGNATURE

DATE



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
US 278 Independent Review
MEETING NAME AND DATE:
Public Facilities Committee – October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, ACA – Engineering (20 min)
ITEM BACKGROUND:
N/A
PROJECT / ITEM NARRATIVE:
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.
FISCAL IMPACT:
2017 GO Bond – Road Improvements Windmill Harbor/Jenkins Island – 40100011-54500. \$7,176,928.95 available. Cost proposal received is for \$134,732.00 to HDR Engineering, Inc. The cost of the study is to be split with the Town of Hilton Head with a 50/50 cost share.
STAFF RECOMMENDATIONS TO COUNCIL:
Approve recommendation for the contract award to HDR Engineering, Inc. to provide the US 278 Independent Engineering Review.
OPTIONS FOR COUNCIL MOTION:
Motion to recommend the approval of the contract award to HDR Engineering, Inc to provide the US 278 Independent Engineering Review to be included as part of the overall US 278 Corridor Project. Motion to deny the contract award to HDR Engineering, Inc to provide the US 278 Independent Engineering Review to be included as part of the overall US 278 Corridor Project. (Next Step – Bring recommendation to next County Council meeting October 26, 2020.)



**COUNTY COUNCIL OF BEAUFORT COUNTY
ENGINEERING DIVISION**
2266 Boundary Street, Beaufort, South Carolina 29902
Post Office Drawer 1228, Beaufort, South Carolina 29901-1228
Telephone: 843-255-2940
Website: www.beaufortcountysc.gov

October 14, 2020

Mr. David A. Kinard, PE, VP
Program Manager
HDR
4400 Leeds Avenue, Suite 450
North Charleston, SC 29406

RE: US 278 Independent Engineering Review

Dear Mr. Kinard:

The South Carolina Department of Transportation (SCDOT), in cooperation with Beaufort County and the Town of Hilton Head Island, is developing the US 278 Corridor project to address safety and capacity issues currently being experienced within the corridor. The identified project limits are from the Moss Creek intersection to the Cross Island Parkway on Hilton Head Island. SCDOT owns the roads and bridges in question and will be controlling Federal Highway Administration funds associated with the project and as such is leading the environmental assessment and design process through the help of their previously selected consultant design team led by KCI.

Over the past several weeks, there has been much discussion to pursue an independent engineering review of work completed to date by the SCDOT 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 operational and aesthetic expectations. Evaluation of adjacent roadway segments and nearby intersection beyond the project boundary stated above is considered an essential component of the independent review.

The scope of the independent engineering review shall include the following:

Scope of Services

- Receive and review all of the design information and data inputs from SCDOT
- Review and verify that the assumptions and methodologies employed for proposed design elements (i.e.,- future traffic volumes and expected growth rates) are appropriate and meet professional standards for validation of use within the project’s design
- Verify findings of alternatives already identified to ensure viable ideas were not prematurely discarded and explore other possible alternatives that have not already been examined. Possible alternatives include, but are not limited to: Cross Island Parkway connection; grade-separated intersections; reversible lanes; High Occupancy Vehicle lane, Express Lanes, turning movement prohibitions, specific local traffic only lanes; intelligent signal system, other improvements without widening to 6 lanes, etc.

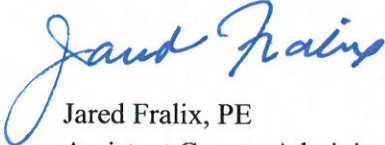
- Review & verify the cost estimates for all of the alternatives that SCDOT has explored thus far and provide a cost estimate for any alternative developed that has not already been explored by SCDOT. Provide costs estimates for all alternatives in a tabular format.
- Review and confirm the operational analyses of the reasonable alternatives and the other possible alternatives identified (both the intersections and the corridor performance) as a measure of delay throughout the entire corridor limits.
- Provide recommendations of feasible options or improvements identified through the study that merit further consideration by the SCDOT design team. Consider and provide recommendations for any landscaping, land use planning, or aesthetic concepts that are developed by others during the study period.
- Incorporate public participation through the means of the oversight committee. Conduct up to 4 virtual progress meetings with oversight committee.

Schedule & Deliverables

- Provide a detailed engineering report with analysis and recommendations within sixty (60) days from established Notice To Proceed. The report shall contain the following sections: Executive Summary and Recommendations, Goals and Objectives of the Report, Review of Design Data, Criteria, Assumptions and Methodologies, Assessment of Project Needs, Operational Traffic Analysis of Alternatives and Intersections Ancillary to the Corridor, PowerPoint presentation materials for the Elected Official Meetings, and requisite Appendices.
- Provide an interim update within thirty (30) days of commencing work to oversight committee.
- Present findings at both County Council and Town Council meetings in a manner in which the general public will be able to easily and sufficiently understand the results of this examination. VISSIM models or other suitable methods to clearly convey findings to general public and elected officials shall be employed.
- All work must be certified by a Professional Engineer registered in South Carolina.

The intent of this specific project is to ensure that all alternatives, to include those that have been previously established and those that have been potentially unexamined, are fully explored and any findings or recommendations established are provided to SCDOT as additional public input per the NEPA process. Please contact me with any questions you may have and provide a fee proposal for the scope of services outlined herein by Tuesday, October 6. We look forward to acting on this additional design review and ensuring that the benefits proposed as part of the US 278 Corridor Project are meaningful and long lasting, resulting in an improved corridor and project results that are well-received by the citizens of Beaufort County and Hilton Head Island.

Kindest Regards,



Jared Fralix, PE
Assistant County Administrator – Engineering



October 7, 2020

Jared Fralix, PE
Assistant County Administrator - Engineering
Beaufort County
100 Ribaut Road
Beaufort, SC 29902

Re: **US 278 Independent Review**

Dear Mr. Fralix:

HDR Engineering, Inc. of the Carolinas (HDR) appreciates this opportunity to provide Beaufort County with a proposal to provide engineering and planning services associated with the US 278 Environmental Document. It is our understanding that the County wishes to have an independent review of the ongoing SCDOT study. Based on the scope provided by the County dated October 14, 2020, HDR will review verify existing documentation, explore additional options, make recommendations for additional study and present our findings in a report and to Beaufort County and Town of Hilton Head Councils.

Scope

The scope of the independent engineering review will include the following:

Task 1 – Project Management and coordination

Task 2 - Receive and review relevant design information and data from SCDOT

Task 3 - Review and verify that the assumptions and methodologies employed for proposed design elements (i.e.,- future traffic volumes and expected growth rates) are appropriate and meet professional standards for validation of use within the project's design

Task 4 - Verify findings of alternatives already identified to determine that viable ideas were not prematurely discarded and explore other possible alternatives that may not already been examined. Possible alternatives to be explored will be coordinated with the Oversight committee and limited to a maximum of five (5). Possible alternatives include, but are not limited to: Cross Island Parkway connection; grade-separated intersections; reversible lanes; High Occupancy Vehicle lane, Express Lanes, turning movement prohibitions, specific local traffic only lanes; intelligent signal system, other improvements without widening to 6 lanes, etc.

Task 5 - Review and verify the cost estimates for the SCDOT alternatives explored. Create cost estimates for alternatives identified in Task 4.

Task 6 - Review and confirm the operational analyses of the reasonable alternatives and a cursory review of the other possible alternatives identified (both the intersections and the corridor performance) as a measure of delay throughout the entire corridor limits.

Task 7 - Provide recommendations of feasible options or improvements identified through the study that merit further consideration by the SCDOT design team. Provide coordination for recommendations regarding landscaping, land use planning and aesthetic concepts developed by others.

Task 8 - Conduct up to 4 virtual progress meetings with oversight committee.

Deliverables

Deliverable 1 - Provide a report with analysis summary and recommendations. The report will contain the following sections: Executive Summary and Recommendations, Goals and Objectives of the Report, Review of Design Data, Criteria, Assumptions and Methodologies, Assessment of Project Needs, Review of Operational Traffic Analysis of Alternatives and Intersections Ancillary to the Corridor, PowerPoint presentation materials for the Elected Official Meetings, and requisite Appendices.

Deliverable 2 - Provide an interim update within thirty (30) days of commencing work to the oversight committee and others as necessary.

Deliverable 3 - Present findings at both Beaufort County Council and Hilton Head Island Town Council meetings in a manner in which the general public will be able to easily and sufficiently understand the results of this examination. Methods to clearly convey findings to general public and elected officials will be employed.

Deliverable 4 - All work will be reviewed by a Professional Engineer registered in South Carolina.

Fee

HDR proposes to perform the tasks described in this proposal as outlined below:

Task 1	\$5,700.00	(32 manhours)
Task 2	\$7,968.00	(42 manhours)
Task 3	\$12,983.00	(80 manhours)
Task 4	\$20,812.00	(120 manhours)
Task 5	\$14,995.00	(76 manhours)
Task 6	\$19,773.00	(120 manhours)
Task 7	\$6,193.00	(32 manhours)
Task 8	\$8,692.00	(48 manhours)
Deliverable 1	\$27,470.00	(152 manhours)
Deliverable 2	\$3,096.00	(16 manhours)
Deliverable 3	\$6,193.00	(32 manhours)
Direct Expenses	\$857.00	
Total	<u>\$134,732.00</u>	(750 manhours)

Schedule

Our current workload will permit us to begin work immediately upon approval of the scope and issuance of notice to proceed. We anticipate an estimated project schedule of 60 Days from Notice to Proceed to provide a report with analysis summary and recommendations. Once again, HDR appreciates this opportunity to provide assistance to the Beaufort County. We look forward to working with you on this project. Please call 803-509-6626 with any questions or comments you may have.

Sincerely,

HDR ENGINEERING, INC. OF THE CAROLINAS



Phillip Hutcherson, P.E.
Project Manager

Jonathan Henderson 10/15/2020

Jonathan Henderson, P.E., VP
South Atlantic Area Manager

STATE OF SOUTH CAROLINA)
) MEMORANDUM OF AGREEMENT
COUNTY OF BEAUFORT) TOWN OF HILTON HEAD ISLAND

THIS AGREEMENT is made and entered into this ___ day of _____, 2020 by and between the Town of Hilton Head Island, South Carolina (“Town”), and Beaufort County, South Carolina (“County”).

WHEREAS, the Town and the County wish to procure an independent engineering study of the SCDOT conceptual and preliminary engineering work on the US 278 Corridor Improvement Project (“Project”); and

WHEREAS, the Town and the County recognize that it is mutually beneficial to procure and share in the coordinated oversight of professional assistance to conduct this independent review as a means of quality assurance that the conceptual and preliminary engineering work on the Project have adequately assessed and addressed the project goals and desires of the County and the Town; and

WHEREAS, the County has, in accordance with its procurement procedures, selected and contracted the firm of HDR Engineering of the Carolinas, Inc. (“HDR”) to provide traffic engineering and professional consulting services along the US 278 corridor, within the limits of the Project; and

WHEREAS, the County shall administer the contract and the work thereunder; however, the Town shall be granted full and equal participation in decision-making regarding the development of a mutually agreed to scope of work, input and discussions regarding analysis, invitations to all project related meetings, at least one presentation to Town elected officials, and access to all contract data and deliverables, and;

WHEREAS, the County shall enter into a contract amendment with HDR for professional services in the amount of \$134,732.00, attached as Exhibit A; and

WHEREAS, the Town and County shall agree to share in the expense of the contract price as stated above at equal 50/50 rate. Should there be any changes to the contract amount, a change order shall be approved by both the Town and County prior to execution of work and the cost of that change order shall be shared at the same 50/50 rate as stated above, and;

WHEREAS, both parties have been authorized by their respective councils to enter into this agreement; and

NOW, THEREFORE, be it known, this agreement shall be in effect from the date of execution until the work contracted for is complete and the obligations herein are met.

IN WITNESS WHEREOF, the parties have executed this agreement as of the day and year first above written.

WITNESSES:

BEAUFORT COUNTY

By: _____
Name: Ashley Jacobs
Title: County Administrator

TOWN OF HILTON HEAD ISLAND

By: _____
Name: Steve Riley
Title: Town Manager



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Solid Waste & Recycling Update
MEETING NAME AND DATE:
Public Facilities Committee – October 19, 2020
PRESENTER INFORMATION:
David Wilhelm, Special Projects Director Cindy Carter, Solid Waste & Recycling Director
ITEM BACKGROUND:
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.
PROJECT / ITEM NARRATIVE:
Staff will be presenting an update on the status of the solid waste and recycling program along with a recommendation on a new method to manage recyclable materials collected from the convenience centers.
FISCAL IMPACT:
Estimated total capital cost for the design, permitting, construction and equipment purchase for a new Material Recovery Facility (MRF) is \$1.9 million. Funding for this project will be from the 2019B GO Bond.
STAFF RECOMMENDATIONS TO COUNCIL:
Move forward with the design, permitting, construction and equipment purchase to begin operation of a new Material Recovery Facility to process recyclable materials collected at the convenience centers.
OPTIONS FOR COUNCIL MOTION:
No council action required at this time. This item is being presented to the Public Facilities Committee as information only. Staff will present contracts for Committee and Council approval in early 2021.

SOLID WASTE & RECYCLING and SUSTAINABILITY

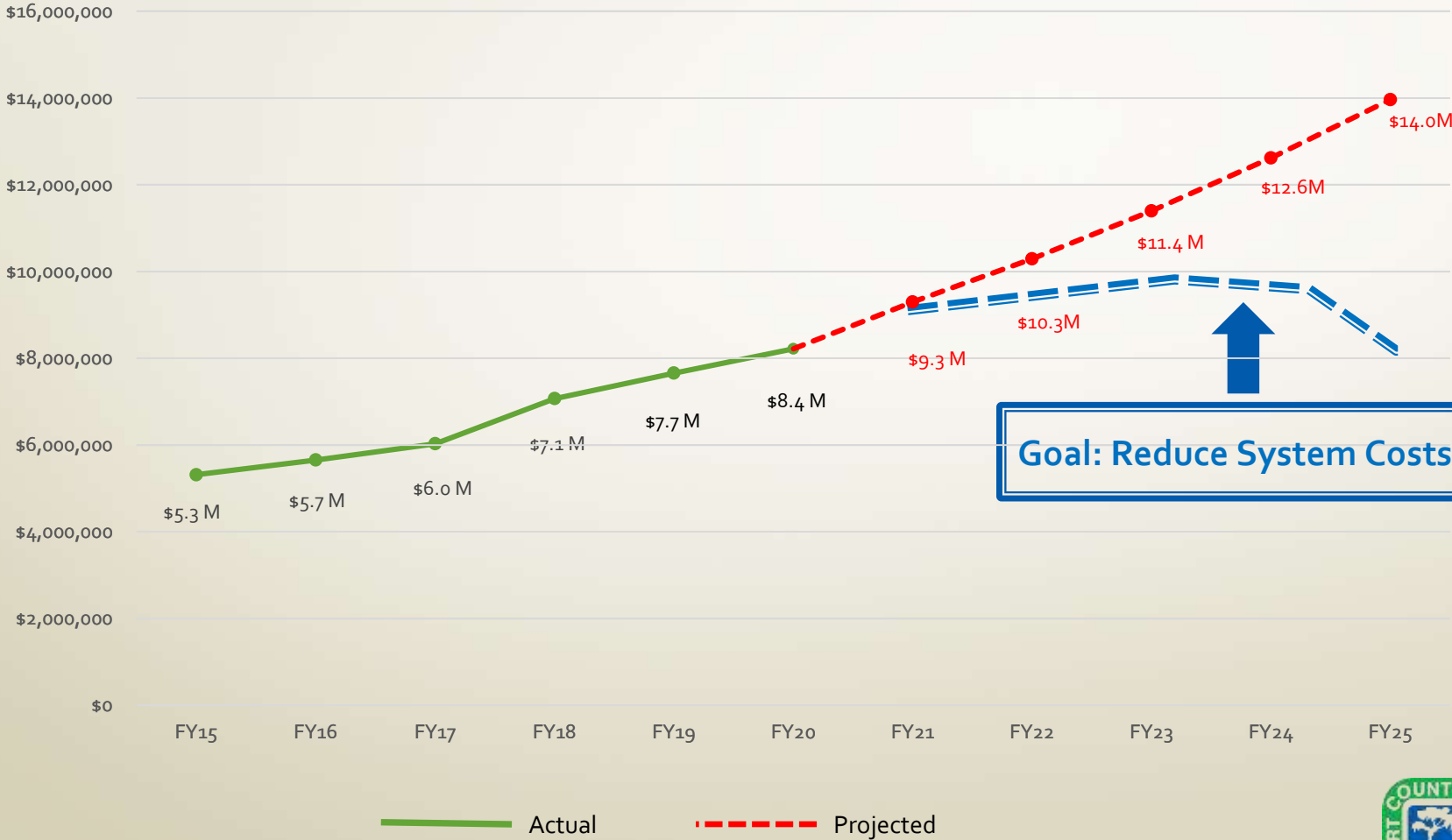


IMPORTANT ISSUES

- Program costs
- Increasing population → increasing amount of waste generated
- Convenience Centers: End of useful life; Significant capital cost to improve centers; Can't control abuse (contractors, out of county) without increasing operating costs
- Challenging recycling markets
- Litter control / Enforcement
- Hickory Hill Landfill life – end of Waste Management (WM) contract 6/30/25



Solid Waste And Recycling Costs



Goal: Reduce System Costs



RECOMMENDATIONS MOVING FORWARD

1. Create enterprise fund: **Scheduled to be completed in FY22 (tax year 2021)**
2. ***Do Not*** award curbside contract now - defer until systemic issues have been resolved: **Revisit after changes to the convenience center system have been implemented**
3. Hire consultant: **Complete. Goldsmith for convenience centers; Weston & Sampson for regional long range planning**
4. Evaluate Convenience Center usage – phase out/repurpose: **Complete. Implementation in progress.**



RECOMMENDATIONS MOVING FORWARD (contd)

5. Material Recovery Facility (MRF)/Transfer Station (TS): **MRF for processing recyclable materials recommendation to move forward. Solid Waste Transfer Station deferred; reevaluated as part of long range plan**
6. Increase enforcement efforts to deter illegal dumping



FORWARD THINKING

WHERE DO WE WANT TO BE IN 5 – 10 – 25 YEARS?

1. Cost effective and operationally efficient convenience center system
2. Maximize recycling efforts in a cost effective manner
3. Develop a long-range regional plan to most effectively manage solid waste
4. Evaluate benefits of creating an independent county, bi-county, or regional solid waste authority



FOUR WASTE STREAMS

- ❖ Class 1: Yard/Vegetative
- ❖ Class 2: Construction & Demolition (C&D)
- ❖ Class 3: Municipal Solid Waste (MSW)
- ❖ Recyclables



CLASS 1: YARD / VEGETATIVE

- 7,200 Tons / year collected at the convenience centers
- Current disposal options:
 - Oakwood Landfill (Waste Management) \$18.25 / ton
 - South Coast Logging (recycled) \$35.00 / ton
- \$260,000 / year total cost for disposal
- Recommendation: Continue to evaluate composting options with goal of creating a more cost effective and environmentally sustainable management practice.



CLASS 2: C&D

- 12,000 Tons / year collected at the convenience centers
- Current disposal option: Oakwood Landfill (Waste Management) \$24.00 / ton
- \$288,000 / year total cost for disposal
- \$800,000/year program cost (includes pulls)
- **NOTE: Implementation of an effective decal system and renewed efforts to control misuse will significantly reduce the amount of C&D collected at the centers**
- Options for contractors: Barnwell Resources (St. Helena), Pro Disposal (Burton), Carolina Containers (Okatie), Oakwood Landfill (Ridgeland). *Arbor Nature (HHI) in permitting process.*
- Recommendation: Collect data after the decal system has been implemented. Evaluate management options mid-2021.



CLASS 3: MSW

- 23,000 Tons / year collected at the convenience centers
- Current disposal option: Hickory Hill Landfill (Waste Management) \$44.00 / ton
- Contractually obligated to deliver all Class 3 waste to Hickory Hill through 6/30/25
- \$1,012,000 / year total cost for disposal (not including residential disposal tipping fees)
- Recommendation: Evaluate management options with goal of creating a more cost effective and environmentally sustainable management practice.



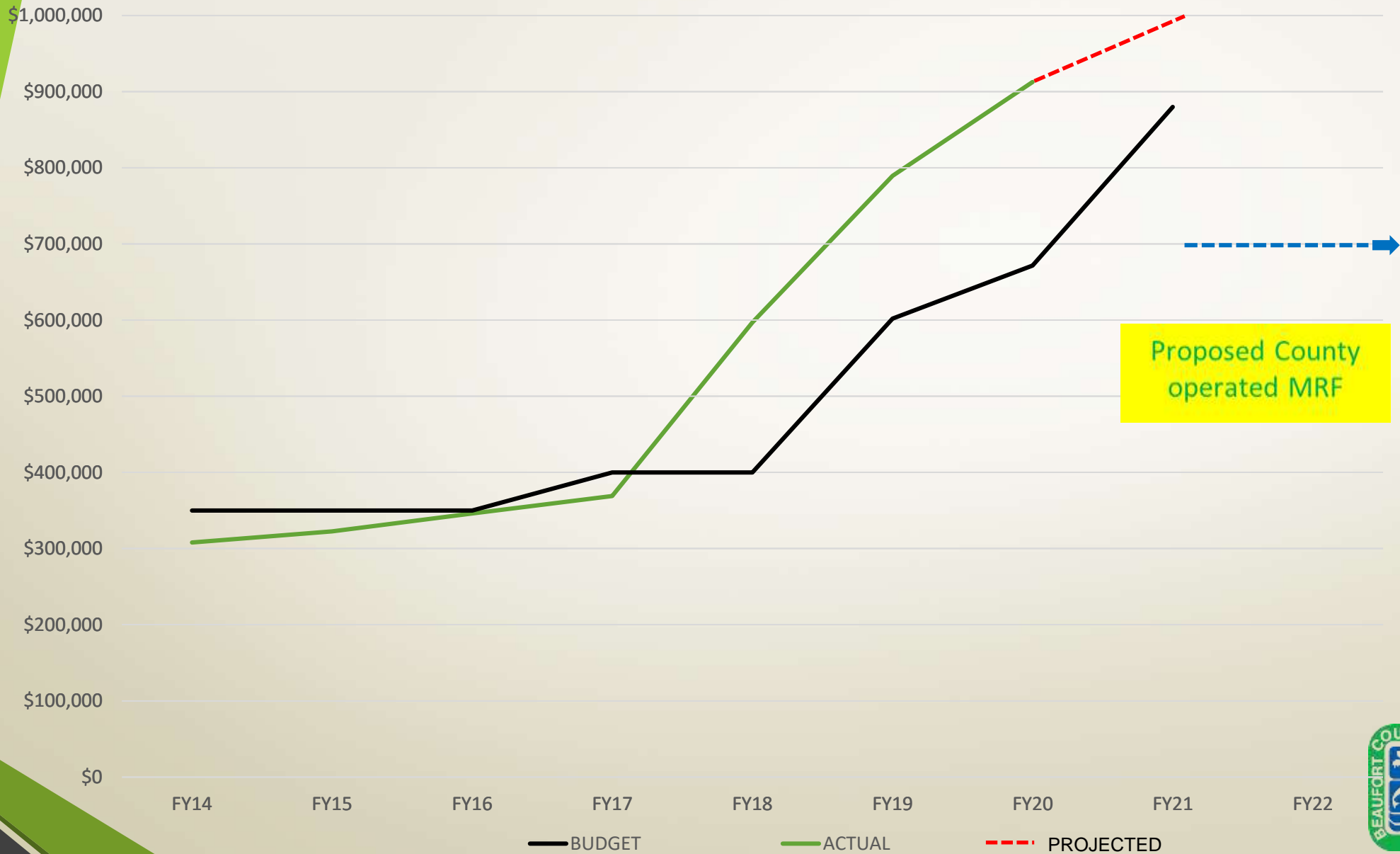
RECYCLABLES

- Commodities include cardboard, plastic, mixed metals, glass, and mixed paper
- 4,000 Tons / year collected at the convenience centers
- Current recycling option: Waste Management MRF at the Hickory Hill Landfill \$58.00 / ton + processing/transportation charges with share of revenues.
- **Contractually obligated to deliver all recyclables to WM through 7/30/21**
- \$1,000,000 projected FY21 total cost for *program*
- ***Recommendation: Build MRF at the Bluffton convenience center site to be operational 8/1/21.***



Beaufort County Recycling Program Costs

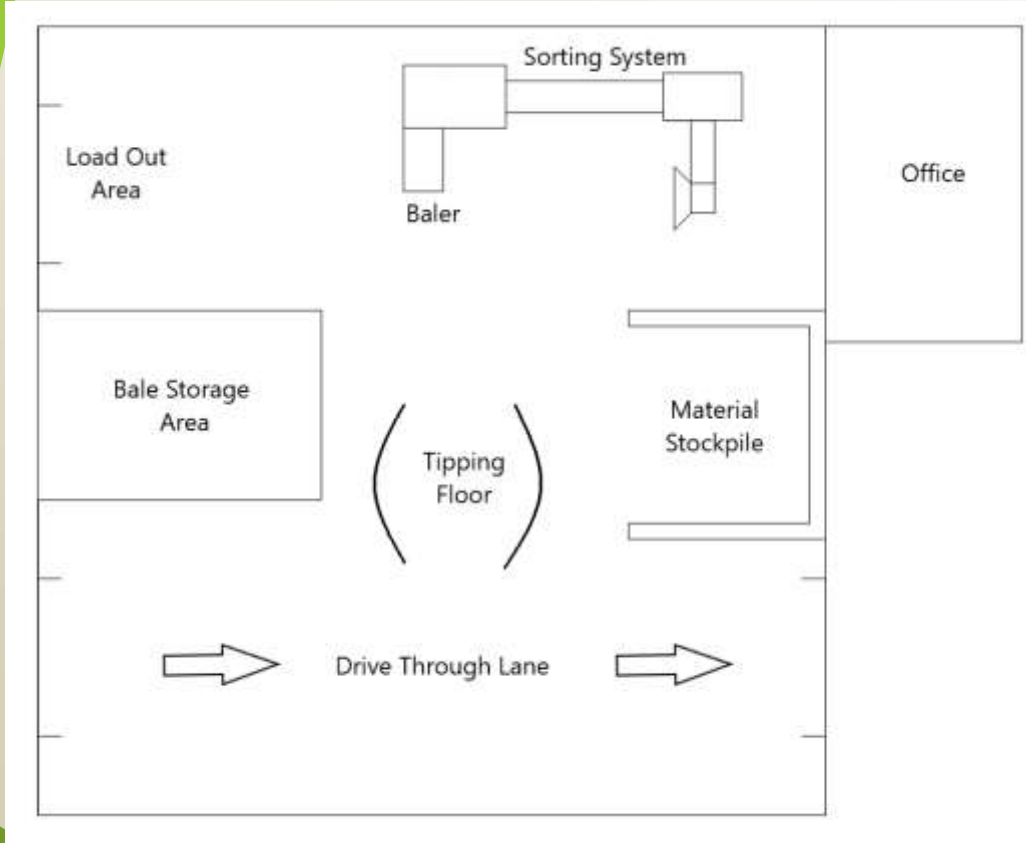
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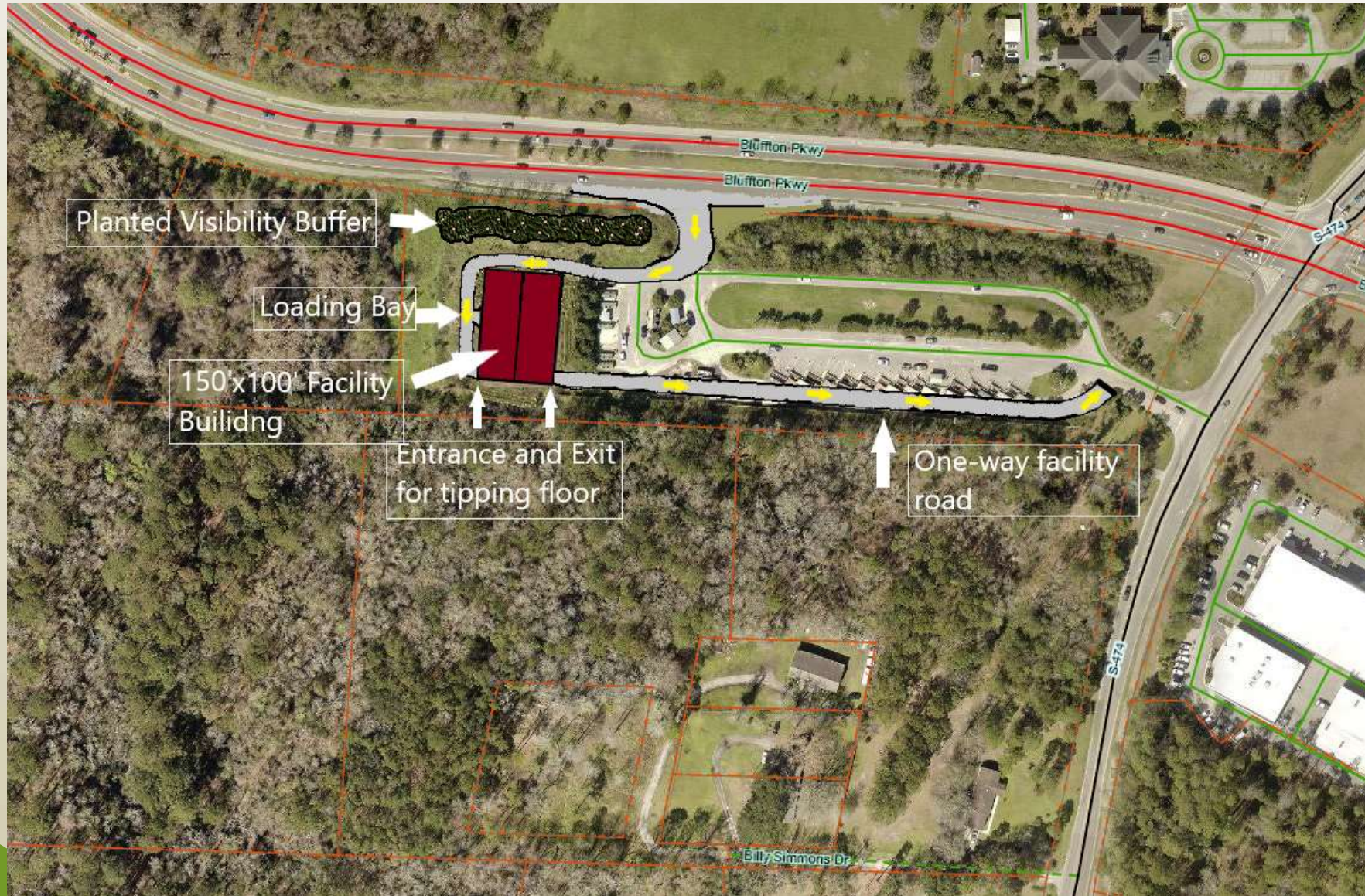
Proposed County operated MRF



Proposed Material Recovery Facility



Proposed Bluffton MRF Location



Recycling Program-Moving Forward

- **\$300,000 / year** estimated annual program savings
- Estimated capital cost for MRF is \$1.9 m. Funding source will be the 2019B G.O. Bond
- MRF to be Beaufort County owned and operated
- MRF initially will process source separated recyclables collected at the convenience centers. Design will include possibility of future expansion to accept single stream recyclables from private haulers.



Beaufort County MRF Estimated Operating Costs

Labor:	\$310,000 (Foreman, 2 Operators, 2 Maintenance Techs)
O&M:	\$ 30,000
Admin Support:	\$ 25,000
Materials & Supplies:	\$ 10,000
Cont. Rental & Pulls:	\$325,000
SUBTOTAL . . .	\$700,000
Marketing Revenue:	\$50,000

NET TOTAL ESTIMATED PROGRAM COST . . . \$650,000



Next Steps

- ✓ Retain consultant to complete the design (10/20 – 11/20)
- ✓ Permitting (11/20 – 1/21)
- ✓ Issue bids for building, equipment, container rentals and pulls (1/21)
- ✓ Recommendation for contract awards (2/21 PFC and Council)
- ✓ Order equipment; complete site work and building (3/21 – 7/21)

MRF Operational August 1, 2021

- ❖ Continue evaluation of options for other waste streams , including transfer station
- ❖ Continue evaluation of regional partnerships and creation of independent solid waste authority



QUESTIONS / COMMENTS





BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

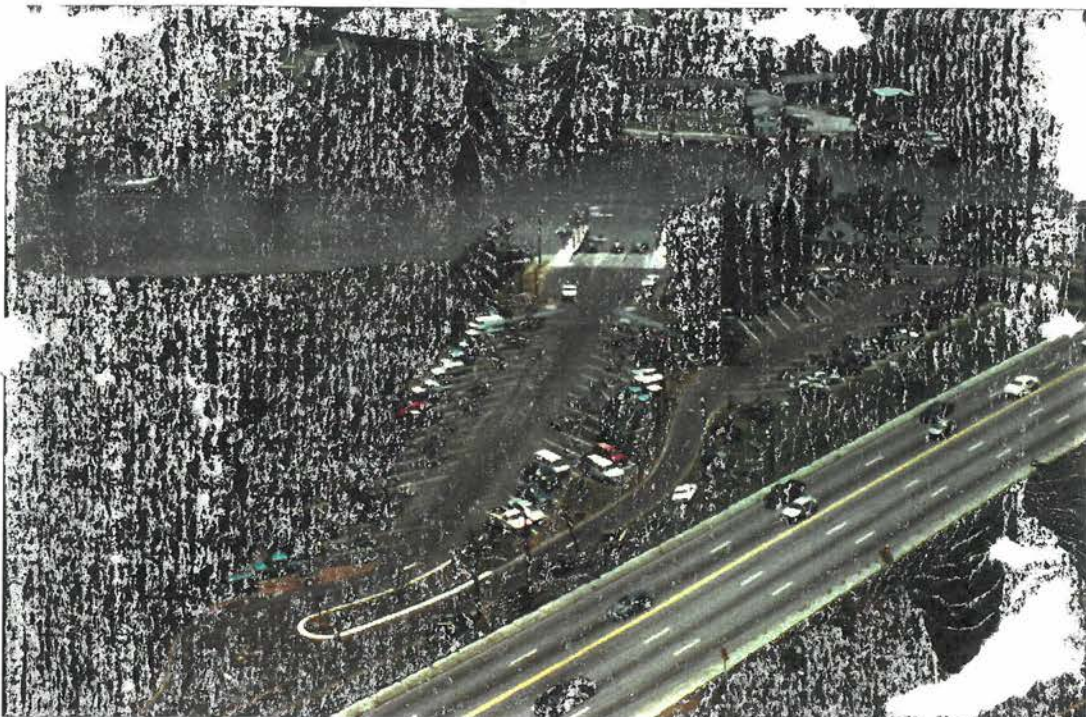
ITEM TITLE:
Discussion on the Beaufort County Boat Landings
MEETING NAME AND DATE:
Public Facilities Committee – October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, ACA - Engineering (5 min)
ITEM BACKGROUND:
Discussion on the Beaufort County Boat Landings
PROJECT / ITEM NARRATIVE:
Beaufort County Engineering 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.
FISCAL IMPACT:
N/A
STAFF RECOMMENDATIONS TO COUNCIL:
N/A
OPTIONS FOR COUNCIL MOTION:
Informational only. No action needed by Committee.

South Carolina Five Coastal County Boat Ramp Study June 2007

Beaufort – Berkeley- Charleston – Georgetown – Horry

In cooperation with

SCDHEC-OCRM



Zande-Jon Guerry Taylor, P.E., Inc.

P.O. Box 1082, Mt. Pleasant, SC 29465 USA

Phone: 843-884-6415

Fax: 843-884-4026

www.jgtinc.com



United States Department of the Interior
FISH AND WILDLIFE SERVICE
75 SPRING STREET, S.W.
ATLANTA, GEORGIA 30303

MAY 20 1986

Dr. James A. Timmerman, Jr.
Executive Director
Wildlife and Marine Resources Department
Post Office Box 167
Columbia, South Carolina 29202

Dear Dr. Timmerman:

Enclosed is a copy of the recently signed Memorandum of Understanding implementing Section 147 of the Federal Highway Act of 1976. The purpose of this MOU is to stimulate the development of more public boating access sites on areas adjacent to bridge construction, reconstruction, replacement, repairs, or alteration on the Federal Aid primary, secondary, and urban system highways. Notice that the Fish and Wildlife Service will play a major role in the implementation as described in Section F, Responsibilities of the Fish and Wildlife Service (FWS).

We encourage you to discuss this agreement with your State Highway Administrator and State Liaison Officer. We think this is an excellent opportunity for you to enhance the boating access program in your State, especially when combined with the recent increase in Dingell-Johnson funding.

If you have any questions, please contact us.

Sincerely yours,

Assistant Regional Director
Federal Assistance

Enclosures

RECEIVED
MAY 20 1986
S. C. WILDLIFE & MARINE
RESOURCES DEPARTMENT

Memorandum of Understanding Between the Federal Highway Administration and the Department of the Interior on Providing for Access Ramps in Accord with Section 147 of the Federal-Aid Highway Act of 1976

A. Purpose

The purpose of this Memorandum of Understanding is to provide guidance for the approval of access ramp projects to public boat launching areas, as required by Section 147 of the Federal-Aid Highway act of 1976, P.L. 94-280, May 5, 1976. Section 147 provides that funds apportioned to the States under 23 U.S.C. Section 104(b)(1), (b)(2), and (b)(6), may be used on application by the States for the construction of access ramps to public boat launching areas adjacent to bridges under construction, reconstruction, replacement, repair, or alteration on the Federal-aid primary, secondary, and urban system highways.

B. Definitions

1. Bridge. The AASHTO defines a bridge as "a structure including supports erected over a depression or an obstruction, as water, highway, or railway and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening." For purposes of this memorandum, a bridge is defined as such a structure overcrossing a waterway of a sufficient size to accommodate boating.
2. Adjacent. For purposes of this memorandum, a public boat launching area is adjacent to a bridge located on a Federal-aid primary, secondary, or urban system if the property upon which the boat launching area is located, or will be located, is contiguous at any point with the highway right-of-way.
3. Access Ramp. For purposes of this memorandum, an access ramp is defined as a suitable roadway leading from the Federal-aid highway to the boat launching area.
4. Public Boat Launching Area. For purposes of this memorandum, a public boat launching area is defined as the area at which boats are actually placed in the water.

C. Agreement

1. In accordance with Section 147 of the Federal-Aid Highway Act of 1976, the Secretary of Transportation will, upon application of a State and subject to the availability of funds, approve the construction of access ramps to public launching areas which are adjacent to bridges that are being constructed, reconstructed, replaced, repaired, or otherwise altered on the Federal-aid primary,

secondary, or urban systems. Approval is contingent upon a showing of safety and utility of the highway facility including the access ramp.

2. The authority to include an access ramp to a boat launching area in a request for Federal funding remains with the State Highway Agency (SHA), in accordance with 23 U.S.C. Section 145.
3. The development and acquisition of the boat launching area and the access ramp may be accomplished concurrently by mutual agreement between the SHA and the agency responsible for the launching area. However, the property adjacent to the highway right-of-way on which the boat launching area is to be located must be in public ownership, or under adequate public control and tenure at the time Federal funds for the access ramp are obligated.
4. Where the highway right-of-way is sufficient for joint development, a public boat launching area may be located within the right-of-way so long as it does not interfere with the safety and utility of the highway function, subject to the Federal-Aid Highway Program Manual, Volume 7, Chapter 4, Section 3.
5. While the public boat launching area must be adjacent to the highway right-of-way, additional highway rights-of-way may be necessary for the construction of a suitable access ramp. Costs for the acquisition of such additional rights-of-way may be eligible for funding in the same manner and extent as costs to construct the access ramp. The additional highway rights-of-way and the maintenance responsibility will be assigned and remain with the highway agency.
6. Access ramp construction eligible for consideration under Section 147 may only be accomplished in conjunction with federally funded bridge projects. The Federal share of the costs of such access ramps will be in accordance with the provisions of 23 U.S.C. Section 120 and may be funded in accordance with the system involved from funds provided under 23 U.S.C. Section 104(b)(1), (b)(2), or (b)(6). This does not preclude agreements between the SHA and other agencies where Federal highway administration funds are not involved.
7. It is not the intention of Section 147 of the Federal-Aid Highway Act of 1976 to provide an extended roadway system within publicly owned recreation areas, but rather to provide direct access from the highway right-of-way to the water traversed by such highway.
8. Where a federally funded bridge project will result in the replacement of an existing bridge, opportunities for access ramp development in conjunction with the replaced bridge and associated highway rights-of-way, should be examined as part of project planning efforts. The parties agree that Federal funding provided under 23 U.S.C., Section 104(b)(1), (b)(2), or (b)(6) may be used to provide for an access ramp to a public boat launching area at the replaced bridge or its associated highway rights-of-way.

D. Responsibilities of the Federal Highway Administration

1. The FHWA will encourage the SHA to notify the appropriate State Liaison Officers and State Fish and Game Directors of proposed bridge work and the opportunity for funding of the construction of access ramps to public boat launching areas under Section 147. This notification will be a normal part of project development and will occur early enough to permit the timely inclusion of access ramp proposals in the bridge project.
2. The FHWA will permit the approval of access ramp additions which are submitted at any time during the development of the bridge project.

E. Responsibilities of the National Park Service (NPS)

1. The NPS will notify the State Liaison Officers of each State of the provisions of this memorandum.

This notification will alert State agencies of the potential for Federal-aid funding for access ramps. The NPS will stress the importance of early coordination and consultation with the FHWA and SHA for evaluating opportunities to implement Section 147 in connection with proposed bridge projects.

2. The NPS will provide technical assistance, as appropriate, to other Federal, State and local agencies in assessment of opportunities for implementing Section 147.

F. Responsibilities of the Fish and Wildlife Service (FWS)

1. The FWS will notify the Fish and Game Directors of each State of the provisions of this memorandum.

This notification will alert State agencies of the potential for Federal-aid funding for access ramps. The FWS will stress the importance of early coordination and consultation with the FHWA and SHA for evaluating opportunities to implement Section 147 in connection with proposed bridge projects.

2. The FWS will provide technical assistance, as appropriate, to State Fish and Game agencies.
3. The FWS will coordinate Department of the Interior responsibilities for implementation of this agreement.

G. Interpretation of Section 4(f) of the Department of Transportation Act

The legislative history of Section 147 of Public Law 94-280 indicates that it is "the intent of Congress that if a bridge is to be constructed, reconstructed, replaced, repaired, or otherwise altered, the project should provide reasonable access to the water traversed by such bridge." Thus, the sole purpose of access ramps pursuant to Section 147 of the Federal-Aid Highway Act of 1976 is to provide

Federal-aid highway funds for construction of access ramps to public boat launching facilities. Such access ramps are not an integral or necessary component of the bridge project (to which they are appended) which is approved by the FHWA nor do such access ramps meet any transportation need or provide any transportation benefits.

Boat launching areas are often associated with publicly owned parks, recreational areas, or refuges otherwise protected by the provisions of Section 4(f) of the Department of Transportation Act, 49 U.S.C. Section 303 and 23 U.S.C. Section 138. Where this is the case, it would be contrary to the intent of Section 147 of Public Law 94-280 to search for "feasible and prudent alternatives" to the use of such areas as a site for a ramp to a boat launching area.

Therefore, the Department of Transportation and the Department of the Interior agree that a consistent reading of Section 147 and Section 4(f) precludes the simultaneous application of the two sections to boat launching ramp projects through or to the publicly owned park, recreation area or refuge with which the boat launching area is associated. Therefore, Section 4(f) shall not apply to access ramp projects to such boat launching areas carried out pursuant to Section 147.

It is our understanding that the construction of boat access ramps permitted under the authority of Section 147 of the Federal-Aid Highway Act of 1976 does not fall under the requirements of Section 4(f) of the Department of Transportation Act, 49 U.S.C. Section 303 (23 U.S.C. 138). However, the proposed or actual construction, replacement, repair or alteration of a bridge on lands designated in Section 4(f) will be regulated under that provision.

H. Review of Memorandum of Understanding

Within 5 years from the effective date of this Memorandum of Understanding, the Administrator and the Assistant Secretary shall review the effectiveness of this Understanding in achieving the stated purpose. If based upon that review, or at any time during the course of operation within this Understanding, either the Administrator or the Assistant Secretary find its terms in need of modification, he or she may notify the other of the nature of the desired change.

Concur:

Ray Barnhart
Administrator
Federal Highway Administration

April 11, 1986
Date

Acting M. V. ...
Assistant Secretary for Fish
and Wildlife and Parks (S) P. David C-21

3/25/86
Date

South Carolina Five Coastal County Boat Ramp Study June 2007

Beaufort – Berkeley- Charleston – Georgetown – Horry

In cooperation with

SCDHEC-OCRM



Zande-Jon Guerry Taylor, P.E., Inc.

P.O. Box 1082, Mt. Pleasant, SC 29465 USA

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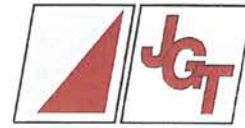
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www.jgtinc.com

South Carolina Coastal Boat Ramp Study June 2007



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ENGINEERS - PLANNERS - ENVIRONMENTAL CONSULTANTS

Zande-Jon Guerry Taylor, P.E., Inc.

P.O. BOX 1082; MT. PLEASANT, SC 29465 USA

PHONE: (843) 884-6415

FAX: (843) 884-4026

www.jgtinc.com

June 25, 2007

Mr. Robert Klink, P.E.
 Beaufort County Engineering Division
 102 Industrial Village Road Bldg. 3
 Beaufort, SC 29901-1228

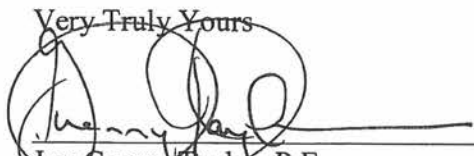
Dear Mr. Klink:

Zande – Jon Guerry Taylor, P.E. Inc. has completed the *5 Coastal County Boat Ramp Study* in accordance with our contract. Attached is a copy of the electronic media containing the full study. One of the savings in the final fee was to avoid voluminous printing and mailing cost through the use of electronic storage. A copy of this file has been placed on the internet for the public and can also be viewed on www.sccoastalboatramps.com.

The report represents many hours of research, studies, interviews, and visitation of job sites, coordination meetings and writing and reviewing of the final report. This study is the most comprehensive boat ramp study of the South Carolina Coastal Counties and includes factual updates, economic reports as well as studied recommendations for management and site improvements.

We are pleased to have the opportunity to work with the dedicated group of county representatives and look forward to subsequent review and implementation of the recommendations in the report.

Very Truly Yours



Jon Guerry Taylor, P.E.
 Project Director

CC. Craig Pawlyk, ASLA, AICP Project Administrative Manager
 Mike Kirby, P.E. Project Field Manager
 Chris Moore, P.E., Technical Control
 Mary Dickson, P.E.
 Keith Blandford, Principle Field Investigator
 Jared Reily, Field Investigator

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Zande-Jon Guerry Taylor, P.E., Inc.

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 - E. Horry County Study

Executive Report

Coastal boat ramps have come under increased pressure to service the growing coastal population. Increasing costs for land and construction of coastal county boat ramps has made the addition of new facilities a major expenditure. The South Carolina Department of Natural Resources has, in the past, been active in providing boat ramps to counties primarily through engineering, construction and funding, while the counties, in turn, were expected to operate and maintain them. The growing needs at coastal boat ramps, however, were exceeding SCDNR's ability to provide forward planning. This growing need, combined with significant focus and staff changes in the last three years means that SCDNR's resources are no longer sufficient to meet all the boat ramp needs for the counties.

As a result, Beaufort, Berkeley, Charleston, Georgetown, and Horry Counties formed a coalition of coastal counties with the administrative and technical assistance of the Office of Coastal Resource Management (OCRM). Their purpose is to jointly manage and administer a study to assess existing use, issues and condition of the 100-plus public boat ramps under SCDNR or coastal county management. This marks the first effort at regional master planning, as SCDNR's efforts were limited to individual counties, and no regional master plan was developed, nor were any studies performed show individual county or project need, economic benefits or job creation related to coastal county boat ramps in South Carolina.

In order to compile a prioritized list of county boat ramp improvements, field interviews and studies were performed. The field interviews (questionnaires) were conducted at selected boat ramps during seasonal busy periods to determine boat ramp use and origins (zip codes), opinions, spending patterns, and other pertinent details. Field Studies were used to assess boat ramp conditions for facilities, permitting, wetlands, safety, parking adequacy and expansion possibilities. In addition, an online survey (www.sccoastalboatramps.com) produced 1200 responses. From statistical studies of the gathered data, a typical coastal boat ramp user profile was determined. The user profile includes travel distance, spending patterns, boat ramp usage patterns, length of time on the water, priorities for improvements, opinions on fees, etc.

Coastal South Carolina boat ramp users include local boaters, intrastate boaters and out-of-state boaters. The boat ramps are being used primarily by recreational boaters, with local resident boating parties making up 79% of the total boat landing user population in the 5 County Study Area. Visiting boating parties (users who live in South Carolina counties outside the study area or outside South Carolina altogether) make up the other 21%. Boaters do not follow county lines but instead follow the resources that appeal to their boating interest. Charleston County boat ramps receive the most use from boaters from all the combined counties in the study area. Horry County receives the least boater use from boaters within the study area with many of its own boaters using Georgetown boat ramps. However, Horry County enjoys significant usage from North Carolina boaters. The most popular boat ramps by county are: Beaufort County-Broad River, Berkeley County-Bushy Park, Charleston County-Remley's Point, Georgetown County-Murrells Inlet, and Horry County-Murrells Inlet.

The total boat landing user population in the 5 Coastal County Study Area includes the 87,983 boats registered in the study area in 2006 plus an estimated 23,388 "visiting" boats. Other users

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include personal Water Craft (PWC's), canoes, kayaks, nature tours, pole fishermen, and recreational crabbers who are all developing uses of boat ramps and docks that were never intended during boat ramp funding, planning and design. Based on information collected, the overall user satisfaction rating was 7 out of a possible 10. The most commonly suggested improvement was for more parking (53%), followed by restroom facilities, and trash receptacles. Other problems cited were vandalism, thievery, obnoxious activities, drug issues, drinking parties, parking, and other crude, rude and not very entertaining activities at boat ramps in all coastal counties. The majority of users (67%) indicated they would be willing to pay a fee for the use of the boat ramp, provided the monies collected were used exclusively for boat ramp improvement. Many, however, were frustrated that funds and taxes already collected in the name of boating are not being used to fund boat ramp projects.

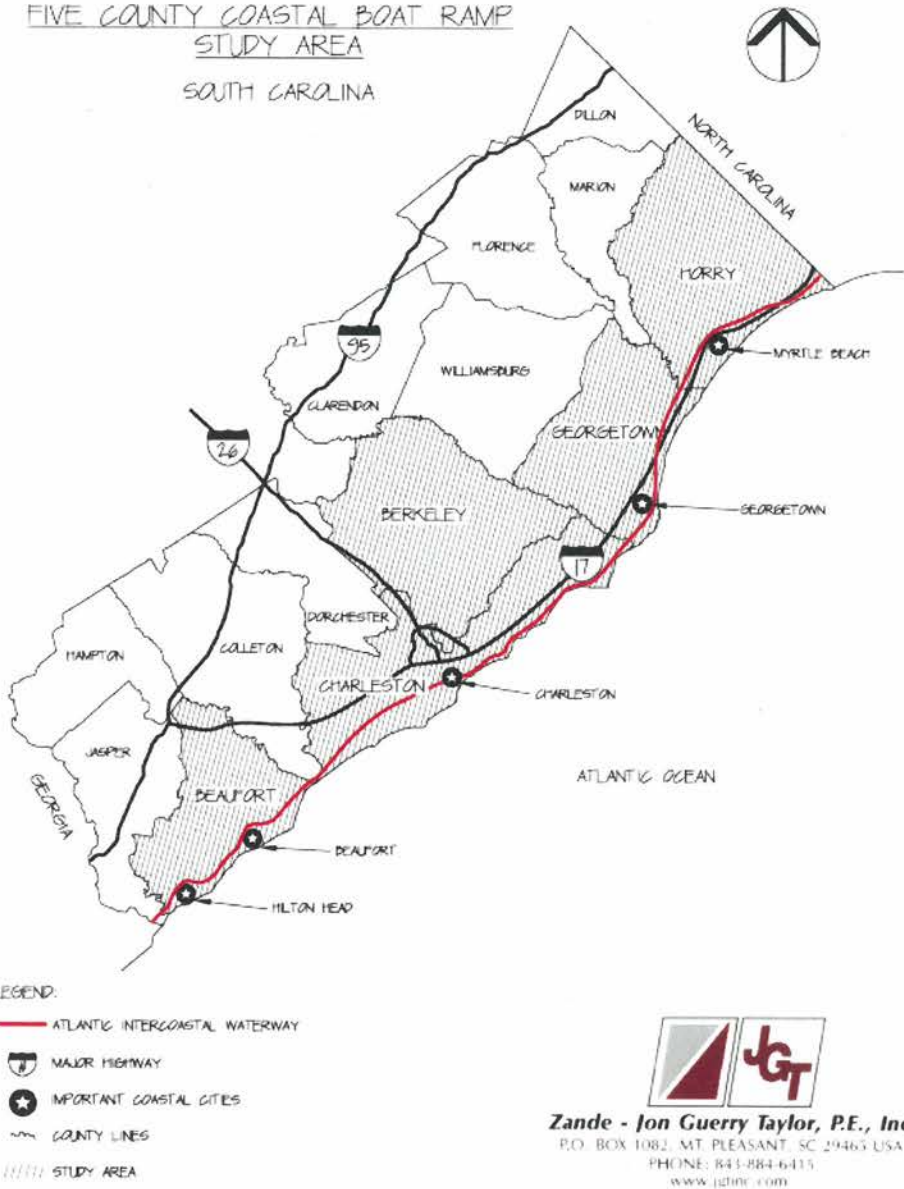
There is a public perception that boat ramps contribute to the economy through tourism and commercial sales. This study calculated an annual economic impact of public boat landings in the 5 Coastal Counties Study Area of more than \$507 million. A total of 5,950 jobs (direct and indirect) and more than \$147 million in personal income are created or sustained in the coastal South Carolina region by the existence and usage of these public boat landings by both residents and visitors. These factors alone are compelling reasons to take a more intensive approach to coastal boat ramps in the 5 County Study Area.

Funding of coastal boat ramp construction, maintenance and operation must now be proactive, forward looking and properly prioritized to take advantage of existing boat ramps, secure additional sites and close those that are not serving the public in terms of their cost and/or public liability. The cost of the new 40 trailer/vehicle space boat ramp has now increased to \$550,000 and is highly dependent on land values. It is obvious that the lack of availability of new suitable boat ramp sites will inhibit boat ramp construction.

It will require imagination, commitment and coordination among the coastal counties and cities and may include developers, special interest groups, tax receipts, boater registration, etc. The available grant funds require effort to locate and become qualified for; however, a long-term boat ramp program serving a broader area will be more competitive for the funding resources and will better meet the needs of the boating community.

I. The 5 Coastal County Study Area Location and Description

The Coastal Counties Boat Ramp Study area includes the entire coastline from North Carolina to Georgia except for a four mile stretch of Jasper County and a five mile stretch in Colleton County.



The coastal area of South Carolina is generally very flat with rivers exiting from the inland and Piedmont areas of North Carolina and South Carolina into Atlantic Ocean inlets. Barrier Islands,

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beaches and bays dominate the coast.

The South Carolina Coast is a very active erosion and sedimentation area, especially along the barrier islands and shallow inlets. Jetties constructed at Little River in Horry County, Murrells Inlet and Winyah Bay in Georgetown County, and the Charleston Harbor entrance in Charleston County have attempted to provide stability at critical locations for ocean vessels.

Beginning at the North Carolina/South Carolina state line, the Atlantic Intracoastal Waterway (AIWW) traverses in a southwest direction along the entire South Carolina coast until it enters Georgia at Savannah. It was constructed (1938) to provide sheltered inland passage along the Atlantic Coast. The authorized depth for the Corps of Engineers is 12 MLW. While originally constructed for commercial and barge traffic, it now accommodates a growing number of large and small recreational boats.

The Atlantic Intracoastal Waterway provides excellent all-season recreational boating access to most of the creeks, rivers, bays and sounds along the entire South Carolina Coast.

Berkeley County is the only county in the 5 Coastal County Study Area that is not serviced by the Atlantic Intracoastal Waterway. Because Horry County has only one entrance to the Ocean at Little River Inlet and which runs behind the beach, there is limited direct access for the salt water fisherman. Georgetown, Charleston and Beaufort Counties have the potential for more public access for boating, but some large areas are tied up in private land holdings, National Estuarine Research, Wildlife Reserves, Wildlife Management Areas, Heritage Preserves, National Wildlife Refuges and Wildlife Management Areas.

II. The 5 Coastal Counties Boat Ramp Study Purpose

Coastal boat ramps have come under increased pressure to service the growing coastal population. Traditional boat ramp locations do not always provide for the increased parking, lane availability, and services requirements and the funding, construction and maintenance of the facilities has become onerous. Moreover, coastal boat ramps are subject to more regulatory issues than typical inland boat ramps. Because of the rough climate and the sensitive environment, they require a higher level of planning, permitting and design. Increasing costs for land and for construction of coastal county boat ramps has made the addition of new facilities a major expenditure.

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Studies in other states have indicated that boat ramps increase tourism spending and create direct and indirect employment. The South Carolina Department of Natural Resources has previously been active in providing boat ramps, but they had no studies to link economic benefits and job creation to coastal county boat ramps in South Carolina.

All of these factors contributed to a need for the coastal counties to undertake independent action to form a 5 Coastal Counties Area Study Group. Beaufort, Berkeley, Charleston, Georgetown, and Horry Counties formed a coalition of coastal counties to jointly manage and administer a study to assess existing use, issues and condition of the 100-plus public boat ramps under SCDNR or County management. Colleton and Jasper Counties chose not to participate in the funding and were, thus, excluded from the study.

The 5 County Coalition asked OCRM to manage the contract and to participate as a member of the technical administration team. The following is a brief overview of the study goals:

A. Background- Historical County Boat Ramp Construction and Operations

Each county, at some time in the past, has been very dependent on SCDNR for boat ramp planning and construction. While SCDNR built the boat ramps, the counties were expected to operate and maintain them. In counties like Horry and Georgetown this is still the case. In Charleston and Beaufort Counties, the counties take a more proactive role and ask SCDNR for funds allocated from the Gas Tax to plan and build them through their own efforts. Berkeley County is similar to Charleston and Beaufort Counties but has not been aggressive in utilizing state funds that are allocated for this purpose.

It is obvious that coastal issues for boat ramps are different than those in other parts of the state. Coastal counties are growing very quickly compared with other areas of the state. Tourism- including intrastate boaters- use of boat ramps is high. Boater registrations are growing and boaters are demanding larger and better facilities.

Because of the nature of coastal boat ramps (salt water, tides, waves, adverse weather events, dredging, etc.), construction of coastal boat ramps is also more expensive. Land values for suitable boat ramp sites are rising as coastal developments continue to grow. *Attachment A* shows the approximate budgeting cost for a typical coastal boat ramp project with two lanes and forty parking spaces.

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All of these issues demand a fresh state, regional and county perspective on boat ramps: their patterns of growth, need for new construction, maintenance, security, etc. Funding of coastal boat ramp maintenance, construction and operation is now vastly different.??

B. Identify Coastal Boating Patterns at Boat Ramps

Each of the five study counties has a mixture of salt water (coastal) boat ramps and freshwater (inland river) boat ramps. The study looked at both with equal importance for serving the citizens and providing economic impacts. The boating patterns for each are different, but there may be substantial crossover for individual boaters. Moreover, the individual counties also have boating patterns that cross over county lines. Some of the boating patterns are dictated by special events such as shrimp baiting season, holidays or special events such as the Beaufort Water Festival, Rockville Regatta or the Governors Cup. The study will take into account existing boating patterns and major developing trends.

C. Develop an inventory of Public Coastal Boat Ramps

In accordance with the contract, each county submitted a data sheet to the consultant prior to visiting the site. Additionally, each of the selected boat ramp sites was visited with representatives of each county. SCDNR also provided plans and data from their files to assist in compiling the data. SCDNR did not visit the sites. The data was compiled and provided a part of the complete database for evaluating boat ramps and writing the report. Some of the field information (plans) are included in the final study.

D. Identify Critical Boat Ramp Issues

On a regional and county basis the study is to determine critical boat ramp issues for counties. It will assess user trends, funding sources, and economic impacts and provide recommendations based on the results. The counties will then be able to develop action plans for purchasing land as well as boat ramp planning, construction, permitting, and maintenance.

1) Assess Developing Trends

Coastal boat ramps are unique as they are governed by tides and river levels that control

boater access. Added to this is the additional use of many boat ramps by commercial fishermen, tourists, contractors (perhaps illegally), guides, canoe and kayak enthusiasts (who use no fuel and therefore provide no dedicated tax base for boating funds), and others who were not originally intended users. The facility boating loads are increasing and the demands for more and bigger parking spaces, as well as ancillary facilities are creating a new “boat ramp user profile”. The study looks at developing trends in the light of existing and growing uses.

2) Identify Potential Funding Sources

Traditional funding for boat ramp projects has come from a myriad of sources usually administered by the SCDNR. However, the study will evaluate existing SCDNR funding programs as well as other resources available through state and federal agencies. There will be some study comment on public/private cooperation in boat ramps.

3) Study Economic impacts of boat ramps

There is a public perception that boat ramps contribute to tourism and support commercial fishing. Just how much can be attributed to boat ramp location and operation? Can the new rising construction, operation and maintenance costs of boat ramps be supported by the value of economic impact to the local economy that currently bears the responsibility of operation and maintenance? If not, how will the cost of new construction of coastal boat ramps be met?

4) Make Recommendations

Numerous studies of boat ramps and ancillary facilities have been conducted throughout the country. This study proposes to integrate field obtained data and knowledge with other developed regional data to give the coastal alliance of five counties specific recommendations on actions to take to continue to serve the boating public and to construct, improve and maintain boat ramps for the fast developing coast of South Carolina. Some of the recommendations will include:

- a) The viability of continuing the 5 Coastal County Structure for future cooperation on boat ramp projects.
- b) Prioritized County boat ramp improvements.

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- c) Economic evaluations on the impact of boat ramps. (Regionally and individually)
- d) Additional studies, legislation initiatives, enforcement, safety and acquisition.
- e) Comments on continued cooperation and interaction with SCDNR, legislators and the legislative process, state and federal permitting agencies and other state agencies.

III. The 5 Coastal County Boat Ramp Study Process

Zande-Jon Guerry Taylor, P.E. Inc. is the selected consultant for the study. Jon Guerry Taylor, P.E. is the Project Manager and Craig Pawlyk, RLA, AICP is the Project Administrator. Several meetings were held with the Coastal Counties Boat Ramp Study Group (CCBRG) to finalize the scope, fee and schedule. On March 22, 2006 the final contract was signed.

The study began immediately and has been continuously prosecuted, except for the following two uncontrollable delays:

- 1.) A meeting with SCDNR to discuss funding was requested in December and was not actually consummated until late January.
- 2.) The internet and field surveys from Horry County were not as responsive as expected and a subsequent mail out notice was sent to registered boaters in that area.

Because of these issues the contract time was extended to March 1, 2007. Periodic meetings for progress reports and assessment of the developing issues were held between the consultant and the Coastal Counties Boat Ramp Group.

The following is a brief overview of the study process:

A. Boat Ramp Visits and Field Studies

Field Studies were used to assess boat ramp conditions for facilities, permitting, wetlands, safety, parking adequacy and expansion possibilities. Every one of the boat ramps was visited by staff of Zande-Jon Guerry Taylor, P.E. Inc. Pictures, sketches and a standard boat ramp assessment form were used to document the visit and the conditions of the boat ramp.

B. Selected Boat Ramp User Interviews

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Field interviews (questionnaire) were conducted at selected boat ramps during seasonal busy periods to determine boat ramp use and origins (zip codes), opinions, spending patterns, evaluation of their most often used boat ramp, opinions on fees for boat ramps and other pertinent details. Over 550 questionnaires were obtained during the field study process.

C. Utilization of Internet and Web Page

A web page (www.sccoastalboatramps.com) was developed and set up on the internet to receive comments and to post progress on the study. Over 1600 responses to the internet questionnaire (same questions as field interview) were received. Approximately 50% of the responders offered additional individual comments and/or suggestions.

D. Statistical Studies To Determine Coastal Boat Ramp User Profile

Based on data from all sources, statistical studies were conducted to ascertain trends and assist in developing a *coastal boat ramp user profile*. The coastal boat ramp user profile includes travel distance, spending patterns, boat ramp usage patterns, length of time on the water, priorities for improvements, opinions on fees, etc.

E. Individual County Database Development

Individual boat ramp data was provided by each county. This data included a study survey form for each boat ramp that elicited (when available) ownership, lease arrangements, boundary plats, permitting documents, and/or deeds, etc.

F. South Carolina Department of Natural Resources (SCDNR) Data

SCDNR was consulted to obtain information on individual boat ramps, shrimp baiting licenses, salt water fishing licenses, boater registrations, funding opportunities, and details on allocation of funds. They were cooperative in supplying individual boat ramp information, shrimp baiting licenses, salt water fishing licenses and boater registrations. They were less cooperative in supplying a formal response to funding questions. See Letter to SCDNR in Exhibit 5.

G. Economic Study

Jacki Renegar a Charleston based economics research firm joined the project team and was contracted to perform statistical analysis and economic studies for the 5 Coastal Counties Boat Ramp Study. The data obtained from the combined 1800 field and internet surveys were utilized in conjunction with current regional economic data. The results were quantified for the 5 Coastal County Region as well as for the counties individually.

IV. Study Findings – 5 Coastal County Region

A. Coastal Area Boat Ramp Popularity by County

To the question “Which boat ramp do you use most often”?, the following responses were given:

- a. Horry County.....Murrells Inlet
- b. Georgetown County.....Murrells Inlet.
- c. Charleston County.....Remley’s Point
- d. Berkeley County.....Bushy Park
- e. Beaufort County.....Broad River (closed for dredging)

B. Coastal Area Boat Ramp Uses

For the most part the boat ramps are being used by recreational boaters. Based on the study results from all sources, the Coastal Boat Ramp usage purpose is as follows:

QUESTION• What is most often your primary purpose of a typical boating trip during the year.

Fishing	810	65%
Cruising	261	21%
Other (please specify)	135	11%
Skiing/tubing/Waterboarding	46	4%
Grand Total	1253	100%

“Other” responses (11%) most typically included “all of the above,” hunting, commercial

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fishermen, etc. Commercial fishermen use the boat ramps, especially in Georgetown, Charleston and Beaufort Counties. They seem to have come to an accommodation with recreational users and serious conflicts are rare.

Within that "Other" group is also some newcomers that bring on different planning, design, management and construction issues:

Personal water craft, kayaks and canoes are growing in use and were not planned for in the original design of the boat ramps. Their responses to the survey indicate that they may want separate facilities or accommodations (especially kayak and canoe enthusiasts). . Additionally, *ecological tours* utilize the boat ramps in increasing numbers. All of these new uses contribute to the creation of additional demand for parking and other support facilities (bathrooms, trash pickup, lighting, etc).

A disturbing trend is the growing use of boat ramps by *Marine Contractors* who utilize the boat ramps for access for heavy equipment. These facilities were not designed for these heavy loads that are now being placed on them. These heavy loads are probably creating excessive wear and crack damage on the ramps. These damages may not show up right away but will probably negatively affect the life of the structure. Contractor usage ties up the boat ramp for a long time and deprives the recreational boater of the full use of the facility. There have been cases where the contractor tied up parking space, loaded across the ramp and tied barges to the docks for long periods of time. Some contractors are quite indignant about this and consider that *because they pay taxes*, no one can stop them.

C. Typical Boat Ramp Users (Where do they come from within the Coastal Study Area?)

Coastal South Carolina boat ramp users cover a broad range of boaters and include local boaters, intrastate boaters and out-of-state boaters. Out-of-state boaters come from as far as 1000 miles away. In one Horry County Intercept Survey more than 50% of the boaters were from out of the county or from out-of-state. In one Georgetown County survey, a large percentage of the boaters were from Horry County. In a Beaufort County survey, a similar number of boat ramp users came from Georgia. All counties have out-of-state boaters using the Coastal Boat Ramps.

From the field interviews it was determined that a substantial number of the North Carolina boaters are using North Myrtle Beach boat ramps and Georgia boaters are using the Beaufort County boat ramps.

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In the surveys of all boaters, the following distribution of non-users and users of various county boat ramps was indicated. (I)

<u>County</u>	<u>Boaters not using ramps</u>	<u>Boaters using ramps in this county</u>
Beaufort	372(29%)	380(30%)
Berkeley	355(28%)	302(24%)
Charleston	178(14%)	688(54%)
Georgetown	377(30%)	355(28%)
Horry County	415(33%)	290(23%)

(I) Since the number of survey responders (1263 to this question) could vote for more than one ramp, these percentages are not absolutely indicative of the boater population by counties; however, they are included to show relevant usage between survey responders. E.g.: More of the total area boaters who responded use Charleston Boat Ramps (688 or 54%) than use Horry County Boat Ramps (290 or 23%).

From the above it can be inferred that Charleston County boat ramps receive the most use from boaters from all the combined counties in the study area. Even so the Bushy Park Boat Ramp in Berkeley County is probably the single busiest boat ramp accessing the upper Cooper and Charleston Harbor area. Horry County receives the least boater use within the study area. In a closer examination of Horry County responders it was determined that many of the Horry County boaters use the Georgetown County boat ramps- especially Wacca Wache (freshwater) and Murrells Inlet (saltwater); however, Horry County also enjoys significant usage of their boat ramp from North Carolina boaters.

D. Coastal Boat Ramp Usage (Trips and Distance of Travel)

Of all responders (1756) to the **QUESTION** (How many times per year do you use Coastal Boat Ramps in the 5 County Coastal Area?), the usage was estimated at 69,600 trips per year.

Average is 40 times per year

Median is 25 times per year

The following is a more detailed breakdown of the usage of all County Coastal Boat Ramps by

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all boaters.

1-10 times/year	18.8%
11-20	21.0%
21-30	19.3%
31-40	10.2%
41-50	12.1%
51-99	8.5%
100+ times/year	<u>10.1%</u>
	100.0%

The above includes all responses (residents of the five county study area and visitors who live outside the study area, daytrippers and over-nighters).

Study results indicate Coastal Boat Ramp usage among residents living within the 5-county study area was higher, on average as well as in aggregate, and was reported as follows:

Of the 1395 responses of boaters inside the 5 County Coastal Area, it is estimated that a total of more than 59,457 uses per year occur.

Average is 43 times per year

Median is 30 times per year

The following is a more detailed breakdown of the usage by boaters inside the 5 County Coastal Area.

1-10 times/year	14.4%
11-20	20.4%
21-30	20.1%
31-40	10.9%
41-50	13.8%
51-99	9.5%
100+ times/year	<u>10.9%</u>
	100.0%

Usage among respondents who indicated they live outside the 5-county study area was significant and was reported as follows:

Of the 375 responses, it is estimated that a total of more than 10,151 uses per year occur.

Average is 29 times per year

Median is 20 times per year

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The following is a more detailed breakdown of the usage by boaters outside the 5 County Coastal Area.

1-10 times/year	36.0%
11-20	23.3%
21-30	16.3%
31-40	7.5%
41-50	5.5%
51-99	4.4%
100+ times/year	6.9%
	100.0%

To the **QUESTION** (“How far did you travel to get to the boat ramp you use most often”?), Coastal County Boaters indicated that the average distance driven is 86 miles, though some drove as far as 1000 miles.

E. Coastal Boat Ramp Users (Number in the boating party and length of stay)

To the **QUESTION** (“During a typical boating trip, how many people are in your party”?) asked of 1784 responders (5733 people), the following results were shown:

Average is 3.2 people per boat

Median is 3.0 people per boat.

To the **QUESTION** (“During a typical boating trip, how many hours on an average, do you typically stay on the water?”) asked of 1749 responders, the following results were shown:

Average is 5.4 Hours

Median is 5 Hours

F. 5 Coastal County Boat Ramp User Satisfaction Survey Responses

Several questions were posed to elicit responses on satisfaction with the existing coastal boat ramps. The questions are directed for “the boat ramp you use most often” and are not intended for a specific identifiable boat ramp. The responses for specific boat ramps were garnered from other comments at the end of the survey.

To the **QUESTION** (On a scale of 1-10, with 10 being the highest, how would you rank the

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satisfaction of the boat ramp you use most often?”), the combined overall Coastal Boat Ramp User response is as follows:

Average rating is 6.8

Median rating is 7

To the **QUESTION** (Considering the same boat ramp, what improvements would make the boat ramp better?”), the following are the responses:

	% out of 1800:
More parking	53%
Restrooms	43%
Trash receptacles	34%
Improved lighting	22%
Floating docks	20%
Improved security	17%
Fishing pier/platform	11%
Picnic facilities	9%
Other (please specify)	31%

The “Other” comments covered a wide range of topics and improvements that are preferred by the responder himself, or in some cases, an active group that is interested in only one facet (e.g. kayakers, environmental issues such as recycling, etc.).

In a related question, the responders were asked to comment on user fees with the question (“How much of a boat launching fee, if any, would you be willing to pay at this ramp if your suggested improvements were made?”).

	<u>All</u> <u>respondents</u>	<u>Five county</u> <u>area residents</u>	<u>Visitor</u> <u>boating parties</u>
None	30.5%	32.6%	22.9%
\$1 to \$5	56.8%	56.2%	58.9%
\$6 to \$10	11.2%	10.1%	15.4%
More than \$10	<u>1.5%</u>	<u>1.1%</u>	<u>2.8%</u>
<i>Total # responses</i>	1,686	1,328	358

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As can be seen from the results, boaters who reported that they live outside the 5 County Study Area were significantly more willing to pay a user fee; however, 68% of all boaters indicated that they would be willing to pay a user fee of \$1-10.

G. Boaters Overnight Stay

Survey responders were asked about their usual overnight stays on boating trips. To the question (“Do you typically use any lodging during boating trips/outings?”) the following results are summarized:

No lodging; daytrip	1455	86.3%
Yes, hotel/motel/inn/B&B	63	3.7%
Yes, family vacation home	72	4.3%
Yes, stay with family/friends	51	3.0%
Yes, campgrounds/camper	25	1.5%
Yes, other lodging	20	1.2%
Total responses	1686	100.0%

“Other lodging” responses most typically responded “on board the boat.”

Respondents who reported an overnight stay as part of their boating trip tended to be visitors to the 5 county area (60% of overnights lived outside the 5-county area). Still, even some boaters living within the 5 county study area (5% of resident respondents) reported typically including an overnight stay (median is 2 nights) during their boating trips while using ramps in the study area.

For all those who reported staying overnight (231 or approx 14%), 176 reported the typical stay was a median of 3 days and 2 nights.

H. Coastal County Boat Ramp User Profile

The typical boating party comes from the 5 Coastal County Area and is comprised of 3 people who will spend 5 hours fishing on the water. They typically go boating 25 times per year. They will travel approximately 10 miles to go fishing. They will cross county lines to get to the boat ramp that offers the resource (fishing, hunting, cruising, etc.) that they desire. Over half of them use boat ramps in Charleston County. They will spend approximately \$140–160 per trip. They are mildly pleased with the existing boat ramps (rated 7 out of a possible 10) and have “*more parking*” and “*restrooms*” as their preferred boat ramp improvements. They would be willing to

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pay a “per time” user fee of \$1-5, provided the revenues are used on boat ramp improvements only.

On evaluation of the individual comments it appears that local boaters avoid the busier boat ramps when tourist use is high. The lack of security (indicated by frequency of vandalism and theft) causes boaters to avoid some boat ramps. Boaters were very vocal about the lack of “boat ramp courtesy” and the need for controlled (supervised) boat ramp use during high use periods. Boaters are not tolerant of long queuing or retrieval lines, or of unseasoned boat ramp users. This has affected the use of boat ramps that are popular destinations.

I. Boat Ramp Users Opinions

A total of 1,800 boaters responded to the request for surveys (541 intercepts and 1259 online). The proportion of survey responses by zip code/county within the five-county coastal SC study area closely resembles the proportion of boat registrations in 2006 within those same counties, suggesting a valid, representative sample. 21% of coastal boat landing users surveyed are considered “visitors” to the 5 County Study Area in that they are users of landings within the five county study area, but they reside in South Carolina counties outside the study area or outside South Carolina altogether. Even within the 5 Coastal County Study Area, it is common to find boaters living in one county and using landings in one or more of the other four counties.

Total Responses by Home Zip Code:

Boat Registrations in the Five-County Area:

Beaufort County	266	15%	11,811	13%
Berkeley County	250	14%	16,009	18%
Charleston County	478	27%	30,534	35%
Georgetown County	81	5%	8,590	10%
Horry County	340	19%	<u>21,039</u>	<u>24%</u>
unknown/blank	10	1%		
other SC counties	288	16%		
<u>Outside South Carolina</u>	<u>87</u>	<u>5%</u>		
sum	1,800	100%	87,983	100%

Approximately one half (55%) of the survey responders gave comments on a wide range of

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topics from “too much taxes” to “not enough spent on boat ramps”. Many of the comments were specific to particular boat ramps. This information has been reviewed and made available to the various counties in the study area for further action.

Several notable attitudes emerged from this question. The following are some of the pertinent ones:

1. *“Build it and they will come”*

This boater attitude assumes that all boating is good and that building more facilities is a good thing, usually without regard for the cost. This attitude seems to put a high priority on new large facilities that promote tourism.

2. *“Design and operate the boat ramp for my new big boat”*

These boaters assume that because they have a new 34 ft boat with an extended cab truck to haul it, that the boat ramp turning/loading space and parking should be changed to accommodate their oversized boat and trailer.

3. *“I am a tax payer and there is plenty of money to meet the boating needs”.*

These boaters assume that all monies, taxes, licenses, etc. collected in the name of boating or boating related activities goes to improve boating facilities.

4. *“Kayakers - don't forget kayakers! We are eco-friendly and don't pollute”.*

This relatively new boat ramp user group usually assumes that, because of their assumed preferred status (non polluters, easy access, etc.) separate boat launching facilities should be established for their use. They may not realize that taxes on fuels help pay for boat ramp facilities.

5. *“Move the pole fishers and crabbers off the boarding docks*

These boaters want exclusive use of the boat ramp facility. There are definitely conflicts between boaters and other users of the boats ramps. Many responders acknowledge that bank/pier fishing is a very good thing, but that separate facilities should be provided for local fishermen and crabbers. Some indicate that safety issues exist in the conflict.

6. *I think that out-of-state fishing permits should cost significantly more than in state. This would help fund upgrades and repairs.*

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This attitude perhaps oversimplifies the issue of funding and, if implemented in a aggressive manner, may minimize the positive economic impacts of boat ramp users from out of state.

7. There should be a separate parking area for non-trailer autos! Parking, parking, parking. Specific places for vehicles with trailers and some other, further away spaces for cars without trailers.

This is a common problem at many of the busier boat ramps. Space for parking is at a premium, but the cost for land for parking is quite high. Conflicts between traditional car and trailer boaters and visitors, or other non-boating uses, are growing.

8. What about our saltwater license fees? Were these not to be used for upgrades/upkeep? We haven't seen it.

This is a common theme for boaters in the Low Country. SCDNR says the funds for saltwater fishing license were not intended for funding boat ramps and instead are used to fund reef construction and studies.

9. Need a boat ramp at the South end of the old Naval Base; Daniel Island proposed development seems ideal for a boat ramp; I cannot believe Mt Pleasant is working on a new park at the foot of the bridge that does not have a landing; There is very little/no access to Charleston Harbor for small boats with small or no engines; Mt. Pleasant does not have enough public landings; Desperately need another public ramp on Cooper River closer to harbor; Please put another ramp on James Island.

It is obvious that the Charleston Harbor and its rivers (Wando, Cooper and Ashley) are over utilized and under served by boaters and other maritime interest. Charleston Harbor is the water resource jewel for the South Carolina Coast and also supports Shipping and Maritime interests, commercial fishing, and recreational boating. It brings tourists from all corners of the southeast to cities like Charleston, North Charleston and Mt. Pleasant. The cities do little to support boating and, in the case of Mt. Pleasant and North Charleston, leave the boating facilities to Charleston County Park, Recreation and Tourism Commission. There is a need for Charleston Harbor and Rivers boater access planning for serving the tourist and local trade. Because Charleston Harbor is a “working” harbor, boater access must be coordinated with the commercial and shipping interest for the harbor.

10. Instruction on common courtesy and safety posted at all landings. Have the State make

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every boater take a basic boating course before he/she is issued a title.

This is a common theme of many boater comments. The busier boat ramps (Murrels Inlet, Bushy Park, Shem Creek, and Wappoo Cut), clog up with traffic on busy days and beg for boat ramp management and control. Without on site boat ramp management, courtesy and common sense are the controlling factors. Some form of boat ramp use training is needed. It is obvious that some on site management during high use periods would make things go smoother.

11. I am afraid to park my car at unattended boat ramps. Security at out-of-the-way boat ramps is horrible. Many people fear for their possessions (boat trailers and vehicle contents, i.e., radios, cd players, etc.)being stolen while they are in the water.

All counties have boat ramp security problems. Some boaters refuse to use boat ramps that have security and vandalism problems. This forces boaters to stay away from the more remote and smaller boat landings.

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Survey responders, both field and Internet, were also asked about their *per trip* spending patterns.

Direct expenditures reported by respondents to the question, "On average, how much does your party usually spend during a typical boating outing/trip (the entire trip, if multi-day) on the following?" (All parties in each category below typically had 3 people and the total boating trip for those who stayed overnight included 3 days and 2 nights.)

All Responders

<u>Expenditures Reported by Sample</u>	<u>Total #</u> <u>responses</u>	<u>Sum, all</u> <u>responses</u>	<u>Avg, all</u> <u>responses</u>	<u>Median, all</u> <u>responses</u>
Fuel for boat & automobile \$	1669	\$146,031	\$87	\$50
Launch fees &/or parking fees \$	212	\$2,925	\$14	\$10
Groceries, ice, bait/fishing tackle, souvenirs, supplies \$	1535	\$65,650	\$43	\$25
Restaurants/bars \$	557	\$41,124	\$74	\$50
Lodging or overnight fees \$	103	\$30,472	\$299	\$150
Rental equipment \$	11	\$707	\$64	\$25

Daytrippers only

Fuel for boat & automobile \$	1377	\$103,361	\$75	\$50
Launch fees &/or parking fees \$	165	\$1,839	\$11	\$5
Groceries, ice, bait/fishing tackle, souvenirs, supplies \$	1290	\$45,622	\$35	\$25
Restaurants/bars \$	388	\$19,281	\$50	\$40
Lodging or overnight fees \$	NA	NA	NA	NA
Rental equipment \$	8	\$617	\$77	\$23

Overnighters Only:

Fuel for boat & automobile \$	292	\$42,670	\$146	\$100
Launch fees &/or parking fees \$	47	\$1,086	\$23	\$10
Groceries, ice, bait/fishing tackle, souvenirs, supplies \$	245	\$20,028	\$82	\$50
Restaurants/bars \$	169	\$21,843	\$129	\$100
Lodging or overnight fees \$	103	\$30,472	\$299	\$150
Rental equipment \$	3	\$90	\$30	\$30

5 County Area Residents Only:

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Beaufort County Boat Ramp User Surveys

There were both online and field intercept surveys for Beaufort County boat ramp users.

The **online survey** (SCcoastalboatramps.com) was completed with questions relative to the responder's "most often used boat ramp". There was an opportunity in this online survey to indicate Zip Code so the statistical analysis could look at responders who live only in Beaufort County. There were 239 Beaufort County responders in the online survey. It is possible in this scenario for a Beaufort County responder to have a favorite boat ramp in (one or all) Charleston, Berkeley, Georgetown or Horry Counties. Some Beaufort County boat owners indicated visits to boat ramps in all of the coastal counties.

In the **field intercept survey** (see **Exhibit 1**), the responder was being questioned about the boat ramp in Beaufort County that he/she was using that particular day. There were 42 field intercept surveys from various Beaufort County boat ramps. Under this scenario, not all responders were from Beaufort County.

"Most used" Beaufort County Boat Ramps

To the online question to all boaters "*Which boat ramp do you use most often?*" the following responses were given:

- a. Port Royal Landing Upgraded 2010
- b. Parris Island Boat Ramp- *most popular with Beaufort County residents*
- c. New Cross Island Boat Ramp- *popular with tourists*
- d. Broad River – *currently closed for dredging and repairs*
- e. Alljoy Landing

Even though the above ranking was for the most often used boat ramp in Beaufort County, the surveys indicate there is not an absolutely dominant boat ramp site and many users utilize more than one ramp on a regular basis.

Evaluation of Surveys of “Boat Ramp User Comments”

From an analysis of the online surveys for those respondents stating their home is in Beaufort County:

- There was some boat ramp usage reported by Beaufort County residents in all coastal counties of the study area.
- The average satisfaction ranking on scale of 1-10 (10=best) of their preferred ramp in the coastal study area is 6. This is less than any other county in the survey.
- The average distance driven to the preferred coastal boat ramp is 11 miles.
- Beaufort County boaters use coastal boat ramps an average of 44 times per year.
- The average boating party size of Beaufort County boaters is 3.
- The average boating trip time on the water is 5 hours.
- The most requested improvement by Beaufort County boaters is: restrooms, more parking and trash receptacles. *porta potties in season*
- 59% would be willing to pay a per use fee if money from the revenue is used to make suggested boat ramp improvements. 49% would be willing to pay \$1-5. This is the least responsive answer in the study area.

Beaufort County Boat Ramp users are upset and were very proactive in making comments.

A sampling of the online *boat ramp user comments* (unedited) by all users of Beaufort County Boat Ramps are:

- Most landings in Beaufort County are very small and in poor condition which forces boaters to use just a select few.
- Commercial use of public landing should be regulated; dock builders are continually damaging the docks and parking surfaces.

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- As the tax revenue from gas, fishing equipment, tourism in general will more than pay for improvements or new sites, it is foolish not to have high quality sites.
- Rules need to be posted in big letters to see by all.
- People are always fishing at the boaters end and fishing line is always getting tangled around someone's propeller.
- Beaufort County can fix the float themselves at Edger Glenn. Instead we had an influx of statewide boaters in April/May for the cobia, with no float.
- As a Commercial fisherman I am unable to deduct the SC road tax from my gas, because the use of these taxes is to be used to improve the boat landings. So why should I have to pay a usage fee twice. I already contribute more by creating wealth for the state.
- Beaufort has plenty of ramps now. Let us put any money available into upgrading current ones.
- ALL LANDINGS NEED MORE FLOATING DOCKS, WE CANNOT LAUNCH WITH ONLY ONE PERSON BECAUSE THERE IS ONLY ROOM FOR ONE BOAT.
- Beaufort County has a security problem at the boat ramps.
- Many people have tore bumpers off of trucks trying to pull there trailer back up after the boat is unloaded.
- Combining pier fishing with loading and unloading boats at a public ramp is an accident waiting to happen. Fish hooks are dangerous to persons as well as boats and their motors. Separate fishing docks would be the answer to safety issues as well as health
- Biggest complaint is there should be separate parking area for non-trailerred autos! So frustrating to get to boat landing and find most parking taken up by autos without trailers.

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- Don't forget the kayakers. We're easy on the resources, eco-friendly, and are a great source of positive PR for the county and the state. We can launch 10-20 kayaks (all taxpayers) on one side of a typical ramp in the time it takes one powerboat
- Beaufort County has many great ramps.
- The county has a very poor job of replacing the floating ramps and has caused a serious and potentially damaging situation for boaters.
- PAVE THE PARKING LOT
- Beaufort County landings are in great need of improvements
- During the summer there is a major problem with space along the dock. Between those fishing and crabbing, there usually isn't room to tie up to load and unload.
- If SC has so much revenue from boating how come we do not have facilities like Florida for example.
- I use the Sands because of the ramp is not that steep. There should be two ramps at least. Plus a better floating dock would be nice, two would be great. Parking is limited because that ramp is used a lot and the pier people like to take up all of the parking.
- The police cannot prevent car break-ins so we quit using it.
- I, as others on HHI, have paid plenty for many facilities in BC. We have one landing and boat ramp on HHI and it cost us a lot of time and money.
- I use AllJoy and Trask in Bluffton; both are excellent, although parking at AllJoy can be a problem when it is crowded.
- I would like to see the boat launches @ Lucy Creek, Sam's Point, and Brickyard Landing improved, with more parking, if nothing else. They are closer to my home, but I don't use them because of the lack of parking, security, and lighting.

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- If other landings had floating docks it would spread the traffic to other locations and make parking, loading and unloading easier
- If provided suggestions occur, I would pay to have the safety and convenience of the amenities. If one desires to use a boat, there are costs involved and if you aren't willing to pay for this privilege, then leave your barge in yard! We need this. If it went to improvements, prefer yearly pass \$40+ per year
- Out of state should pay more to use ramp
- Our regional fishing license revenue is supposed to go towards our landings! What happened to that money?
- Provision of adequate boat ramps is a primary responsibility of county government.
- Like a fishing license or annual State park decal, county boat landing permits could be issued for an annual fee. Out of state or non-resident permits could be issued in an amount of 10 to 20 times greater than a resident permit. I believe the annual fee is bearable for residents if it were in the \$50 - \$100 range. The annual fee would include a decal and offer unlimited use of the landings by vehicles and boat trailers. Funds must be used solely for maintaining, improving and adding landings. I agree boat landings should be used strictly for boaters assuming there is no associated fishing pier at the landing
- We need to make sure our county land is being use for public use not private use. This is a big problem at the Buckingham landing with the restaurant.
- We would like to have a dedicated spot in which we could launch our kayaks- we are slow, we are small, we have to gear up and down, and would like not to have to worry about bigger boats putting in and out of the water- we do not want to get run over. also, rest room facilites would be most welcome.
- While I would pay a small launch fee for improved landings I thought that was where the majority of the money from the saltwater license fee was supposed to go.

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- We need better lighting and more areas for people to fish off the docks without blocking access for boaters in and out of the water

Sample of Results from “field intercept surveys (42) at the ramp” conducted in Beaufort County. 42% of respondents intercepted reside outside the county. The most requested improvements from these boaters were restrooms, a fishing pier, and improved parking.

The following are some of the comments from these boaters:

- hope that it's free
- parking is horrendous
- Visiting from Florida; it has been the most frustrating experience to find info on what to do with your boat--launching it and then storing it. Two days of phone calls, one day of vacation time to launch an 18 ft boat. Hilton Head Sea Pines: RUDE.
- really like it a lot; well designed
- surprised it was free
- whatever they charge

Management Issues and Facility/Site Issues

From the totality of the comments received, it is clear there are some boat ramp “management issues” and some boat ramp “facility/site issues” to be addressed. The following is a summary of those issues facing Beaufort County Citizens using boat ramps.

Primary Beaufort County Boat Ramp “management issues” include:

- a. *There are numerous conflicts between boaters and dock fishermen/crabbers, etc.*

Recommendations

The County needs to step into this conflict before tempers flare and something unpleasant happens. The boat ramps are for boaters’ access. They are supported

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through fuel taxes for motorized boats. Boaters should have prioritized use of the boat ramps. As long as the County continues to advertise fishing as one of the activities permitted at boat ramps, there will be problems as every tax payer (and some who are not) feels that he has equal access to the boat ramp for his own personal use.

Beaufort County has fishing piers that are there for the fishermen and crabbers (Huspah Creek, Old House Creek, etc.). Boat ramp service docks are not a proper fishing platform during heavy boat ramp usage.

- b. *There is competition for parking between boaters and the non-boating public.*

Recommendations

Boaters are the primary users of boat ramps. Non-boaters do not contribute to the funds for construction of boat ramps. Boat ramps are not parks nor should they be used for non-boating uses, unless there are not boaters using them. Parking for non-boating uses should not be in competition with parking for boaters. The County exacerbates this problem when they invite fishing and other activities. When the access to a viewing pier is through the boat ramp, there will be conflicts with parking.

- c. *Non-boating use of boat ramps by contractors and other businesses- guides, kayakers, businesses, etc.- is tying up valuable boat ramp resources. These uses have become so dominant that these unauthorized (?) uses think they have a vested right to use the boat ramps that is equal to or superior to motorized boaters.*

Recommendations

The County should consider controlling these uses through permitting or licenses. Boat ramps were not designed for the heavy loads created by contractor use. At the least, these uses should be restricted to a few boat ramps that can be planned and designed for their specialized use and some of the inordinate parking requirements (fishing guides, nature tours, kayak tours, etc.).

- d. *Security and vandalism for vehicles and trailers at boat ramps is a continuing problem.*

Recommendations

In addition to the upgraded police patrol and lighting recommended in other sections of this report, there could be an "Adopt A Ramp" program that many private boaters or adjacent landowners would be very interested in participating in.

These individuals or groups could report suspicious behavior or unsavory practices to the police or to Beaufort County Public works. If a problem persists, the county could institute a video observation of the boat ramp. Vandalism has already restricted use in a number of boat ramps. The boat ramps mean too much to Beaufort County residents, visitors and other users to let a few irresponsible people ruin the ramp reputation. Boat ramps contribute to jobs and individual income in Beaufort County, and from these come substantial tax revenue to the County.

- e. *Trash disposal at boat ramp sites is a problem.*

Recommendations

The busier boat ramps should have trash cans available as the trash saved there saves pollution of the immediate area and the water. If they are abused they should be removed. The County needs to implement a “*Pack it in- Pack it out*” trash program. Which one? Trash cans or take it out yourself? This shifts the onus onto the individual who is responsible. Signage at the boat ramps should be used to support this program.

- f. *There is a perceived disconnect between those boats that stay/live in Beaufort County and those who register their boats in South Carolina.*

Recommendations

Lack of proper state registrations by boats staying in Beaufort County is costing the County tax revenue. The absence of registrations with SCDNR is costing Beaufort County state funds (Water Rec Funds) for boat ramps every year. This could amount to a substantial sum of money each year. Beaufort County Tax Assessors Office should look into this avoidance policy by documented boats, non resident registration and those who purposefully avoid registration and taxes to the detriment of Beaufort Country.

Facility/Site issues include:

- a. *Some single lane boat ramps are trying to serve too many boaters.*

Recommendation

If this is the case, there may be an opportunity to serve more boaters and cure the backup at the ramps. Adding another lane could increase the turnover and avoid the waiting lines. At best, a single lane can serve about 15-20 boaters in the coastal area.

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The number of lanes needs to be matched with the number of parking spaces for boat/trailers.

b. There is inadequate parking at boat ramps

Recommendation:

This is the single most important issue in Beaufort County for existing users. It will still be the most compelling issue in the future as population growth in Beaufort County, adjacent counties and Georgia means more boaters who will continue to contribute to the boat ramp use. Several immediate steps should be taken.

1. Post at every boat ramp a map showing the locations of the County Boat Ramps and suggestions for alternate boat ramps to use.
2. Actively seek adjacent land or nearby land (within ¼ mile) for parking expansion.
3. Match the number of lanes for a boat ramp with the number of parking spaces. One lane can support 25 parking spaces; however, in most cases there should not be less than 2 lanes to support 25 launchings and retrievals to accommodate tides and quickly developing summer storms and squalls.
4. Multiple uses (boating, fishing, crabbing, kayaks and canoes, and viewing pier access) sounds like a good idea, but these uses also bring additional requirements for parking. The County should designate certain accesses for these non-motorized uses or control their use at the boat ramps. The County should consider awarding citations for passenger cars parked in car/trailer parking spaces during heavy use periods. Passenger parking, when allowed, should be in the more distant parts of the parking areas as parking and traffic circulation near the ramp should be reserved for boaters.
5. Monitor heavy passenger car users (fishing guides, fishing, crabbing, commercial kayakers, etc) to control them, direct them to another location, or move their parking to a more remote site within walking distance.

- c. *There may be inadequate lighting at some of the boat ramps*

Recommendations

It is obvious through continued vandalism at boat ramps that lighting could be helpful in giving boat ramp users confidence in utilizing the more remote boat ramps. The nature of salt water fishing is that the fishing is very much related to the tides and the tides do not follow the clock every day at the same time. The normal fishing period is 6 hours on the water, which means that some boaters are often leaving or returning during dark hours. Unfortunately, there are problems with destroying the lights as an act of vandalism. More periodic police presence at the boat ramps will also assist in the control of vandalism at the boat ramps.

- d. *Some boat ramp slopes are too steep/too flat at boat ramp sites*

Recommendations

These issues are being addressed as boat ramps are rebuilt or repaired. The SOBA (States Organization for Boating Access) guidelines are being used, but not everyone is consistent about their opinions for ramp slopes.

- e. *Needs paving*

Recommendations

Paving should be done at the busiest boat ramps. In contrast, stabilized rock base is quite sufficient for many less busy boat ramp parking areas. Paving the areas brings on its own set of issues including drainage, striping, and periodic expensive repair. Paving, itself, is expensive, and the money could be applied to remedy other more important issues. There are no codes that require paving at boat ramps, nor do any of the funding programs require paving of the parking areas; however, they do recognize the need for ADA access. Paving should be done in ADA areas. Many funding programs- especially federal- require attention to ADA issues. There should be a paved sidewalk that is constructed to the boat ramp access dock.

- f. *Needs repair*

Recommendations

Beaufort County does maintenance on boat ramps even though there is not a dedicated boat ramp maintenance fund. It is obvious from the economic impacts of boat ramps in Beaufort County there is a reason to keep the image of boat ramps up. Additionally, the maintenance should be very proactive because of the liability that might be incurred for damages related to life, limb and property (especially boat

trailers, boats and vehicles).

g. *Needs upgrade*

Recommendations

Beaufort County has recently begun an intensive program of boat ramp upgrades. This program, if continued, will abate many of the concerns of boat ramp users.

h. *Inadequate depth in boating channel*

Recommendations

There are only a selected few boat ramps with depth problems. Boaters need to adjust to using boat ramps with suitable depth for their individual boats. Dredging is an expensive process, and the permitting for dredging and disposal is a lengthy and expensive process fraught with many environmental issues.

i. *Lack of floating docks*

Recommendations

Floating docks should be considered for any boat ramp with over 15 boat/trailer spaces. They help in the safety aspects, assist women, children and seniors in boarding the boats, they help single fishermen (1 per boat) to tie the boat off while removing the car/trailer from the boat ramp area, and they help in periods of faster currents.

j. *Fast current during loading*

Recommendations

Boaters need to adjust to faster currents by timing their access or removal to more closely match slack tide periods. If they cannot do this they should find a boat ramp where the tides are not a problem.

k. *Small boat ramps that cannot support the heavy use during high use periods, shrimp season, cobia season, Beaufort Water Festival, etc.*

Recommendations

Big water related events bring many new boaters to the area. They also bring tourist dollars for the County and support jobs for the area. These events need to be controlled through public information (newspapers, radio, and other media) to inform participants about the many boat accesses (21) in Beaufort County. The County needs to provide traffic control around the busiest boat ramps during these heavy use periods. Temporary parking could be leased to smooth out the traffic

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flow and provide queuing for waiting boaters. Boat ramp management will reduce conflicts and hot tempers.

Restrictions on funding and competition for limited funds

Issues for Beaufort County funding (direct funding) for boat ramps include:

- a. Funding for boat ramp construction and maintenance *does not* necessarily come from Beaufort County, state taxes, fishing licenses or even directly from fees for boat registrations. Most of the money comes from the State Water Recreation Fund, which is funded by gasoline fuel tax. Distribution of the gasoline tax to the counties is based upon SCDNR boat registrations.

Note: Any funds that are based on gasoline usage are subject to fluctuation with regional and national issues that affect the price of gasoline. As people use their vehicles less and engines become more efficient, the potential for continued growth or additional funds from this source is reduced. There are other potential sources of funding but they are usually awarded on a competitive basis with other recreation projects

- b. There is no funding for non-motorized boat use of boat ramps or their docks. It should be noted that kayaks, canoes, etc. do not use gas nor do they register their boats with SCDNR; therefore, Beaufort County receives no funding for their use.
- c. The use of Beaufort County by out-of-county boaters does stimulate the local economy, but the money needed for boat ramp improvements and construction comes from a completely unrelated source (gas user tax). There is not a direct dedicated funding source for boat ramps that comes from the Beaufort County coffers.
- d. Developers ride free when it comes to boat ramps. They sell the resource (boating accessibility) in their product, but they make no direct contribution to pay for boat ramps.
- e. A major housing development in an adjacent county can contribute substantial funds to that county through building fees, but the only contribution to Beaufort County Boat Ramps is more unfunded use of their boat ramps by out-of-county boaters.

Summary and overall recommendations

Beaufort County has outstanding resources for coastal fresh water and salt water recreation. Beaufort County has more open water and access to Coastal Waters than any other Coastal County. In the past five years the rest of the counties around Berkeley have discovered these resources. The utilization of the boat ramps has extended beyond the ability of the sites to handle the increasing b boating uses.

In the entire 5 County Coastal Area, 1263 online respondents (30%) indicate that they use Beaufort County boat ramps. There were 239 responses from those boaters who live in Beaufort County.

Of the 5,950 jobs created in the Coastal County Study Area, there are 774 total sustained jobs that are created by Beaufort County boat ramps with a total economic impact of \$33,600,000. Total net revenues to the state from Beaufort County ramp usage are \$10,000,000 with \$641,000 going to local governments in Beaufort County. Beaufort County boat ramps make a very significant impact * on jobs, economic impact and revenues to the state and local governments. The cost for building and operating Beaufort County boat ramps is borne by the taxpayers who purchase gasoline (Water Recreation Fund). The Water Recreation Fund contributes \$68,000 annually through SCDNR for Beaufort County. Those funds are to be used at the advice and approval of the Beaufort County Delegation and now amounts to \$288,900.

** This does not include fees, licenses or state, county or local taxes.*

The results of this report verify that there are needs at Beaufort County boat ramp facilities. The major need is for more parking at existing boat ramps. There needs to be a concerted effort to maximize parking, control parking by non-boaters and to expand existing parking areas. There is money available to begin to meet these needs, however the recognition of the economic importance of their contribution and the growing demand and usage has not been forthcoming. The political will should be focused to Beaufort County recognition of their needs and solving the issues within their own resources. SCDNR in Columbia is no more than a funding pass through agency to counties for satisfying their boat ramp needs. They have little staff for forward planning and are diluted in the complex boat ramp engineering and design of coastal boat ramps because of their reduced staff and broad statewide exposure. More and more SCDNR is encouraging the counties to build and operate the boat ramps themselves. Beaufort County must step up the initiative of working with the County Delegation and the Cities of Beaufort and Hilton Head to meet their responsibilities and while meeting the needs of boaters.

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Fuel for boat & automobile \$	1316	\$99,244	\$75	\$45
Launch fees &/or parking fees \$	149	\$1,706	\$12	\$5
Groceries, ice, bait/fishing tackle, souvenirs, supplies \$	1214	\$44,874	\$37	\$25
Restaurants/bars \$	382	\$20,673	\$55	\$40
Lodging or overnight fees \$	27	\$4,210	\$162	\$100
Rental equipment \$	9	\$652	\$72	\$20

Visitor Boating Parties only:

Fuel for boat & automobile \$	353	\$46,787	\$133	\$90
Launch fees &/or parking fees \$	63	\$1,219	\$19	\$10
Groceries, ice, bait/fishing tackle, souvenirs, supplies \$	321	\$20,776	\$65	\$35
Restaurants/bars \$	175	\$20,451	\$118	\$75
Lodging or overnight fees \$	76	\$26,262	\$346	\$150
Rental equipment \$	2	\$55	\$28	\$28

Economic Impact

Using the above spending estimates, Jacki Renegar, the economics studies consultant calculated an annual economic impact of public boat landings in the 5 Counties Coastal Study Area of more than \$507 million. A total of 5,950 jobs (direct and indirect) and more than \$147 million in personal income are created or sustained in the coastal South Carolina region by the existence and usage of these public boat landings by both residents and visitors.

Further, spending by boaters using these coastal boat landings generates a total of \$73 million in net revenues to the state of South Carolina and \$4.8 million in net revenues to local governments within the coastal region each year. These revenues are generated by the direct spending associated with the use of these public boat landings and the induced economic effects of that spending and *do not include* any actual property taxes or other revenues and fees directly paid by boat owners or users associated with owning and/or otherwise using boats within the study area. In other words, these impact and revenue generation estimates show only the economic effects of spending by boaters on fuel, groceries, bait & tackle and other retail items, food and beverages at restaurants/bars, lodging and other services when they use the public boat landings within the five county study area. They do not include the economic effects of any other boating-related spending by these users such as (but not limited to) repair and maintenance, purchases of boating accessories and/or equipment, property taxes or other taxes and fees directly associated with

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owning or operating a boat within the five county study area.

These figures estimate the economic effects in the coastal region of public boat landing users' direct spending in Beaufort, Berkeley, Charleston, Georgetown and Horry Counties in the categories specified in the tables above. They also represent the induced or spin-off effects within the local economy as those dollars "turn over" before leaking outside the coastal region. The terms "induced," "spin-off" and "turn over" refer to, for instance, when money is spent in the specified categories by these boaters at a retail store, gas station, and hotel or campground within the region; that money, in turn, is used to pay wages/salaries of workers at those establishments, as well as for business operational costs such as inventory, utilities, bookkeeping services, office supplies, etc. The workers at those establishments, as well as the employees of the wholesaler, utility, bookkeeping, and office supply companies, then use their wages to pay for their own housing, clothing, groceries and other goods and services, and so on, until those original dollars "turn over" a certain number of times within the region's economy and then leak (or are spent) outside the region.

Methodology of calculations: The Policy Insight model by REMI (Regional Economic Models Inc.) was used to calculate the economic and fiscal impact. REMI, an Amherst, Massachusetts-based firm has been custom-designing econometric models for more than 20 years and is unique in that its method includes an underlying economic forecast which is altered by whatever economic shocks or events are entered by the user. Renegar-Parish Associates used the Policy Insight model custom designed for South Carolina and its economic regions within, and entered the estimated annual direct spending by boat landing users in the five county study area within the spending categories indicated. Total direct spending by resident and visitor boating parties was estimated using the following assumptions:

- Based on the sample of 1,800 respondents, resident boating parties make up 79% of the total boat landing user population in the five-county study area. Visitor boating parties (users who live in South Carolina counties outside the study area or outside South Carolina altogether) make up 21%. Thus, the total boat landing user population in the five county study area includes the 87,983 boats registered in the study area in 2006 plus an estimated 23,388 "visiting" boats.
- Per-trip boating party expenditures reported by category for the sample were applied to the total estimated boat landing user population proportionately, and the median number of times per year that study area landings were used (30 according to resident boating parties; 20 for visitor boating parties) was applied to these expenditures to estimate total

annual direct spending.

Note: *Total estimated direct spending was allocated geographically within the REMI model proportionate to the makeup of the sample.*

IV. Boat Ramp Recommendations for the 5 Coastal County Area

The development of a Coastal Counties Boat Ramp Study Group of single members from all counties (Beaufort, Charleston, Berkeley, Georgetown and Horry) and BOCRM (Bureau of Ocean and Coastal Resource Management) served well to provide guidance, report progress and begin to develop common approaches to area wide boat ramp considerations. It is unfortunate that SCDNR chose not to participate on the management committee as many of the issues relate to their role in boat ramps in the coastal counties. However, it did give the Management Group an opportunity to address needs without geopolitical restraints and to introduce some new considerations for boat ramp issues (funding, user fees, planning, etc.). It is also unfortunate that Jasper and Colleton Counties chose not to fund a part and to participate in the study.

Following are recommendations for the *5 Coastal Counties Boat Ramp Area*:

1. Coastal Counties Group to foster inter-county cooperation- The study proves that boaters do not follow county lines but instead follow the resources that appeal to their boating interest. However, coastal boat ramp planning, funding, and operation do follow County Lines. For this reason, if no other, counties should continue to discuss common problems and solutions. It is important to appoint to the Group members who are at a planning and reporting level that is not encumbered by political issues between counties. The individual members should then report to their own counties.
2. Respond to the potential for increased jobs and spending. The economics benefits to the region (more than \$507 million, a total of 5,950 jobs (direct and indirect) and more than \$147 million in personal income are createdly) prove what has long been suspected- *Coastal Boat ramps provide substantial economic impact to the 5 county area*. This economic benefit can continue to grow if facilities are prioritized for upgrades and maintenance and new facilities are planned and constructed to respond to developing needs?
3. Duplication of facilities should be minimized- Because of the flow of funding and projects along county lines, there are duplications of facilities that could be programmed to serve the resource and the market, not just the county residents. Many of the existing boat ramps were not planned

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for the market or the resource. They were installed where there was an opportunity for a minimal boat access, either through an accepted historical use (old Ferry site, old bridge or road bed, etc.). Through the years they have served at a low level (dredging problems, inadequate parking, no official land lease, unpaved ramps, questionable access via maintained roads, unsafe, etc.). This report takes stock of the known boat ramps; the follow up for future boating access should closely evaluate existing boat ramps in a water basin to mitigate duplication and to match the needs.

4. Analyze issues related to lack of water depths and dredging- All coastal counties have problems with water depths at boat ramps. Some become obvious when the river water levels go through a dry period (fresh water) and some (especially coastal salt water) go through long periods of siltation that reduces the depths. No public boat ramps in the Coastal County Area have provisions on site for dredged material storage. One public boat ramp has been closed and several more are operational only at higher tides. Many of these inadequate depth boat ramps are remnants of poor site selection, changed conditions affecting siltation, or lack of maintenance. This is a crisis as dredging is an environmentally sensitive issue and requires a long term permitting effort through the environmental and resource agencies. Usually the permitting agencies require a commitment of a set aside area for dredged material disposal.
5. Come to terms with law enforcement issues at boat ramps- There is vandalism, thievery, obnoxious activities, drug issues, drinking parties, parking, as well as crude, rude and not very entertaining activities at boat ramps in all coastal counties. Some boat ramps are in remote locations and are very seldom patrolled by local or county police. SCDNR officers (Game Wardens) visit boat ramps, but are not inclined to investigate or write tickets on issues that are not directly related to their "fish and wildlife" duties. Each county needs to address this issue on a county wide basis, but because the boaters do not recognize county lines, there needs to be some consistency in regulations (parking, illegal uses, obnoxious behavior, vandalism and robbery between counties). For example, if one county proposes to pass a parking ordinance, then the same ordinance should be considered in all the counties. By doing this, the boater gets an even handed treatment without regard to which coastal county the boater is in.
6. Respond to changing boating patterns- Personal Water Craft (PWC's), canoes, kayaks, nature tours, pole fishermen, and recreational crabbers are all developing uses of boat ramps and docks that were never addressed during boat ramp planning and design. Each one brings it own design issues to include special needs for parking (usually more), loading, access, traffic accommodations, etc. There are possible conflicts when these special uses meet traditional boaters or commercial fishermen at the boat ramp sites.

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Minimum specialized boat launching facilities for canoes and kayaks at substandard sites (shallow, narrow waterways, or otherwise limited) may be a possible answer for these uses at some sites. Each specialized use brings its own requirements, and just as they do not fit in with traditional boating, they do not all fit on one specialized site. Again, regionalized planning of specialized facilities could respond to this need better than individual counties' facilities. Since these new uses are for non-motorized boats, they are not eligible for Wallop Breaux funds.

Larger (greater than 30') boats and trailers are becoming commonplace and in combination with larger towing vehicles require more turning space and larger parking spaces. The boat ramps were not designed for these vehicles and boats. The extended length can create problems not only for parking but for slopes and length of the boat ramp. Usually these larger boats are going out to the Gulf Stream for fishing and desire to launch at a facility near the jetties or open access to the AIWW or the ocean. All counties with the possible exception of Berkeley County have boat ramps that service this market.

7. Resolution of SCDNR future role in Coastal Boat Ramps. In the past several years SCDNR has undergone drastic changes in its responsibilities relative to boat ramps. At one time, they were the "designated" boat ramp specialist in funding, design and construction of boat ramp facilities. Recently they have reduced staff, and have begun to disenfranchise themselves from their participation in construction of county boat ramp facilities.

From communications with SCDNR during the course of this study, it appears that they would prefer being a "pass thru" agency for funding boat ramps with no direct responsibility for construction or maintenance. This is not a problem for Beaufort, Charleston and Berkeley Counties as they have not relied on SCDNR services for some time. However, Georgetown and Horry Counties may be affected by this new SCDNR posture. Additionally, SCDNR interest follows the line of funding – through county lines, to help build/maintain boat ramps. For this reason, their regional interest is minimal for area planning and responding to combined coastal county area issues.

However, SCDNR is still the primary source of funding for boat ramps and its considerations and policies should be included in any issues related to funds for boat ramp design. SCDNR has indicated that they would consider funding joint county projects. They will fund planning and

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design for projects on a refund basis to the counties.

8. Develop common approaches to boat ramp operations, signage and ramp design. The growing number of the 5 Coastal County Area boat registrations, the cross county line usage, and the tourism use, combined with the growing divergent uses means that the coastal counties together should consider common approaches to operations (especially in large events like the Governors Cup, shrimp baiting season, and fishing tournaments). Mutually beneficial promotion of boat ramps may produce added economic benefits for all counties in the region. A web page presence to represent the 5 County Coastal Area boat ramps might induce more usage of boat ramps and a better knowledge of the various boat ramp sites and their capabilities.
9. Evaluate boating-related tax distribution for boating needs. While not in the scope of this study to investigate the details of boating taxes, the study is responsible to look for funding sources for boat ramp expenses. Many responses from interviewees- both in the field and on the Internet Survey (www.sccoastalboatramps.com) indicated that they thought the funds collected for taxes by the Counties, Saltwater Fishing Licenses, Shrimp Baiting licenses, etc. are being used to fund boat ramp improvements. This is not true, and the investigation of this boat taxing and distribution of funds should be undertaken to make a true assessment of boater contributions to the county efforts to fund boat ramp projects.

From investigations in the study it was determined that there is a probable disconnect between taxes and fees connected in the name of boating and the actual commitment of any/all of these funds for boating related expenses including those associated with boat ramps.

The primary document for evaluation of fees and taxes is the SCDNR "list of Boater Registrations". However, there are boats that never reach this list. Out of state boaters do not contribute directly to any funds related to boating. Boaters who are registered out of state (e.g. North Carolina and Georgia), but who keep their boats in South Carolina, do not have to register. These boaters can exercise the option to pick the cheapest state to register their boat in. Additionally, all boats "documented" with the US Coast Guard are not required to register with SCDNR. This excludes many large boats from the cost of registrations and payment of local taxes.

Additionally, boat owners are charged an annual county tax for their boat and trailer. A common misconception is that these local taxes are used for boating related facilities; however, the local county taxes are placed into the general fund with no special dedication to boating.

10. Funding of maintenance, construction and operations costs for boat ramps. The cost of

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construction for Coastal Boat Ramps is high and continues to go higher. Coastal Boat Ramps have to be designed to a higher standard because of the tides, hurricane potential and because of the weak soil conditions in coastal flats. Because of the high tourist demand, the boat ramps need to be maintained to meet “out of area” (tourist) user expectations. Recently mandated code changes for the Americans with Disabilities Act (ADA) have increased the requirements for costly longer gangways and “set aside” parking. This has increased the cost of upgrades as well as new construction at coastal boat ramps.

On the cost side, the average 40 parking space 2 lane launching ramp on 2 acres now costs \$300,000 to construct. This is without the cost of land. Land values in the Coastal Area are increasing, and to find any land that might be minimally acceptable for a boat ramp might be as much as \$200,000 – which raises the total cost of a new coastal boat ramp to approximately \$500,000. The soft cost associated with permitting and design would add 10% or \$50,000, increasing the total cost to \$550,000. The assumption is that the site does not require any special treatment- bulkhead, dredging, etc., which would only add to the cost.

On the revenue side, the cost must be underwritten by grants from SCDNR (Wallop-Breaux) or other sources such as the South Carolina Water Recreation Funds which is based on fuel sales. Herein may lay a future anomaly. Each gallon of fuel sales produces a unit contribution to the fund; however, the cost of gasoline has increased such that boaters may soon have to manage their trips and manage their time on the water to minimize gas consumption. This, combined with the decreasing fuel consumption (more fuel efficient) of motors, may reduce overall fuel consumption. The net result may be “less overall gas sales translating into less revenue for boat ramps”. As both the federal funds (Wallop Breaux) and the state funds (Water Recreation Fund) would be affected, this could reduce the funds or reduce their rate of growth.

The Coastal Counties must seek new forms of revenue for maintenance and construction of boat ramps. Some coastal counties are already using funds from Accommodations Tax; however, these funds get distributed down to city levels in some cases and go toward other projects

The economic benefits to the Coastal Counties Area as presented by this report are significant (\$507,000,000, 5950 jobs and \$147,000,000) and the need to evaluate new funding to build, maintain and operate excellent boat ramp facilities is obvious.

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11. New approaches to acquiring sites for boat ramps are needed. It is obvious that the lack of availability of new boat ramp sites inhibits boat ramp construction. None of the coastal counties have had the foresight to obtain- either through lease or ownership- a repertoire of available boat ramp sites. In some counties, there are unserved areas that sites could still be obtained; however, the counties have looked to SCDNR to provide their complete boat ramp needs so long that the opportunity may have been lost. Each county has good serviceable boat ramps that could be substantially enhanced by the acquisition of adjacent land for parking. More parking at boat ramps was the highest suggestion for boat ramp improvements in the survey (53%). Each lane at a boat ramp can accommodate 25 boat and trailer spaces. A two lane boat ramp will accommodate 40-50 boats per day. Some two lane boat ramps have less than 30 parking spaces. Acquiring adjacent land for parking may be an excellent investment for satisfying increasing demands for boat ramps.

If new facilities are required then it may be prudent to combine uses with other recreational functions (parks, fishing, nature tours- land and water, etc.) to help justify the facility. There are mutual benefits for combined facilities such as parking, security, education, and maintenance. The combined facilities may offer numerous new opportunities for grants and funding.

The growing coastal development has created new boaters that may overload the existing facilities. It might be reasonable to ask large developers to commit either funds or sites for new boat ramp construction for their increased boating loads. They may be reluctant to open the facilities to the public (like Heritage Plantation in Georgetown County) or they may welcome the public on their boat ramps (like Reserve Harbor in Georgetown County). Either way, the increased loads attributable to the boat ramps for the development will be met. The contribution for boat ramp site acquisition does not have to be at the site as the developer might choose to buy land somewhere else or make a cash contribution. The lack of public access for boaters is an important issue that needs to be met. As shown in this study, the economic impact of the coastal boat ramps is substantial and probably more dependable when compared to revenue from new building permits.

12. Coastal Counties need to look at the possibility of instituting User Fees as a supplementary source of funds for boat ramp construction, maintenance and operations.

Approximately 13% of 1669 responders indicated that they pay a fee to park and use a boat ramp. The average is \$14 and the median \$10 per use. When asked if they would be willing to pay a fee for boat ramp use, almost 70% indicated they would, with 57% willing to pay from \$1-5 and 11% willing to pay from \$6-10.

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SCDNR has always insisted that they are opposed to user fees at public boat ramps; however, there are a number of cities (McClellenville, Isle of Palms, Sullivan's Island) in the coastal county area that do charge fees. Additionally, there are numerous private facilities that charge fees, and perhaps fees are charged in some of the parks systems throughout South Carolina. Many responders indicated they would prefer an annual fee with the boat registration or through the purchase of an annual sticker.

SCDNR indicates that any monies derived from the Wallop-Breaux fund must be open 24 hours per day and cannot charge a fee. It may be prudent to decide at an early stage which boat ramps would be built with Wallop-Breaux funds and which ones could be built with other funds. Closer and more detailed discussions with the US Fish and Wildlife Service and SCDNR are warranted to address this issue.

VI. Appendices

Appendix 1

Funding for Coastal Boat Ramps and Related Activities

Appendix 2

Public Misconceptions about Boat Ramp Issues

VII. Appendix 1**Funding for Coastal Boat Ramps and Related Activities****Grant Funding for the Acquisition and Development of Boat Launch Facilities**

Continuing growth in the coastal zone of South Carolina is putting intense pressure on coastal boat ramps. Available traditional grant programs for boat ramps will not meet the funding demands for land acquisition, building new or upgraded existing boat landings in the Coastal Study Area. At best, the existing boat ramp funding sources can only supplement what must be a new local initiative to fund boat landing acquisition, development, and maintenance. Some funds are dedicated for boat ramps, others are available for boat ramp projects and still others require imagination for packaging a project to qualify for several funds on a single project.

The South Carolina Department of Parks, Recreation and Tourism indicates that there is a Grants Workshop in the 2nd week of February each year. Parties wanting to get into the grants process are encouraged to attend.

Letters of Intent are sent to all counties inviting them to submit for approval of projects. After review, applications for suitable projects are mailed back around Nov. 1 and are due back by March 1 of the following year, and the grants- if approved are awarded around June 1. Evaluations of projects must meet the requirements of OPSP (Open Project Selection Process).

Below is a listing of grant opportunities available for boat landing and related activities land acquisition and development.

**Land and Water Conservation Fund (LWCF)**

The national LWCF Grant Program was enacted in 1964 to encourage creation and expansion of quality outdoor recreation opportunities. Sources of funding for the program are Outer

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Continental Shelf mineral receipts, the federal motorboat fuel tax and the sale of Federal surplus real property. The Law divides LWCF into two portions: the "Federal" side and the "State" side.

The LWCF program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the United States.

According to **South Carolina Department of Parks, Recreation and Tourism**, *the Land and Water Conservation Fund (LWCF) is a federally funded reimbursable grant that is for acquisition or development of land for public outdoor recreational use purposes.* Parameters for the fund award are:

- Annual Grant Cycle
- Land acquisition or facility development for public outdoor recreation
- Applications graded utilizing Open Project Selection Process (OPSP)
- This is a 50-50 match program
- Eligible governmental entities are notified and Letters of Intent are solicited in December
- Applications are then mailed to those who respond and the application deadline is in March.

In a conversation with Marshall Johnson, Grants Coordinator with SCPRT he indicated that the **LWCF** falls short of funding applications by at least 10:1. President Bush has not wanted to continue to authorize this fund but it continues this year. User fees are allowed on projects that utilize these funds but you cannot charge out of area users more than 2 times the local user fee.

Grants from the Fund are available to the states and local units of government to acquire and/or develop outdoor recreation areas. LWCF is a competitive and when awarded is based on the reimbursement principle. Project types vary widely but program policies and guidelines favor projects that are for the public-at-large rather than for limited groups.

Since its creation, the LWCF program has provided over \$57.3 million to South Carolina. In the 5 Coastal County Study Area of South Carolina the total is approximately \$6.5 million with \$3.3 million of that going to Georgetown County. A disproportionate amount of these funds (89%)

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goes to counties in the rest of the state. Following is the most recent statement totals from National Park Service (4/17/07) for the individual Counties in this study:

Beaufort County	\$1,482,175	Date of last approved fund	3/29/1978
Berkeley County	\$ 352,787	Date of last approved fund	11/13/1986
Charleston County	\$ 921,807	Date of last approved fund	12/20/1976
Georgetown County	\$3,303,787	Date of last approved fund	2/04/2004*
Horry County	\$ 396,917	Date of last approved fund	1/17/1977

* *Sampit Boat Ramp- \$381,182, expires 8/31/2008*

As can be seen from the above, the coastal counties have made little use of this fund. Except for the most recent grant to Georgetown County, it has been over 20 years since any other coastal county has used this fund. The request for LWCF funds far exceeds appropriations, and it is very competitive, however there are some good boating access projects that could qualify for this grant.

To ensure public participation and fairness in the awarding of LWCF grants and to better address the highest priority outdoor recreation needs, Federal Guidelines (LWCF Manual Chapter 600.4.3) requires each state participating in the program to develop its own Project Selection Process. The Project Selection Process is designed to provide regular opportunities for all eligible state and local agencies and interested citizens to become aware of the LWCF program and to submit applications to the administering agency for funding assistance.

The competition for these funds has to meet the Open Project Selection Process (OSPR). This process includes a priority ranking system that considers the quality of the grant proposal in relation to goals and priorities established by each state through the Statewide Comprehensive Outdoor Recreation Plan (SCORP) process. The SCORP planning process usually looks to SCDNR for guidance on boat launching facilities, however any agency or political body can submit information for consideration of inclusion in the SCORP process. We have been encouraged to submit this report in this 5-year review process that is ongoing at this time.

Because LWCF funds can be used for acquisition, Counties also have the option to request LWCF to acquire land for new boat ramp facilities. Acquisition of land or the development of new facilities generally scores high in the grant evaluation process.

LWCF may represent one of the best opportunities of the available grant programs for Coastal

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Counties to obtain large grants for acquisition funding assistance.

South Carolina Recreation Land Trust Program (RELT)

The RELT was created in 1976 to aid in the acquisition of recreation lands at the state level. The Act was amended in 1979 to make local units of government eligible to participate in the program. All projects submitted must be in compliance with the intent of Act 946 in that property acquired under this program must be designated for and restricted exclusively to recreation uses.

According to **South Carolina Department of Parks, Recreation and Tourism** *the RELT is a state funded reimbursable grant that is for acquisition of land for public use purposes.*

Parameters for the fund award are:

Annual Grant Cycle

- Can only be used for the acquisition of land for the purpose of public recreation
- Applications graded utilizing Open Project Selection Process (OPSP) reviewed by a grading team
- This is a 50-50 match program
- Eligible governmental entities are notified and letters of intent are solicited in December
- Applications are then mailed to those who respond and the application deadline is in March

Funding for local grants will be limited to the actual purchase of property. Incidental associated cost such as appraisals; surveys and legal fees must be borne by the applicant. The maximum grant amount is \$25,000 per project, unless the project has been determined to have statewide or regional significance, in which case a project may receive up to \$100,000. Existing physical improvements on the property to be acquired will not be allowed in evaluating the property value nor will RELT be used to purchase such. RELT requires a 50% match and is a reimbursable grant.

Typically, land acquisition projects that provide water access score well. Applications for the 2008 RELT grant cycle will be available in December of 2007 from the South Carolina Department of Parks, Recreation and Tourism. The same application form is utilized for both LWCF and RELT.

Park and Recreation Development Fund (PARD)

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PARD is a state-funded grant program under the direction of the Director of the South Carolina Department of Parks, Recreation, and Tourism. According to **South Carolina Department of Parks, Recreation and Tourism** the *PARD grant program is a state funded non-competitive reimbursable grant program for eligible local government or special purposes district entities within each county which provide recreational opportunities.* The parameters for the fund award are:

- Grant Cycle Monthly
- Non-competitive program available to eligible local governmental entities within each county area for development of new public recreation facilities or enhancement/renovations to existing facilities
- Projects need endorsement of majority weighted vote factor of County Legislative Delegation Members
- This is an 80-20 match program
- Application Deadline is the 10th of each month
- Eligible Entities notified of new Allocation amounts each July

In a conversation with Marshall Johnson, Grants Coordinator with SCPRT he indicated that \$1,600,000 is made available in this fund annually. Each County gets \$20,000, then if there is any left over will be allocated on a population basis. There is a measure currently in the legislature for a \$2.4 -8.4 million non-recurring increase.

Recreation Trails Program (RTP)

The RTP program is provided as a possible grant source because boat landings or larger parcels of land may provide the opportunity for trails for walking, hiking, and bicycling. RTP is a state-administered, Federal-aid grant program under the direction of the Federal Highway Administration. According to **South Carolina Department of Parks, Recreation and Tourism**, the *Recreational Trails Program (RTP) is a Federal-aid assistance program designed to help States provide and maintain recreational trails for both motorized and non-motorized recreational trail use.* Following are the parameters for fund award:

- Grant Cycle – Annually

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- Administered by the Federal Highway Administration
- Trails for Off-Road motorcycles, ATV's, mountain bikes, equestrians or hikers are eligible
- Qualified private organizations, municipal, county, State or Federal government agencies are eligible
- All Applications graded utilizing Open Project Selection Process (OPSP) reviewed by a grading team
- This is an 80-20-match program
- Applications solicited in December and the deadline is in March

In a conversation with Marshall Johnson, Grants Coordinator with SCPRT he indicated that annual funding of the fund of the program is \$1,100,000. The fund distribution statewide is 30% to motorized vehicle trails, 30% to single projects and 40% to diverse projects. There is currently a 10:1 request to grant ratio. Partnering by applicants is encouraged.

Tourism Partnership Fund (TPF)

The Tourism Partnership Fund of the South Carolina Department of Parks, Recreation and Tourism is a reimbursable matching funds grant with its mission being *the advancement of tourism economic benefit throughout the state by providing financial assistance to qualified partners for tourism marketing initiatives that attract visitors to and encourage visitor spending in South Carolina.*

Eligibility

1. Organizations exempted from Federal Income Tax under Section 501 of the Internal Revenue Code.
2. Federal Employer Identification Number (FEIN) is required as registered with Internal Revenue Service.

Qualified Organizations

- Destination Marketing Organizations (Chambers of Commerce, Convention and Visitors Bureau, and Regional Tourism Commissions.
- Public Sector Organizations (Attractions, Associations, Events, Entertainment, Festivals, or Recreation, etc.).
- Government: Any city and/or county government agency, board, or political subdivision other than that specifically designated as a state agency.
- Organizations whose primary goal is to attract additional visitors through tourism promotion.



OCRM: Outreach & Initiatives Grant Opportunities

Coastal Access Improvement Grant

The demand for public access, coupled with increasing project costs, has made it financially difficult for local governments to support public access projects along the coast. To address the problem of financial inability to purchase or develop land for public access, the Coastal Access Improvement Program (CAIP) was created to provide a mechanism to fund these types of projects. The CAIP is funded from a portion of the state's critical area permit application fees and provides grants to local governments in the SC Coastal Zone. Since its inception, the program has been used to improve beach access and parking, improve boat ramps, renovate and construct fishing piers, build waterfront walkways, and make other improvements to coastal access. The program requires a 50/50 match from the local governments. In years when funding is available, a call for proposals is issued in the spring, with awards made in July. A maximum award request is \$20,000.

Projects with greater matching may be considered more favorably than projects meeting the minimum match requirement. Past performance of coastal access grant projects is also a consideration.

All applications should include:

- (1) A detailed project description, including plans and drawings, if applicable.
- (2) A location map.
- (3) Documentation of need, including a determination that the project is consistent with local beachfront management plans, if meeting a beachfront access need.
- (4) A budget reflecting all associated costs, including matching funds.
- (5) A schedule of completion including demonstration that the project can be completed within one year.

Grant awards will not exceed \$25,000.

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Coastal Community Environmental Assistance Grant

The goal of this OCRM program is to increase public awareness of innovative technologies that improve coastal water quality. These projects may include trash and debris issues at boat ramps.

South Carolina Water Recreation Fund

The South Carolina Water Recreation Fund (Motorboat Fuel Tax) is administered by the South Carolina Department of Natural Resources (SCDNR). Previously these funds, which are available annually, were expended for boater's access upon the recommendation of the various County Legislative Delegations. This funding source, which has been so important to local government for boating access has now been removed from Legislative direct control, however the individual county legislative delegations still has recommendation, oversight and review powers if they choose to exercise them. Unfortunately some state legislators do not go past the single "my constituents boat ramp" interest level and do not exercise this power and may have lost touch with the county boat ramp programs.

This is a dedicated fund that the counties get every year. It is based on fuel receipts and is allocated based on registered boats. According to SCDNR representatives Coast Guard documented boats and non-motorized boats are not included in the SCDNR registered boater count that is *also sent to the counties to use for local taxation assessments.*

According to **SCDNR** *the construction and upgrading of public boating accesses is funded primarily by the Water Recreation Resource Fund, which is derived from a portion of the state gas tax and are earmarked for improving use and accessibility to the state's public waterways.* Each of South Carolina's 46 counties receives a portion of this fund based on the number of registered boats per county. This is a changing fund but it is always distributed to the counties.

Following are the past four years distributions of the South Carolina Water Recreation Fund by coastal county:

Information from SCDNR, April 2007

County	2003	2004	2005	2006
Beaufort	\$60,814	\$56,169	\$60,582	\$67,749

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County	2003	2004	2005	2006
Charleston	\$171,537	\$155,460	\$156,618	\$171,558
Berkeley	\$91,017	\$82,865	\$82,115	\$90,632
Georgetown	\$46,172	\$42,167	\$44,060	\$48,899
Horry	\$115,494	\$105,672	\$107,915	\$120,958

Each county delegation may make recommendations to the South Carolina Department of Natural Resources for projects to acquire, create, or improve water recreational resources. The department must give these recommendations primary consideration over any other projects. Beginning with property purchased during fiscal year 2000, the department must provide the legislative delegations of each county with an annual inventory of all property purchased with the county's water recreational resources funds on or before the beginning of the next ensuing session of the General Assembly.



Us Fish and Wildlife Service

FEDERAL AID IN SPORT FISH RESTORATION

Where Does the Money Come From?

The Federal Aid in Sport Fish Restoration Act, commonly referred to as the Dingell-Johnson act, passed on August 9, 1950, was modeled after the Pittman-Robertson Act to create a parallel program for management, conservation, and restoration of fishery resources.

The Sport Fish Restoration program is funded by revenues collected from the manufacturers of fishing rods, reels, creels, lures, flies and artificial baits, who pay an excise tax on these items to the U.S. Treasury. An amendment in 1984 (Wallop-Breaux Amendment) added new provisions to the Act by extending the excise tax to previously untaxed items of sport fishing equipment.

Appropriate State agencies (*South Carolina Department of Natural Resources in SC*) are the only entities eligible to receive grant funds. Each State's share is based 60 percent on its licensed anglers (fishermen) and 40 percent on its land and water area. No State may receive more than 5

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percent or less than 1 percent of each year's total apportionment. The program is a cost-reimbursement program, where the state covers the full amount of an approved project then applies for reimbursement through Federal Aid for up to 75 percent of the project expenses. The state (SCDNR through the applicant or another non-federal grant source) must provide at least 25 percent of the project costs from a non-federal source.

Amendments to the Sport Fish Restoration Act

Four amendments to the Sport Fish Restoration Act significantly altered the Program:

- Enactment of the Wallop-Breaux Amendment (W-B) in 1984
- Inclusion of wetlands conservation provisions in 1990
- Creation of a boat-related waste pumpout facilities program through amendments in 1992
- Enactment of the Transportation Equity Act for the 21st Century (TEA-21) in 1998

The major element of the W-B Amendment established a new Trust Fund, named the *Aquatic Resources Trust Fund*. Funds are also received from import duties on sport fishing equipment, pleasure boats and yachts. Another source of revenue is a tax from motorboat fuel sales. These motorboat fuel taxes are collected by the U.S. Treasury and then transferred to the Fish and Wildlife Service for distribution among the States and territories.

The passage of TEA-21 authorized a National Outreach and Communications Program to increase participation in angling and boating while reminding boaters and anglers about the importance of clean aquatic habitats. It also increased the minimum level of spending for boating access to 15% and raised the maximum allowable expenditure of Sport Fish Restoration apportionments for aquatic education and outreach to 15%. TEA-21 created a *Boating Infrastructure Program* for the construction, maintenance, or renovation of facilities for non-trailerable recreational boats (boats greater than 26 feet in length.) TEA-21 raises the amount of Federal gas tax credited to the Aquatic Resources Trust Fund and establishes a “*permanent*” *appropriation for the Boating Safety Account*.

USFWS PROGRAMS SPECIFICALLY For BOATING

The Federal Aid in Sport Fish and Wildlife Restoration Acts were created to fund restoration efforts for the benefit of fish, wildlife and the American people. Appropriate State agencies (SCDNR and DHEC-OCRM) are the only entities eligible to receive grant funds.

SPORT FISH RESOURCES

Funds to support the Federal Aid in Sport Fish Restoration programs are received from the excise taxes on fishing equipment, fish finders, motorboat fuels, small engine fuels, and import duties. Program funds provide the opportunity for States (**South Carolina Department of Natural Resources- SCDNR**) to acquire or develop sites for boating access, fishery projects, or salt/fresh water projects.

AQUATIC ECOSYSTEMS

The Clean Vessel Act of 1992 authorizes a competitive grant program for States to construct pumpout and dump stations to dispose of vessel sewage from recreational boaters. The administration of this fund in South Carolina is **SCDHEC-Office of Coastal Resource Management**

Local Funding Initiatives

Given the limited availability of grant funding to support boat landing land acquisition and development, the primary means to finance boat landings and other park and recreation initiatives is through local funding. Following are several alternatives for consideration:

Accommodations Taxes

Title 6, Chapter 4 of the South Carolina Code of Laws provides funds to the counties and municipalities for providing proactive services and facilities for promotion of tourism.

CHAPTER 4.

ALLOCATION OF ACCOMMODATIONS TAX REVENUES

(Excerpted for issues related to Boat Ramp Facilities)

SECTION 6-4-10. Allocation to general fund; special fund for tourism; management and use of special fund.

The funds received by a county or municipality which has a high concentration of tourism activity may be used to provide additional county and municipal services including, but not limited to, law enforcement, traffic control, public facilities, and highway and street maintenance, as well as the continual promotion of tourism. The funds must not be used as an additional source of revenue to provide services normally provided by the county or municipality but to promote tourism and enlarge its economic benefits through advertising, promotion, and

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providing those facilities and services which enhance the ability of the county or municipality to attract and provide for tourists.

"Tourism-related expenditures" include:

1. advertising and promotion of tourism so as to develop and increase tourist attendance through the generation of publicity;
3. construction, maintenance, and operation of facilities for civic and cultural activities including construction and maintenance of access and other nearby roads and utilities for the facilities;
4. the criminal justice system, law enforcement, fire protection, solid waste collection, and health facilities when required to serve tourists and tourist facilities. This is based on the estimated percentage of costs directly attributed to tourists;
5. public facilities such as restrooms, dressing rooms, parks, and parking lots;
7. control and repair of waterfront erosion;

One means that can be utilized by governments to maximize available accommodations tax dollars is through bonding. Instead of funding individual projects solely on year-to-year basis, it is possible to utilize this annual tax receipt to retire debt service on general obligations bonds that provide tourist related facilities or services. This could allow the county to finance significant projects or programs now, instead of expensing smaller projects because of the time limitations on the accommodations tax revenue

SECTION 6-4-15. Use of revenues to finance bonds.

A municipality or county may issue bonds, enter into other financial obligations, or create reserves to secure obligations to finance all or a portion of the cost of constructing facilities for civic activities, the arts, and cultural events which fulfill the purpose of this chapter. The annual debt service of indebtedness incurred to finance the facilities or lease payments for the use of the facilities may be provided from the funds received by a municipality or county from the accommodations tax in an amount not to exceed the amount received by the municipality or county after deduction of the accommodations tax funds dedicated to the general fund and the advertising and promotion fund. However, none of the revenue received by a municipality or county from the accommodations tax may be used to retire outstanding bonded indebtedness unless accommodations tax revenue was obligated for that purpose when the debt was incurred.

The time value of money and the increased tourism effects supports this approach. The counties could realize a *major* impact now from accommodations tax investment as opposed to spreading that impact over smaller projects on an annual basis. The counties should consider this approach to using accommodations tax funding to retire debt service paid through annual accommodations tax funds. With this approach, perhaps needed boat landing site acquisition, development and

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upgrades along with other park and recreation facility needs could be addressed to respond to the desire of increasing tourism.

Boat Ramp “User Fees”

No single government agency – including SCDNR and individual Coastal Counties can, by the use of currently available public funds, have adequate funding to provide the entire boat ramp needs. Growing user driven demands- including tourist expectations, liability and safety issues, health (trash and bathroom facilities) issues, security, more parking, dredging of channels, ADA requirements, environmental compliance, etc. are causing this crowding and use crisis for valuable citizens and tourist.

In this study the responders have indicated overwhelmingly (almost 70% of responders) that “*if the funds are used in improving the boat ramps*”, they would be amenable to having a user fee for the boat ramps. In additional comments they indicated that they would prefer an annual fee (paid pass/decal)-possibly similar to current “on line” payment for fishing and hunting licenses. Most federal funds limit fees for out of area boat ramp users to double those of local users. These “user fee” funds could be used for boat ramp improvements, maintenance and/or matching funds for other grants.

Long-term, these user fees can provide new and special facilities and activities, and extend existing facilities beyond their current operation. There is some evidence nationally that participants such as boat ramp users appreciate some facilities more when they pay a user fee and that sometimes charging user fees results in the reduction of vandalism.

User fees have been used by private developments for their own users- and the public (Reserve Harbor in Georgetown County), and by cities such as McClellenville, Isle of Palms, and Sullivan’s Island. In some cases these funds are used for maintenance, new construction or repairs. In one case they were used as matching funds for another state grant.

We believe that Coastal Counties, collectively and individually should consider User Fees as a way of providing boat ramp facilities for the growing variety of users and to stimulate tourist satisfaction and use of the boat ramps.

Boat Ramp Project Partnering

One of the purposes of this study is to look at funding and propose expose new alternatives for funding boat ramps. Partnering is the concept of pooling/sharing responsibilities for the common good to construct/operate/maintain facilities that each one individually could not do. There are two suggestions of this study that could be considered. Following are the alternatives:

1. *Joint County Projects.* Since most county lines fall into rivers, there may be opportunities for sharing sites, funding and responsibilities for regional boat landings on a river serving two counties. Horry County and Georgetown County could work together for a common interest to relieve some of the pressure on the Murrells Inlet Boat Ramp. They might also find a mutual site of interest along the alignment of Highway 701 that could service the western sections of both counties. Charleston County and Georgetown Counties could look at a mutual boat ramp to service the north end of Charleston County on the Santee River Delta and SC Wildlife Management areas in Charleston and Georgetown Counties. There is a serious overload of boat ramps serving rivers leading into Charleston Harbor. Bushy Park is the busiest boat ramp in the area. Charleston County (and/or City of Charleston) and Berkeley County should consider a location in the area of Daniel Island. A boat ramp in this area could accommodate some of the growth on Daniel Island and could relieve some of the existing pressure on Remley's Point and Bushy Park and replace the lack of boat ramp and parking access on the Charleston Peninsula.. Similarity Berkeley and Charleston could cooperate on the Wando River.
2. *Public/private partnerships on boat ramps.* Large marina projects could integrate boat ramps into the overall project scope. Boat ramps – weather private or public could charge fees for the public. The advantages to a private marina are that tourist and potential buyers get an opportunity to see the housing development and the boat ramp does get income from fuel sales and fees. If the marina has boat sales, it works even better as potential boat buyers have ready access to the water. The County could add benefit in the boat ramp project through permitting support, some assistance with maintenance, police enforcement, and possibly an annual stipend for these services.

These projects have broad appeal and because of this take a higher priority in funding applications. Reserve Harbor Marina in Georgetown County is an example of a public Marina which charges fees and is located in a private gated community.

Developer boating impact substitution

Large developers bring new taxpayers to the various counties and taxpayers contribute to the revenue for providing services to the counties, however as we previously discussed these taxes do not go directly to construction or maintenance of boat ramps. The value of these homes is enhanced by the presence of a good boat ramp in the area. In several premier developments in Georgetown County (Reserve Harbor and Heritage Plantation) both installed boat ramps in their developments. The Reserve Harbor Boat Ramp is open to the public for a fee. The Heritage Plantation Boat Ramp is not open to the public, but that's OK as they have mitigated for the boaters impact within the development. There are several more of these same type developments along the Atlantic Intracoastal Waterway in Horry County. There are a number of similar private developer boat ramps in Charleston County. The developers find that the *boat ramps add to the buyer appeal* by giving free boating access within the confines of the developments.

If large developers do not wish to participate in the boat ramp project on their site, then let them provide land for a boat ramp or donate money to a boat ramp fund as substitute boater impact mitigation.

SC Department of Transportation (SCDOT) Bridge Projects

Bridge locations on the Federal and State Highway System can be an excellent location for boat ramps or parking for boat ramps. There are numerous cases where cooperation between the SCDOT and the counties have produced new boat ramps, improved boat ramps, or additional parking for boat ramp users.

On April 22, 1986 a copy of a revised Memorandum of Understanding (MOU) between FHWA (Federal Highway Works Administration) and the Department of Interior (executed April 11, 1986) was forwarded from the U.S. Department of Transportation to Regional Federal Highway Administrators in Regions 1-10. Section 147 of the Federal- Aid Highway of 1976, P.L. 94-280, Hay 5, 1976 provides that funds apportioned to the states under 23 U.S.C. Section 104(b)(1), .(b)(2), and (b)(d) may be used on application by the states for the construction of access ramps to public boat launching areas adjacent to bridges under construction, reconstruction, replacement, repair, or alteration on the Federal- Aid primary, secondary, and urban systems highways. (See Exhibit 3).

Appendix 2

Public Misconceptions about Boat Ramp Issues

There are numerous “public misconceptions” about fundamental issues at boat ramps.

The following are some of the most important:

- a. Environmental permitting of boat ramps is a difficult and lengthy process. The complexity of issues is not generally understood by the average boater. The multiple agency environmental review and restrictions extract an inordinate price from the applicant for studies, alternatives analysis, imposition of special conditions, mitigation, and time delays. While they provide needed water access for the public, boat ramps receive only small consideration for this public benefit and certainly *not in proportion* to the actual benefit to the public.
- b. Boat ramps are usually located in limited access locations with little available adjacent property. Increasing land values in the coastal area are making it harder to find suitable sites for expansion or new facilities. Expansion for more parking at certain boat ramps will *come at a premium* if it can be done at all. It may be necessary to build new boat ramps to replace these older limited boat ramps.
- c. Boat ramps have been planned, built and developed for boating access- specifically for motorized boat access, *not for competing uses* such as dock fishing, crabbing, canoeing, kayaking, or private uses by businesses. Trying to make them work simultaneously for competing uses will take money, time and change in direction for planning, design and operations.
- d. There is strong competition for boat ramp funds where, even on the county level, boat ramps must compete with softer issues for funding on the environment, recreation, education, trails, jogging, etc.

VII. EXHIBITS

Exhibit 1 - Windshield notice

Exhibit 2 - Boat Ramp User Intercept

Exhibit 3 – On Line Survey

Exhibit 4 – Field Assessment Form

Exhibit 5 - Letter to SCDNR requesting written funding information

Exhibit 6 – Typical letter to Legislators (both Federal and State)

Exhibit 7 - Letters from those Legislators who responded

Exhibit 8 – Typical letter to resource and permitting agencies

Exhibit 9 – Letters from those agencies that responded

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Exhibit 1 - Windshield notice

Placed at the boat ramp sites – a similar note was placed on the internet and in the internet media.

BOAT RAMP STUDY

Hello South Carolina boat ramp user. A Coalition of Coastal South Carolina Counties (Beaufort, Berkeley, Charleston, Georgetown and Horry) is conducting a survey of boat ramp users. We have conducted individual field surveys of some of the boat ramps, but are now conducting on-line surveys of boat ramp users. The information you may provide will be most helpful in determining boat ramp needs, value of boat ramps to the economy and jobs market as well as give insight into developing boating access needs and individual boat ramp site needs. The survey should take less than five minutes. We appreciate your participation in this study.

To access the online server, please visit:

www.sccoastalboatramps.com



Zande - Jon Guerry Taylor, P.E., Inc.

P.O. BOX 1082, MT. PLEASANT, SC 29465 USA

PHONE: 843-884-6415

FAX: 843-884-4026

www.jgtinc.com

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Exhibit 2 - Boat Ramp User Intercept (at the boat ramp) Survey

Boat Ramp User Intercept Survey

Note: This questionnaire is drafted as if an interviewer will be asking the questions and recording the answers versus the boaters completing the surveys themselves.

- 1. In what county & state do you live? Zip code?
2. How often do you typically use public boat ramps in the Coastal Study Area? time(s) per year
3. How many people are in your boating party today? How long will your boating trip be today?
4. Will you be using any lodging during this excursion?
5. How much do you expect your party to spend during this outing/trip (for the entire trip) on...
6. Approximately how many miles did you drive to get to this boat ramp?
7. If this ramp was unavailable, which ramp would you use?
8. On a scale of 1 to 10 (10 being excellent), how would you rate this boat ramp?
9. Are there improvements that would make this boat ramp better?
10. How much of a boat launching fee, if any, would you be willing to pay at this ramp if these improvements were made?

11. Other



Boat Ramp name
Date/time
Weather

Avg. Launch Time
Avg. Retrieval Time
Avg. Queing Time

Exhibit 3– On Line Survey (next 3 Pages)

Survey Detail

Page 1 of 3

Results Detail

Export... View Summary >>

Filter Results

To analyze a subset of your data, you can create one or more filters.

Add Filter... Total: 226
Visible: 226

Displaying 191 of 226 << >> 191 Go

Respondent Type: Anonymous

Email: empty

Name: empty

Custom Data: empty

IP Address: 216.218.82.166

Started Survey: 2/5/2007 4:51:40 PM

Ended Survey: 2/5/2007 4:59:57 PM

1. SC Coastal Boat Ramp Study

1. In what zip code do you live?

29580

2. How many times PER YEAR do you typically use public boat ramps in the South Carolina coastal study area (including Beaufort, Berkeley, Charleston, Georgetown, or Horry Counties)?

25

3. During a typical boating trip/outing, how many people are in your party?

2

4. During a typical boating trip, how many hours, on average, do you typically stay out on the water?

6

5. What is MOST OFTEN your PRIMARY purpose of a typical boating trip during the year?

Fishing

6. Do you typically use any lodging during boating trips/outings?

No, it's usually just for the day

<http://www.surveymonkey.com/DisplayDetail.asp?SID=2998970&RID=360412028&U=29...> 5/7/2007

2. Untitled Page

1. If your boating excursions typically involve an overnight trip, how long do you usually stay? (# of days and # of nights)

days - Empty

nights - Empty

3. Untitled Page

1. On average, how much does your party usually spend during a typical boating outing/trip (the entire trip, if multi-day) on the following? (Estimates are acceptable. If \$0 or not applicable, please leave blank.)

Fuel for boat & automobile \$ - 35

Launch fees &/or parking fees \$ - 0

Groceries, ice, bait/fishing tackle, souvenirs, supplies \$ - 10

Restaurants/bars \$ - 10

Lodging or overnight fees \$ - 0

Rental equipment \$ - 0

4. Untitled Page

1. Which boat ramp do you use most often in Beaufort County?(Click on the drop-down menu to select landing name. If ramp name does not appear in list, please type it in the second blank below.)

Empty

2. Which boat ramp do you use most often in Berkeley County? (Click on the drop-down menu to select landing name. If ramp name does not appear in list, please type it in the second blank below.)

In Berkeley County, Huger Park, Cooper River

3. Which boat ramp do you use most often in Charleston County? (Click on the drop-down menu to select landing name. If ramp name does not appear in list, please type it in the second blank below.)

Empty

4. Which boat ramp do you use most often in Georgetown County? (Click on the drop-down menu to select landing name. If ramp name does not appear in list, please type it in the second blank below.)

In Georgetown County, Pole Yard, North Santee River

5. Which boat ramp do you use most often in Horry County? (Click on the drop-down menu to select landing name. If ramp name does not appear in list, please type it in the second blank below.)

Empty

5. The S.C. ramp you use most often...

1. ...approximately how many miles do you typically drive to get there?

50

2. ...how would you rate it on a scale of 1 to 10 (10 being excellent)?

7

3. ...are there improvements that would make this ramp better? (check all that apply)

fishing pier/platform

Other (please specify) - more dock space, less people fishing off the docks & blocking boaters

4. ...and lastly, how much of a boat launching fee, if any, would you be willing to pay at this ramp if your suggested improvements were made?

Empty

6. Last question!

1. How did you hear about this survey?

Other (please specify) - surfing the web

2. Thank you for your time and valuable input! Do you have any other comments regarding public boat landings in coastal South Carolina that you'd like to share?

need more ramps. They generate a lot of income for the counties. Floating dock at the Pole Yard needs something to tie off a boat.

Displaying 191 of 226 << >> 191 Go

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Exhibit 4 – Field Assessment Form

Zande-Jon Guerry Taylor, P.E., Inc.

**Beaufort COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING
SITES**

Date: _____, Evaluator _____ SITE NAME AND DNR ATLAS NO. _____

WATERBODY _____ BASIN _____

LATITUDE _____ LONGITUDE _____

GENERAL INFORMATION

Site Acreage: _____, Wooded Acreage _____, Wetlands- Estimated Acreage _____

Observed Conditions: Depth _____, Width _____, Current _____, Flooding _____

Nearest Water Gauge Station: _____

Access Road _____, Condition _____

Estimated Number of Parking Spaces: _____, Paved _____, Unpaved _____

A. Number Designated for BR Parking _____, Barrier Free _____, Vehicle _____

B. No. BR Users in parking area _____, In State _____, Out of state _____

B. Potential for expansion _____

IV. BOAT LAUNCHING RAMP

1. Number of lanes _____ Width of Ramp _____, Condition _____

2. Material Type: Concrete _____ Asphalt _____ Dirt _____ Other _____

If Concrete, Type of Finish: Grooved _____ Raked _____ Smooth _____ Rough _____

3. Dock/Pier/Gangway description and condition _____

3. Safety Issues _____

V. **REST ROOMS AND TRASH:** Type of Rest Rooms _____, Trash Facilities _____

BR FISHING AREA Type: Bank _____ Dock/Pier _____ Other _____

No. of Boaters at ramp _____, No. Interviewed _____, Interview attached _____

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

Zande-Jon Guerry Taylor, P.E., Inc.

Exhibit 5 - Letter to SCDNR requesting written funding information

December 1, 2006

Mr. John Frampton
Director SCDNR
P.O. Box 167
Columbia, SC 29201

Dear Mr. Frampton:

Our firm, Zande – Jon Guerry Taylor, P.E., Inc., has been given the contract to study existing coastal boat ramp installations in a five county area (Berkeley, Beaufort, Charleston, Georgetown, and Horry). Representatives from each county guide us on the Coastal Boat Ramp Management Group. OCRM is also included in the funding and management of the Coastal Boat Ramp Study Group. Much of this work includes an update of portions of previous work done through SCDNR in the early 1990's.

I am sure that you are aware that the coastal counties have experienced an exponential growth in the last ten years. The corresponding growth of new boaters in the coastal counties makes previous boat ramp studies and projections out of date. This Coastal Boat Ramp Study has a broad scope to include evaluation of trends and economic impact of boat launching facilities, assessment of existing facilities, evaluation of permitting and environmental issues, as well as assessing boat ramp users in order to assist in programming future directions of boat ramp locations, sizes, improvements and operations

Additionally, over the past several months, we have conducted surveys of over 1500 boat ramp users in the coastal area. These surveys are a combination of intercept surveys at the boat ramps (approximately 500) and on-line surveys (1050) via the Internet. As the boaters considered their needs at boat ramps (more parking, restrooms, security, training of new boaters, and conflicts with fishing) the question that often arises is: *where are my county taxes for boats going? And, where is the State revenue from boater registrations, saltwater fishing licenses, hunting licenses, shrimp baiting licenses, and fines for violations going to?* Local boaters expressed concern that boating facilities are serving an increasing number of uses by contractors, non boating uses and "out-of-area" boaters with little or none of their direct contribution to boat ramp maintenance or construction. We have prepared an "Interim Preliminary Report", a summary of which was released to the contained in a Press Release to the media. Through an attachment to this letter, we are pleased to make this information available to you. We would welcome the opportunity to meet with you to discuss the results.

We understand that SCDNR has chosen not to be an active participant in the Coastal Boat Ramp Study; however, the Coastal Counties Boat Ramp Study Management Group realizes

Zande-Jon Guerry Taylor, P.E., Inc.

Mr. John Frampton

December 1, 2006

Page 2 of 3

that the continuing good cooperative relationship with SCDNR is important to the future of coastal boating in South Carolina. The affected counties are committed to working with SCDNR in the best interest of the citizens, the boating public, and promotion of jobs and tourism in the coastal area.

Tantamount to the study of maintenance and improvement of coastal boat-launching facilities is an assessment of funding resources and opportunities. One of the many tasks in this study is to determine the financial resources that can be utilized for county/multiple county/regional boat ramp projects. The counties need to know the predictability of distribution of funds and the method of determining the allocation in order to plan boat ramp projects or ancillary uses or to allocate supplemental or matching funds for studies, design or improvements.

Of course, SCDNR is a major source of state and federal funding for boating related projects. Therefore the counties need to know the funds available through/from SCDNR to the counties independently, or as a group, for additional studies, new boat ramp construction, maintenance of facilities, education for boat ramp users, promotion of tourism, and conductance of demonstration projects.

At the direction of the Coastal Counties Boat Ramp Study Management Group, I am writing this letter to you requesting a summary of the various funds available to the counties, either from direct state funds or from federal funds distributed through your agency. We would also request the distribution method by which these funds are allocated and the requirements for qualification for the funds. It would be most helpful if there were also a summary by county (Beaufort, Berkeley, Charleston, Georgetown and Horry) of these funds for the year 2006.

I realize that this information may not be readily available so, if you desire, I will gladly come to your office in Columbia to meet with you or whomever you choose to obtain this information. Thank you in advance for your cooperation in the past and future. We look forward to this information and to the continued excellent relations of our representative coastal counties with SCDNR. Please feel free to call on me if there are any further discussions of the matters covered in this letter.

Zande-Jon Guerry Taylor, P.E., Inc.

Mr. John Frampton
December 1, 2006
Page 3 of 3

Very truly yours,

ZANDE – JON GUERRY TAYLOR, P.E., INC.

Guerry Taylor
Vice President
Project Manager- Coastal Counties Boat Ramp Study Group

cc: **Coastal Caucus Members**
Representative William K. Bowers
Representative Robert L. Brown
Representative Alan D. Clemmons
Representative Thomas M. Dantzler
Representative Ben A. Hagood, Jr.
Representative Harry B. Limehouse III
Representative David J. Mack III
Representative Vida O. Miller
Representative J. Seth Whipper
Representative Annette D. Young
Representative Shirley R. Hinson
Senator George E. Campsen III
Senator Ray Cleary
Senator Robert Ford
Senator Lawrence K. Grooms
Senator Scott H. Richardson
Senator William C. Mescher
Representative Nelson L. Hardwick

Berkeley County Representative
Representative James H. Merrill

Zande-Jon Guerry Taylor, P.E., Inc.

Representative Joseph H. Jefferson, Jr.
Representative C. David Umphlet

Coastal Counties Boat Ramp Study Management Group

Jeff Schryver, Charleston County

Bill Weeks, Georgetown County

Bob Klink, Beaufort County

Brent Taylor, Horry County

Frank Carson, Berkeley County

Rocky Browder, OCRM

Attachment

Zande-Jon Guerry Taylor, P.E., Inc.

For Immediate Media Release

Contact: Jon Guerry Taylor, P.E., Project Manager

843-884-6415

Guerryt@jgtinc.com

Ongoing Coastal Boat Ramp Survey Comment Period Extended Mount Pleasant, South Carolina- August 21, 2006

In attempt to increase the quality of boating and marina facilities along South Carolina's coastline, a team of marina specialists is assisting selected county officials best assess boat ramps and boater needs.

To this end, the marina planners at Zande-Jon Guerry Taylor, P.E., Inc., have extended the public comment period to include more feedback. "We've extended the comment period to make our report more inclusive of the public and boater comments," said project manager Jon Guerry Taylor.

On-line surveys of coastal boat ramp users can continue through shrimp baiting season at www.sccoastalboatramps.com. The boating public is encouraged to continue to respond to boat ramp user surveys. This information will provide valuable assistance to planners and programmers who are attempting to set the future direction of boat ramp facilities and programs in the coastal study area.

In December 2005, A Coalition of Coastal South Carolina Counties (Beaufort, Berkeley, Charleston, Georgetown and Horry) hired Zande-Jon Guerry Taylor to conduct a survey of boat ramp users. The final report will also contain an economic component for the boat ramps.

Intercept surveys (interview of boaters at the boat ramp) have been conducted over the summer at selected boat ramp sites. Like the online survey, the intercept surveys will also continue at selected boat ramps through shrimp baiting season. At this time over 400 individual boat ramp intercept interviews and over 600 "on-line" surveys have been received and compiled. There will be a mail out survey to selected boater registration applicants very soon.

"Marinas and boating in South Carolina is a huge economic engine, and if there is something that can make boating operations more profitable, we want to know about it, said Mr. Taylor.

Brief Interim Update

Coastal Counties Boat Ramp Study

In June a Coalition of Coastal South Carolina Counties (Beaufort, Berkeley, Charleston, Georgetown and Horry) working under the overall management of OCRM began conducting a study of coastal boat ramps and users. One element of the study is a survey of boat ramp users. The boat ramp user surveys will continue through October. There will also be a mail out survey to selected boater registration applicants very soon.

On-line surveys (www.sccoastalboatramps.com) of coastal boat ramp users have produced over 700 responses to date. Over 400 intercept surveys (interview of boaters at the boat ramp) have also been conducted at selected boat ramp sites. Boat ramp site visits and site evaluations have been conducted by a team of County and Zande-Jon Guerry Taylor, P.E. Inc (the consultant). Most of these individual field surveys of the boat ramps have now been completed.

Following is a brief summary of the current responses.

Guerry Taylor, P.E. – Project Manager
Zande-Jon Guerry Taylor, P. E. Inc.

Guerryt@jgtinc.com

843-884-6415

Initial survey responses indicate:

1. An overall appreciation of the boat ramps with an overall satisfaction rating of 7 out of possible 10, with 10 being the highest.
2. Coastal boat ramps are used primarily for fishing but there is growing use for cruising, skiing, special events, fishing guide service, kayaking and eco tours. Some of these activities bring personal vehicles to the boat ramps which then compete with boats on trailers for parking.
3. There is conflict between recreational bank/pier fishermen at boat ramps and boaters. Many boaters want to exclude the use of boat ramp staging docks for recreational pole/rod fishing and crabbing. However, there is also a desire from many boaters to have separate fishing facilities at the boat ramps.
4. More parking is needed for the busier boat ramps in all of the study area. Special water based events and seasonal fishing seasons create peak demand for parking. Some boaters parking on private property or access roads have created problems.
5. Designated boat and trailer “make-ready lanes” and “tie-down lanes” are a common request for improvement to reduce the launching and retrieval times at the boat ramp. Most boaters stay on the water for 6-8 hours. This long boater turnover in the parking lots and at the ramp is not conducive to multiple launching in the morning and afternoon. Coastal boat ramps also service boaters who often fish the tides. This tidal nature of boaters also works against multiple uses of the same parking space.
6. There are an increasing number of vehicles at boat ramps that compete for parking with boats on trailers. Many responders encourage an enforcement presence at the boat ramp to control parking, conflicts between vehicles and trailerable boats and to enforce/inform users about boat ramp courtesy. Training for boat ramp users in launching and retrieving boats and a need for training boaters in boat ramp courtesy is a common comment.
7. There is intense usage of public boat ramps in Charleston Harbor. These boat ramp facilities are often crowded and most boaters are not flexible about the location of the ramps they want to use nor do they know of an alternative boat ramp. Both Charleston and Berkeley County boat ramps provide boater access to Charleston Harbor. A need for more boating access and more parking at busy boat ramps at Charleston Harbor boat ramps is emerging. North Charleston, Daniel Island and the Charleston peninsula are mentioned as possibilities.
8. Out-of- state boaters use the boat ramps- some coming from as far as 300 miles away. In one Horry County Intercept Survey more than 50% of the boaters were from out of the county or from out-of-state. In one Georgetown County survey, a large percentage of the boaters were from Horry County. In a Beaufort County survey, a similar number of boat

Zande-Jon Guerry Taylor, P.E., Inc.

ramp users came from Georgia. All counties have out-of-state boaters. Some responders are concerned that these boat ramps are used by non resident boaters at no cost.

9. Approximately 70% of survey responders indicate they are willing to pay a launching fee provided the funds are used to upgrade the boat ramp facilities or to install new facilities such as bathrooms, more parking, floating docks, fishing piers, and trash receptacles. Many suggest an annual fee with a decal to designate permitted boat ramp users.
10. Responders commented on anything they wanted to with reference to boat ramp issues. Over 50% of survey responders commented on specific issues at individual boat ramps or on boat ramp programs.

Zande-Jon Guerry Taylor, P.E., Inc.**Exhibit 6 – Typical letter to Legislators (both Federal and State)**

ENGINEERS - PLANNERS - ENVIRONMENTAL CONSULTANTS

Zande-Jon Guerry Taylor, P.E., Inc.

P.O. BOX 1082, MT. PLEASANT, SC 29484 USA

PHONE: (843) 884-6415

FAX: (843) 884-4026

www.jgtinc.com

April 24, 2007

The Honorable Henry E. Brown
1124 Longworth House Office Building
Washington, DC 20515

The following letter has been sent to agencies named below:

US Army Corps of Engineers US Coast Guard Headquarters, U.S. Fish and Wildlife Service, NOAA, U.S. Environmental Protection Agency National Park Service, US Department of Transportation Federal Highway Administration, Department of the Interior

Re: Coastal South Carolina Public Boat Ramp Study – Beaufort, Berkeley, Charleston, Georgetown and Horry Counties

Dear Sir:

Zande - Jon Guerry Taylor, P.E. Inc. of Mt. Pleasant, SC is currently conducting a study on the above referenced projects. One of the important facets of the study is to determine financial aid and grant opportunities for coastal boat ramp planning, permitting, design, site acquisition, construction, maintenance, education, and boater training. Current needs for boat ramp improvements far exceed the available funds from the State of South Carolina.

The study has shown substantial economic and jobs impacts related to the operation of coastal boat ramps. However, there are still boater/voter issues with taxes and boater registration fees. While most boaters do not mind paying appropriate cost through taxes and registrations, the study has also shown that all of the taxes and registration fees collected in the name of boating do not necessarily flow to funding the above issues. At best, the coastal counties of South Carolina are just holding on to the existing facilities and over time repairing them as funds become available. Meanwhile the boating demand increases from growth. At the same time the price of fuel continues to rise, thus causing a reduced use of fuel from which some funds for boat ramps now come. Additionally because of environmental issues, permitting requirements and increasing construction cost, the price of boat ramp construction continues to increase and sites are more difficult to obtain.

By this letter, we are asking you to forward this request for additional information on available funding through your agency for boat ramps to the appropriate person(s) so that we might receive your information on your letterhead for inclusion along with this letter in the final report. Please advise on available funding, any restrictions on the funding and appropriate steps for our clients to take to secure funding.

The Letter.doc

Zande-Jon Guerry Taylor, P.E., Inc.

Exhibit 7 - Letters from those Legislators who responded

LINDSEY O. GRAHAM
SOUTH CAROLINA



290 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-5972

UNITED STATES SENATE

May 7, 2007

Mr. Jon Guerry Taylor
JGT Consultants
767 Coleman Boulevard
Mount Pleasant, SC 29464-4035

Dear Jon:

Thank you for contacting me regarding grant information. I appreciate the opportunity to assist you.

In order to better serve you, I have enclosed an information packet from the Congressional Research Service outlining government and private grant programs. I have also included grant writing tips for your review. Additionally, the Department of Health and Human Services has recently launched a new website, www.grants.gov. This Federal initiative encompasses over 900 grant programs offered by the 26 Federal grant-making agencies. Grants.gov serves as a centralized resource for grant-seeking organizations and Federal agencies by electronically streamlining the grant finding, application and awarding process.

I am hopeful that this information will be of assistance as you explore the available opportunities. Once you have submitted your application, please contact Wendy Mathia (202-224-5972) in my office to inquire how we can be of assistance once the application process begins.

Again, thank you for your correspondence, and if I may be of further assistance to you, please do not hesitate to contact me.

Sincerely,

Lindsey O. Graham
United States Senator

LOG/wm

508 HAMPTON STREET
SUITE 202
COLUMBIA, SC 29201
(803) 933-0112

401 WEST EVANS STREET
SUITE 226B
FLORENCE, SC 29501
(843) 669-1505

101 EAST WASHINGTON STREET
SUITE 220
GREENVILLE, SC 29601
(864) 250-1417

530 JOHNNIE DODDS BOULEVARD
SUITE 202
MOUNT PLEASANT, SC 29464
(843) 849-3887

140 EAST MAIN STREET
SUITE 110
ROCK HILL, SC 29730
(803) 366-2828

135 EAGLES NEST DRIVE
SUITE B
SENECA, SC 29678
(864) 888-3330

Zande-Jon Guerry Taylor, P.E., Inc.

Exhibit 8 – Typical letter to resource and permitting agencies



ENGINEERS - PLANNERS - ENVIRONMENTAL CONSULTANTS

Zande-Jon Guerry Taylor, P.E., Inc.

P.O. BOX 1082, MT. PLEASANT, SC 29484 USA

PHONE: (843) 884-6415

FAX: (843) 884-4026

www.jgtinc.com

April 17th, 2007

US Army Corps of Engineers
US Coast Guard
US Fish and Wildlife Service
US EPA
NOAA
National Park Service

Re: Coastal South Carolina Public Boat Ramp Study – Beaufort, Berkeley, Charleston,
Georgetown and Horry Counties

Dear Sir/Madam:

Zande - Jon Guerry Taylor, P.E. Inc. of Mt. Pleasant, SC is currently conducting a study on the above referenced projects. One of the important facets of the study is to determine financial aid and grant opportunities for coastal public boat ramp planning, permitting, design, site acquisition, construction, maintenance, education, and boater training. Current needs for boat ramp improvements far exceed the available funds from the State of South Carolina.

The study has shown substantial economic and jobs impacts related to the operation of coastal boat ramps. However, there are still boater/voter issues with taxes and boater registration fees. While most boaters do not mind paying appropriate cost through taxes and registrations, the study has also shown that all of the taxes and registration fees collected in the name of boating do not necessarily flow to funding the above issues. At best, the coastal counties of South Carolina are just holding on to the existing facilities and over time repairing them as funds become available. Meanwhile the boating demand increases from growth. At the same time the price of fuel continues to rise, thus causing a reduced use of fuel from which some funds for boat ramps now come. Additionally because of environmental issues, permitting requirements and increasing construction cost, the price of boat ramp construction continues to increase and sites are more difficult to obtain.

By this letter, we are asking you to forward this request for additional information on available funding through your agency for boat ramps to the appropriate person(s) so that we might receive your information on your letterhead for inclusion along with this letter in the final report. Please advise on available funding, any restrictions on the funding and appropriate steps for our clients to take to secure funding.

Thank you in advance for your prompt consideration of this request. Please feel free to contact me at your convenience to discuss this matter.

Very Truly Yours,

Jon Guerry Taylor, P.E.

Cc:
US Senators (SC)
US Congressman (SC)

Coastal BR Funding Letter.doc

Zande-Jon Guerry Taylor, P.E., Inc.

Exhibit 9 – Letters from those agencies that responded

South Carolina Department of Parks, Recreation and Tourism

U. S. Department of Transportation – Federal Highway Administration

U. S. Department of the Interior – Fish and Wildlife Service

South Carolina

Department of Parks, Recreation & Tourism

Recreation, Planning & Engineering Office

May 7, 2007

Mr. Jon Guerry Taylor
P.O. Box 1082
Mt. Peasant, SC 29484

Dear Mr. Taylor,

The South Carolina Department of Parks, Recreation & Tourism (SCPRT) has three different grant programs that could be used for coastal boat ramp planning, design, site acquisition and construction. These three are listed below:

1. Parks And Recreation Development Fund (PARD) 80/20 match

The PARD grant program is a non-competitive reimbursable grant program for eligible local government or special purpose district entities which provide recreational opportunities within each county. The actual grant awards are made on a project by project basis. Eligible project cost will be reimbursed at a rate of 80%. The fund is to be used for permanent improvements to public park and recreation facilities. Each application must have the endorsement of its county legislative delegation members whose combined weight factor is more than 50%. Please see the attached; allocations for the past 3 years for each county, 2008 allocations will be available in July 2007.

2. Recreation Land Trust Fund (RELT) 50/50 match

Available Funding: \$258,000

Restrictions: For acquisition of lands for public recreation.

3. Land and Water Conservation Fund (LWCF) 50/50 match

Available Funding: Depends on congressional approval each year.

2007 funding \$425,922

Restrictions: Funds can be used for acquisition or development of public outdoor recreation facilities.

The LWCF & RELT grant cycle starts in December with each governmental agency sponsor submitting a letter of intent form which is mailed to all state-wide governmental agencies. Next is the application process which is due usually the third week of March. Grading process takes place April/May with award letters going out to sponsors the middle to the end of May. Then SCPRT has its fiscal briefing around October. No projects can start before the fiscal briefing and the signing of the project agreement. Please let me know if I can be of further assistance.

Thank you,

C. Marshall Johnson

C. Marshall Johnson
Recreation Assistance Manager/SLO



1205 Pendleton Street, Room 246 • Columbia, South Carolina 29201, USA • (803) 734-0173, Fax (803) 734-1042

Zande-Jon Guerry Taylor, P.E., Inc.

U.S. Department
of Transportation
**Federal Highway
Administration**

May 15, 2007

400 Seventh St., S.W.
Washington, DC 20590

In Reply Refer To:
HEPN

Jon Guerry Taylor, P.E.
Zande-Jon Guerry Taylor, P.E., Inc.
P.O. Box 1082
Mt. Pleasant, SC 29484

Dear Mr. Taylor:

Thank you for your April 24 letter to the Federal Highway Administration (FHWA) regarding the Coastal South Carolina Public Boat Ramp Study covering Beaufort, Berkeley, Charleston, Georgetown, and Horry Counties, South Carolina. You asked about funding under FHWA programs.

The primary Federal funding source for boat ramps is the Boating Infrastructure Grant Program administered by the U.S. Fish and Wildlife Service under the Federal Aid in Sport Fishing Restoration Act. The Service has posted information on the grant program at:

<http://federalaid.fws.gov/sfr/fasfr.html>.

I suggest you contact the Service for further information.

Another online source of information is the Toolbox for the Great Outdoors Web site sponsored by Federal recreational agencies:

<http://www.tools4outdoors.us/project.jsp#3>.

The FHWA administers the Federal-aid highway program, under which we make funds available to the State transportation departments, mainly by statutory formula. In general, the States may not use this funding for boat ramps. A possible exception is that the States may use Federal-aid funds under the Recreational Trails Program (RTP) for boat ramps serving designated water trails. You will find extensive information on the RTP at:

<http://www.fhwa.dot.gov/environment/rectrails/index.htm>

The South Carolina Department of Parks, Recreation and Tourism selects and administers RTP projects in the State. If you have any questions about the RTP in South Carolina, I suggest you contact State Trails Coordinator Ronda Pratt at 803-734-0130. Her address is 1205 Pendleton Street, Room 246, Columbia, South Carolina 29201-3790.

**MOVING THE
AMERICAN
ECONOMY**

Zande-Jon Guerry Taylor, P.E., Inc.



IN REPLY REFER TO:
FWS/R4/MS-FA

United States Department of the Interior

FISH AND WILDLIFE SERVICE

1875 Century Boulevard
Atlanta, Georgia 30345

MAY 24 2007

Mr. Jon Guerry Taylor, P.E.
Zande-Jon Guerry Taylor, P.E., Inc.
Post Office Box 1082
Mt. Pleasant, South Carolina 29484

Dear Mr. Taylor:

Thank you for your interest in financial assistance and grant opportunities administered through the U.S. Fish and Wildlife Service for boating access related projects. We are happy to provide information that is publicly available via the following websites, FWS.gov, Grants.gov, and USA.gov. These websites are most useful in determining the appropriate recipients, eligible activities, grant standards and requirements, and other useful information related to applying for federal grants.

Grants administered by the Fish and Wildlife Service's Division of Federal Assistance, are provided to states to manage fishing and wildlife related activities, including boating access and associated amenities. Federal participation is limited to 75% of eligible cost incurred in the completion of approved work.

To specifically address questions in your letter, we offer the following response. For Federal Fiscal Year 2007, South Carolina received \$4,449,130 in Sport Fish Restoration apportionment funds. Of this amount, at least 15% or \$667,370 must be allocated towards boating access related projects. Additionally, the state must allocate a percentage of this amount towards coastal projects in a ratio of 27% coastal, to 73% freshwater projects.

The Sport Fish Restoration Act funding is an annual apportionment to states and territories. The Secretary of the Interior is authorized to cooperate with states to benefit anglers and boaters through their respective game and fish departments. States may establish contracts with third parties or subgrantees, to carry out approved projects under the Act.

We have enclosed the Final 2007 Apportionment details for the Sport Fish Restoration Act for all 50 states and territories, a Boating Access report from Federal Assistance Information Management System (FAIMS) for the required 15% allocation towards boat related projects in the Southeast Region, and a Subsidiary Ledger Report for South Carolina detailing available funds for obligation and expenditure. These reports should be of assistance to you and your clients in seeking to partner with the SC Department of Natural Resources.

TAKE PRIDE
IN AMERICA 

Zande-Jon Guerry Taylor, P.E., Inc.

**U.S. FISH AND WILDLIFE SERVICE
FINAL APPORTIONMENT OF DINGELL - JOHNSON
SPORT FISH RESTORATION (CFDA # 15.605) FUNDS FOR FISCAL YEAR 2007**

STATE	SPORT FISH RESTORATION*
ALABAMA	\$5,115,720
ALASKA	17,454,453
ARIZONA	7,088,411
ARKANSAS	6,656,089
CALIFORNIA	17,454,453
COLORADO	8,547,935
CONNECTICUT	3,490,891
DELAWARE	3,490,891
DISTRICT OF COLUMBIA	1,163,630
FLORIDA	11,456,826
GEORGIA	6,716,335
HAWAII	3,490,891
IDAHO	5,957,679
ILLINOIS	7,464,086
INDIANA	4,469,590
IOWA	4,988,645
KANSAS	4,921,944
KENTUCKY	5,499,482
LOUISIANA	6,248,236
MAINE	3,490,891
MARYLAND	3,490,891
MASSACHUSETTS	3,490,891
MICHIGAN	11,459,906
MINNESOTA	13,041,786
MISSISSIPPI	4,404,683
MISSOURI	8,303,864
MONTANA	8,246,698
NEBRASKA	4,299,427
NEVADA	5,094,940
NEW HAMPSHIRE	3,490,891
NEW JERSEY	3,490,891
NEW MEXICO	6,072,407
NEW YORK	8,424,423
NORTH CAROLINA	6,747,022
NORTH DAKOTA	3,800,753
OHIO	7,535,622
OKLAHOMA	6,969,443
OREGON	7,989,143
PENNSYLVANIA	8,614,057
RHODE ISLAND	3,490,891
SOUTH CAROLINA	4,449,130
SOUTH DAKOTA	4,326,627
TENNESSEE	8,242,071
TEXAS	17,454,453
UTAH	5,867,091
VERMONT	3,490,891
VIRGINIA	5,753,560
WASHINGTON	7,040,801
WEST VIRGINIA	3,490,891
WISCONSIN	11,750,082
WYOMING	5,452,349
AMERICAN SAMOA	1,163,630
GUAM	1,163,630
N. MARIANA ISLANDS	1,163,630
PUERTO RICO	3,490,890
VIRGIN ISLANDS	1,163,630
TOTAL	\$349,089,063

*Includes adjustments for revised NE and IL license certifications used for FY 2006 apportionments.

Zande-Jon Guerry Taylor, P.E., Inc.**Boating Access Summary Report**

Region 4

Report Date 05/15/2007

FY 2007

State	Apportionment	Allocation	Percent Allocated	Percent Required
Alabama	\$5,115,720.00	\$768,539.00	15.02	15.00
Arkansas	\$6,656,089.00	\$307,880.00	4.63	15.00
Florida	\$11,456,826.00	\$1,718,524.00	15.00	15.00
Georgia	\$6,716,335.00	\$846,258.00	12.60	15.00
Kentucky	\$5,499,482.00	\$765,000.00	13.91	15.00
Louisiana	\$6,248,236.00	\$0.00	0.00	15.00
Mississippi	\$4,404,683.00	\$835,921.00	18.98	15.00
North Carolina	\$6,747,022.00	\$1,012,053.00	15.00	15.00
Puerto Rico	\$3,490,890.00	\$0.00	0.00	15.00
South Carolina	\$4,449,130.00	\$667,370.00	15.00	15.00
Tennessee	\$8,242,071.00	\$926,668.00	11.24	15.00
Virgin Islands	\$1,163,630.00	\$110,572.00	9.50	15.00
	\$70,190,114.00	\$7,958,785.00	11.34	

Zande-Jon Guerry Taylor, P.E., Inc.**Boating Access Summary Report**

Region 4

Report Date 05/15/2007

FY 2005

State	Apportionment	Allocation	Percent Allocated	Percent Required
Alabama	\$4,422,820.00	\$725,013.00	16.39	15.00
Arkansas	\$5,642,674.00	\$704,462.00	12.48	15.00
Florida	\$7,914,307.00	\$1,187,146.00	15.00	15.00
Georgia	\$5,633,286.00	\$871,794.00	15.48	15.00
Kentucky	\$4,629,054.00	\$591,798.00	12.78	15.00
Louisiana	\$5,200,984.00	\$799,973.00	15.38	15.00
Mississippi	\$3,650,051.00	\$499,500.00	13.68	15.00
North Carolina	\$5,494,411.00	\$824,162.00	15.00	15.00
Puerto Rico	\$2,946,912.00	\$726,508.00	24.65	15.00
South Carolina	\$3,702,853.00	\$555,428.00	15.00	15.00
Tennessee	\$7,029,132.00	\$1,492,009.00	21.23	15.00
Virgin Islands	\$982,304.00	\$30,000.00	3.05	15.00
	\$57,248,788.00	\$9,007,793.00	15.73	

FY 2006

State	Apportionment	Allocation	Percent Allocated	Percent Required
Alabama	\$4,373,160.00	\$551,660.00	12.61	15.00
Arkansas	\$5,497,108.00	\$835,822.00	15.20	15.00
Florida	\$9,075,857.00	\$600,000.00	6.61	15.00
Georgia	\$5,584,255.00	\$1,252,448.93	22.43	15.00
Kentucky	\$4,506,431.00	\$689,997.25	15.31	15.00
Louisiana	\$5,127,647.00	\$822,913.00	16.05	15.00
Mississippi	\$3,598,481.00	\$712,488.00	19.80	15.00
North Carolina	\$5,517,138.00	\$827,571.00	15.00	15.00
Puerto Rico	\$2,908,475.00	\$500,000.00	17.19	15.00
South Carolina	\$3,751,669.00	\$562,750.00	15.00	15.00
Tennessee	\$7,268,842.00	\$1,090,327.00	15.00	15.00
Virgin Islands	\$969,491.00	\$0.00	0.00	15.00
	\$58,178,554.00	\$8,445,977.18	14.52	

Zande-Jon Guerry Taylor, P.E., Inc.

Boating Access Summary Report

Region 4

Report Date 05/15/2007

FY 2003

State	Apportionment	Allocation	Percent Allocated	Percent Required
Alabama	\$3,935,974.00	\$630,989.00	16.03	15.00
Arkansas	\$4,976,294.00	\$0.00	0.00	15.00
Florida	\$7,422,277.00	\$1,024,621.00	13.80	15.00
Georgia	\$4,974,514.00	\$966,114.00	19.42	15.00
Kentucky	\$4,187,668.00	\$650,174.00	15.53	15.00
Louisiana	\$4,726,339.00	\$705,044.00	14.92	15.00
Mississippi	\$3,445,468.00	\$193,750.00	5.62	15.00
North Carolina	\$4,672,046.00	\$700,807.00	15.00	15.00
Puerto Rico	\$2,652,413.00	\$0.00	0.00	15.00
South Carolina	\$3,247,558.00	\$487,134.00	15.00	15.00
Tennessee	\$5,991,907.00	\$898,787.00	15.00	15.00
Virgin Islands	\$884,137.00	\$142,691.00	16.14	15.00
	\$51,116,595.00	\$6,400,111.00	12.52	

FY 2004

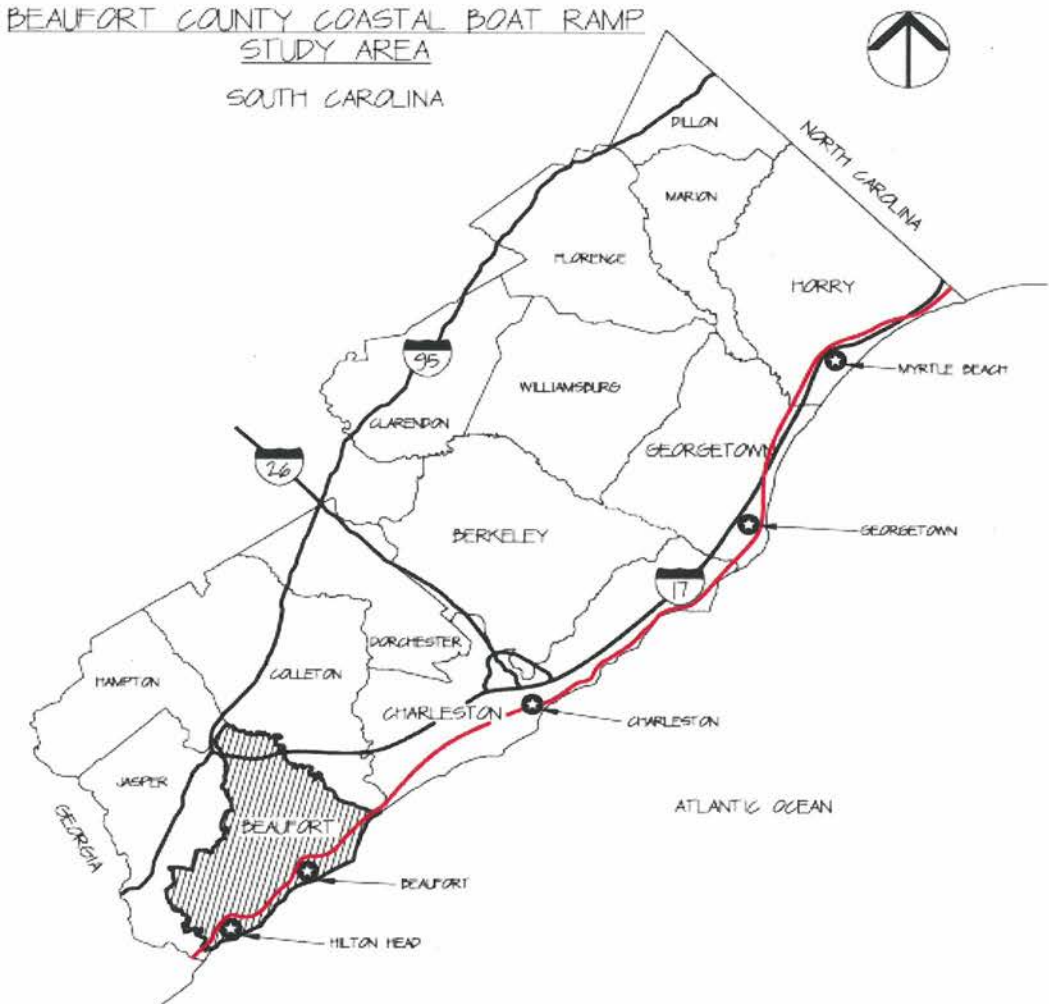
State	Apportionment	Allocation	Percent Allocated	Percent Required
Alabama	\$3,977,923.00	\$427,309.00	10.74	15.00
Arkansas	\$4,888,967.00	\$538,718.00	11.02	15.00
Florida	\$6,709,079.00	\$1,762,213.00	26.27	15.00
Georgia	\$5,006,056.00	\$670,903.00	13.40	15.00
Kentucky	\$3,998,491.00	\$562,363.00	14.06	15.00
Louisiana	\$4,095,828.00	\$600,000.00	14.65	15.00
Mississippi	\$3,255,720.00	\$436,249.00	13.40	15.00
North Carolina	\$5,137,132.00	\$770,570.00	15.00	15.00
Puerto Rico	\$2,605,269.00	\$1,000,000.00	38.38	15.00
South Carolina	\$3,513,295.00	\$526,994.00	15.00	15.00
Tennessee	\$5,969,718.00	\$895,457.00	15.00	15.00
Virgin Islands	\$868,423.00	\$141,200.00	16.26	15.00
	\$50,025,901.00	\$8,331,976.00	16.66	

IX. County Studies

- A. Beaufort County
- B. Berkeley County
- C. Charleston County
- D. Georgetown County
- E. Horry County

Beaufort County

Beaufort County is the southernmost county in the 5 Coastal County Boat Ramp Study Area.



- LEGEND:
- ATLANTIC INTERCOASTAL WATERWAY
 - MAJOR HIGHWAY
 - IMPORTANT COASTAL CITIES
 - COUNTY LINES
 - STUDY AREA



Zande - Jon Guerry Taylor, P.E., Inc.
 P.O. BOX 1082, MT PLEASANT, SC 29465 USA
 PHONE: 843-884-6413
 www.jgtinc.com

Zande-Jon Guerry Taylor, P.E., Inc.

Beaufort County has 26 public boat ramps to serve the entire county

Beaufort is blessed with an abundance of water resources for recreation to include St. Helena Sound, Port Royal Sound and Calibogue Sound. Numerous rivers flow from the inland reaches into the Sounds, which provide abundant access to coastal salt water fishing and recreation. Beaufort County is second only to Charleston County in available water resources for recreation. Special fishing and boating recreational opportunities such as the Beaufort Water Festival, the Governor's Cup, shrimp baiting season and other similar events create economic opportunities for local businesses.

On the surface, for the available water resources, Beaufort County does have many boat ramp locations (26 public at this time); however, the adequacy of parking spaces and other related facilities at boat ramps is brought into question. There are shortages of parking spaces for boat and trailer, as well as non-trailer boats. There are often inadequate facilities (floating docks, all tide access, handicap access and adequate depths for boaters during low tide periods).

Beaufort County has only approximately 12,000 registered boaters. Thus with a population of 132,000 in 2003, Beaufort County has 1 registered boater for each 11 residents and 1 boat ramp for every 5000 residents (based on 26 total boat ramps in the county). However, because Beaufort County's rivers divide the county, the boat ramps are not always coincident with the population, nor do they always access suitable water recreation resources adequately. Moreover, the use of registered boaters and overall population for evaluating Beaufort County boat ramps *may be skewed* by several factors:

- a) Many of the Beaufort County boat ramp users are from Georgia or other states.
- b) Many of the users are from other counties
- c) Coast Guard Documented Boats (must be at least 26 ft) are not registered with SCDNR at all. They, along with other non-motorized craft are exempt*. For this reason, they are not reported to the counties by SCDNR, pay no state registration fee and *may not be paying local taxes on their vessel/boats*.

***Exempted Vessels** –Some non-documented vessels, such as windsurfers, and non-motorized watercraft such as canoes, kayaks, and others propelled only by human power with oars, paddles, or similar devices. (SCDNR).

Zande-Jon Guerry Taylor, P.E., Inc.

- d) Some *local residents* may have also registered their boats in Georgia or other states to avoid paying local taxes. *Note: Some counties have recently reduced the taxable rate in the hopes of encouraging these boaters to register in the county of residency in South Carolina.*

It is obvious from surveys that Beaufort County enjoys boat ramp usage from adjacent counties and from out of state boaters. In intercept surveys at selected Beaufort County boat ramps, approximately 42% of boaters indicated that they were from outside Beaufort County. Some boat ramps were more popular with tourist and visitors than others. Even though it has fewer “officially” registered boaters than Charleston, Horry and Berkeley counties, Beaufort County is *second* only to Charleston County in boating usage by those surveyed in the entire 5 County Coastal Study Area.

Another perspective on Beaufort County Boat Ramps is realized when we look at their contribution to the Beaufort County economy through *jobs, economic impact, and net revenue contribution.*

“Of the total 5950 total jobs sustained by this 5 Coastal County Region's boat landings, 774 are located in Beaufort County alone. Of the total \$507 million economic impact of the region's boat ramps, \$33.6 M flows to Beaufort County. Of the region's total \$40 M in annual net revenues to the state and \$3.4 m in annual net revenue to local governments within the coastal study region, \$10 M in annual net state revenue are due to Beaufort County Boat Ramps usage and \$641,000 in annual net revenue to local governments in the Coastal Study Area are due to Beaufort County landings usage.”* These figures do not include any fees for boat registrations or taxes paid to the state, county or local government.

**Economic and statistical information furnished by Renegar-Parish Associates.*

From the above, we see that the Beaufort County Boat Ramps make a substantial contribution to the local businesses and the economy. If only economic data were used, the recommendation that “more is better so let’s build more boat ramps and get more revenue” would be good advice; however, this purely economic approach overlooks the needs for repair, upgrade, and modifications of existing boat ramps. To evaluate these issues we look to the Beaufort County Boat Ramp User comments from the online surveys and from the field intercept surveys. In making final recommendations, this information was evaluated alongside the field inventory sheets and physical surveys.

Appendix 1

Individual Boat Landing Assessments

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *White Hall – 07010
(Lady’s Island)*

WATERWAY: *Factory Creek*

I. SITE NARRATIVE

White Hall, due to its location, is a heavily used facility even though it lacks adequate parking. Expansion of the existing parking lot is limited; however, realignment of the entrance could provide additional circulation and parking. Off-site parking should be found and acquired for use. The facility has good launching lanes and courtesy dock.

Site Recommendation: Expand site to meet projected demand.

II. ENTRANCE ROAD AND PARKING AREA

- 1. Consider a realignment of the entrance.*
- 2. Redesign striping of parking area as required by highway realignment.*
- 3. If available acquire additional parking to accommodate 70+ off-site parking spaces.*

III. MAKE-READY/TIE DOWN AREA

Stripe make-ready and tie-down areas in parking lot.

IV. PEDESTRIAN WALKWAYS

No improvements needed.

V. BOAT LAUNCHING RAMP

- 1. No improvements needed at this time. Monitor cracks in concrete ramps. Repair & maintain as required.*
- 2. Revisiting the launching ramp in three years is recommended to determine if it needs reconstruction to bring it up to state standards.*

VI. BOARDING DOCK

Repair/Replace worn docks and replace missing transition plate at floating dock/abutment connection.

VII. RESTROOMS

Existing "Jiffy John"

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Protected left turn should be considered.*
- 3. Provide traffic control on busy days.*

IX. SITE DRAINAGE

--

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNTIES

--

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Repair courtesy dock immediately.*
2. *Repair and maintain concrete boat ramps as required.*
3. *Redesign parking lot as required.*
4. *Provide traffic control during busy periods.*
5. *Acquire additional off-site parking within 0.25 mile from site.*

Depth of parking stall -

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING
SITES

Date: 08SEP06, Evaluator MWK SITE NAME AND DNR ATLAS NO. White Hall 07010

WATERBODY Factory Creek BASIN Beaufort River

LATITUDE N 32.25'14.0" LONGITUTDE W 30.39'45.4"

GENERAL INFORMATION

Site Acreage: 0.7, Wooded Acreage 0, Wetlands- Estimated.Acreage .05

Observed Conditions: Depth 8', Width 300', Current Swift, Flooding None

Nearest Water Gauge Station: #8667999 Beaufort River

Access Road HWY 21 - Sea Island Parkway, Condition Major Road - Busy - Good/Paved

Estimated Number of Parking Spaces: 16, Paved 16, Unpaved 0

- A. Number Designated for BR Parking 16, Barrier Free 1, Vehicle 0
- B. No. BR Users in parking area 3, In State 3, Out of state 0
- B. Potential for expansion Yes. Public Works to add more parking. Mitigate for wetland impact.

IV. BOAT LAUNCHING RAMP

1. Number of lanes 3 Width of Ramp ^{≈ 65'} ~~20'~~, Condition Very rough
Big cracks & eroded areas in concrete

2. Material Type: Concrete X Asphalt Dirt Other
If Concrete, Type of Finish: Grooved Raked Smooth Rough X

3. Dock/Pier/Gangway description and condition 6'x100' Alum. groundout dock. No tread plate at dock/abutment connection.

3. Safety Issues Busy Road for Access, no tread plate, very rough concrete.

V. REST ROOMS AND TRASH: Type of Rest Rooms 2, Trash Facilities 0

BR FISHING AREA Type: Bank X Dock/Pier X Other
No. of Boaters at ramp 0, No. Interviewed 0, Interview attached NA

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

Dock unstable & very soft at the end. Missing plastic floating units and a couple are breaking off. Very busy access intersection at HWY 21. Dock/abutment hinge has plate attachment that appears hazardous. Gap has no tread plate.



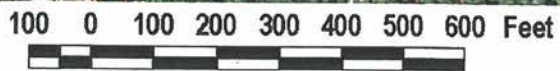
Zande-Jon Guerry Taylor, P.E., Inc.

#07010

White Hall (Lady's Island)



- Boat Landings
- Roads
- ▭ Parcel Lines



Prepared by Beaufort County GIS Department



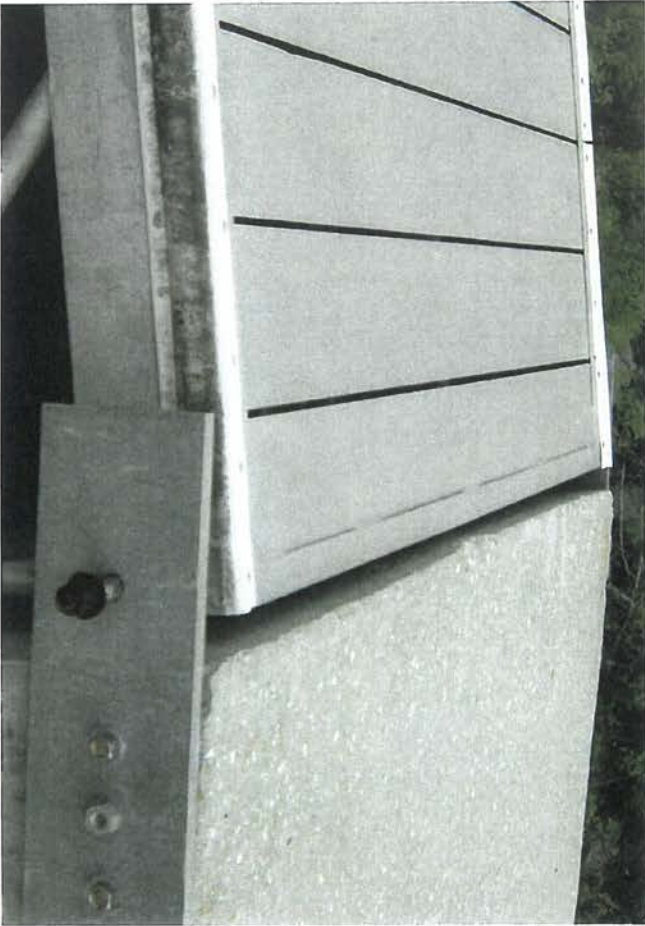


Zande-Jon Guerry Taylor, P.E., Inc.

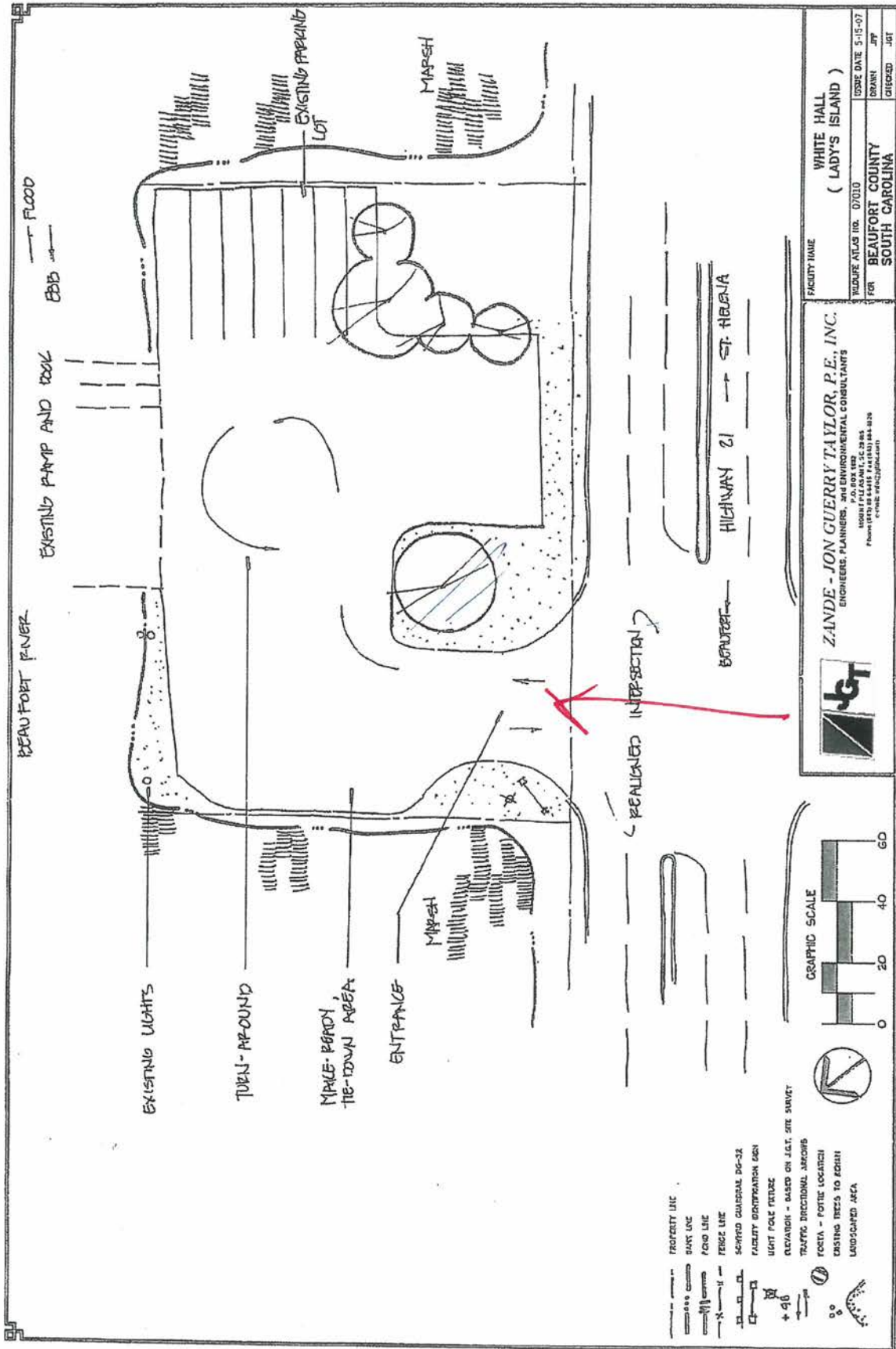
WHITE HALL BOAT LANDING: #07010











**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Wallace - 07026*

WATERWAY: *Chowan Creek*

I. SITE NARRATIVE

Wallace landing is located near the middle of St. Helena Island and accesses upper Haigh Creek. It is a small facility developed on a highway right-of-way surrounded by residential lots and as such has limited potential for further expansion. The facility is frequently used by locals and requires only minimal improvements.

Site Recommendations: Continue to use as is.

II. ENTRANCE ROAD AND PARKING AREA

- 1. No improvements required on entrance road.*
- 2. Grading of parking lot as needed to fix potholes and drainage.*
- 3. Add "Warning Hump" to alert drivers of upcoming boat ramp.*

III. MAKE-READY/TIE DOWN AREA

Install Signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walkways as required by site facilities.

V. BOAT LAUNCHING RAMP

Add rip-rap to the sides of boat ramp and monitor the concrete boat ramp's condition.

VI. BOARDING DOCK

--

VII. RESTROOMS

--

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program or provide garbage receptacles.*
- 2. Provide directional signage from main road to caution cars from driving into the water.*

IX. SITE DRAINAGE

--

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Redo the ramp as funds allow.*
2. *If boat traffic demands increase installing a courtesy dock would be a recommended improvement. Currently there is not sufficient boat traffic to justify such a large expenditure.*
3. *Initiate a garbage program, by either instituting a "pack-it-in, pack-it-out" program or by providing garbage receptacles. Both dumpsters that are maintained by a contracted company and installing individual trashcans that are service at scheduled intervals have been used at other boat facilities.*
4. *To prevent the undermining of the existing boat ramp, rip-rap needs to be placed on either side of the ramp.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 08SEP06, Evaluator MWK SITE NAME AND DNR ATLAS NO. Wallace 07026WATERBODY Chowan Creek BASIN Port Royal SoundLATITUDE N 32.22'52.2" LONGITUTDE W 80.36'0.7"**GENERAL INFORMATION**Site Acreage: .6, Wooded Acreage .05, Wetlands- Estimated.Acreage .05Observed Conditions: Depth 4', Width 300', Current Swift, Flooding NoneNearest Water Gauge Station: #8667999 Beaufort RiverAccess Road Sam Doyle Drive, Condition Good/PavedEstimated Number of Parking Spaces: 10, Paved 10, Unpaved 0

- A. Number Designated for BR Parking 10, Barrier Free 0, Vehicle 0
- B. No. BR Users in parking area 2, In State 2, Out of state 0
- C. Potential for expansion No, bound by private property.

IV. BOAT LAUNCHING RAMP

1. Number of lanes 1 Width of Ramp 20', Condition Very rough with cracks in the concrete and is eroded in places.
2. Material Type: Concrete X Asphalt _____ Dirt _____ Other _____
 If Concrete, Type of Finish: Grooved _____ Raked _____ Smooth _____ Rough X
3. Dock/Pier/Gangway description and condition None
4. Safety Issues Ramp is very rough. Road dead ends into ramp, 4 deaths in a car at this ramp.

- V. **REST ROOMS AND TRASH:** Type of Rest Rooms 0, Trash Facilities 1 drum




BR FISHING AREA Type: Bank X Dock/Pier _____ Other _____
 No. of Boaters at ramp 1, No. Interviewed 0, Interview attached NA

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

No courtesy dock/pier. Ramp users routinely use dock/pier on adjacent property that is posted as "private property" and has a gate blocking access. Lots of litter on site.

Wallace Creek Land



-  Boat Landings
-  Roads
-  Parcel Lines



Prepared by Beaufort County GIS Department

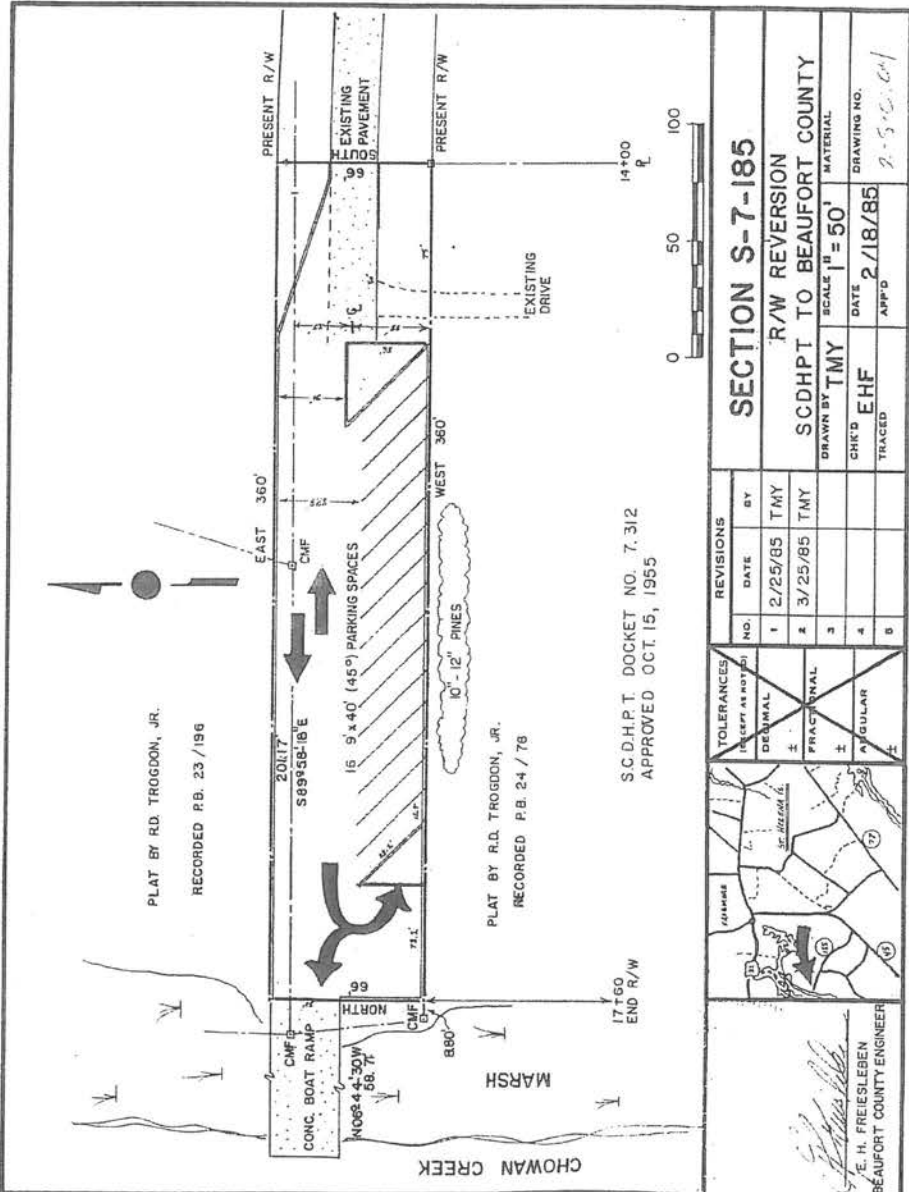




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WALLACE BOAT LANDING: #07026





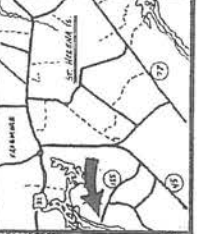
PLAT BY RD. TROGDON, JR.
RECORDED RB. 23 / 196

PLAT BY RD. TROGDON, JR.
RECORDED P.B. 24 / 78

SCD.H.P.T. DOCKET NO. 7.312
APPROVED OCT. 15, 1955

TOLERANCES (EXCEPT AS NOTED)		REVISIONS	
DECIMAL	FRACTIONAL	NO.	DATE
±	±	1	2/25/85 TMY
±	±	2	3/25/85 TMY
±	±	3	
±	±	4	
±	±	B	

DRAWN BY TMY		SCALE 1" = 50'	MATERIAL
CHK'D EHF	DATE 2/18/85	APP'D	DRAWING NO. 2-5-85-01
TRACED			



E. H. FREISLEBEN
BEAUFORT COUNTY ENGINEER
NO. 1888-31511

Zande-Jon Guerry Taylor, P.E., Inc.

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Sugar Hill – 07001*

WATERWAY: *Sugar Hill Creek into Combahee River*

I. SITE NARRATIVE

Sugar Hill is a facility with a large grass and gravel parking lot on a small creek. It has a vandalism and security problem. It is the second of two facilities that access the Combahee River. Fishermen and hunters use it frequently. Lighting and immediate high profile police presence will help combat the vandalism.

Site Recommendation: Upgrade to meet project demand.

II. ENTRANCE ROAD AND PARKING AREA

No improvement required on entrance road.

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

--

V. BOAT LAUNCHING RAMP

Provide a 1- lane concrete launching ramp.

VI. BOARDING DOCK

Provide a groundout floating courtesy dock.

VII. RESTROOMS

--

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Open for canoes and kayaks.*
- 3. Install a storyboard.*
- 4. Provide site lighting as required.*
- 5. Regulation signage as required by SCDNR.*
- 6. Improve directional signage from main road.*
- 7. Consider as a possible location for a nature walkway.*

IX. SITE DRAINAGE

--

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

1. *Bird watchers.*
2. *Nature tours.*
3. *Environmental education.*

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Provide site lighting.*
2. *Increase police patrolling.*
3. *Provide one new concrete launching ramp. Possibly recessed into uplands to provide more water access without extending ramp into creek.*
4. *Provide a groundout floating courtesy dock.*
5. *Improve directional signage from main road.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING
SITES

Date: 15SEP06, Evaluator MWK SITE NAME AND DNR ATLAS NO. Sugar Hill 07001

WATERBODY Sugar Hill Creek BASIN Combahee River

LATITUDE N 32.39'59.0" LONGITUDE W 80.45'17.1"

GENERAL INFORMATION

Site Acreage: 1.25, Wooded Acreage 0, Wetlands- Estimated Acreage .01

Observed Conditions: Depth 2', Width 30', Current Slow, Flooding Some Flooding

Nearest Water Gauge Station: #8666659 Combahee River

Access Road Sugar Hill Landing Road, Condition Gravel/Good

Estimated Number of Parking Spaces: 50+, Paved 0, Unpaved 50+

A. Number Designated for BR Parking 0, Barrier Free 0, Vehicle 0

B. No. BR Users in parking area 1, In State 1, Out of state 0

B. Potential for expansion Yes

IV. BOAT LAUNCHING RAMP

1. Number of lanes 1 Width of Ramp 20', Condition Rough with bumps and cracks but solid structurally.

2. Material Type: Concrete X Asphalt Dirt Other
If Concrete, Type of Finish: Grooved Raked Smooth Rough X

3. Dock/Pier/Gangway description and condition None

3. Safety Issues Isolated, no lighting, large gators, small arms use and drop off at end of ramp.

V. REST ROOMS AND TRASH: Type of Rest Rooms 0, Trash Facilities
1 Drum

BR FISHING AREA Type: Bank X Dock/Pier Other

No. of Boaters at ramp 0, No. Interviewed 0, Interview attached 0

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

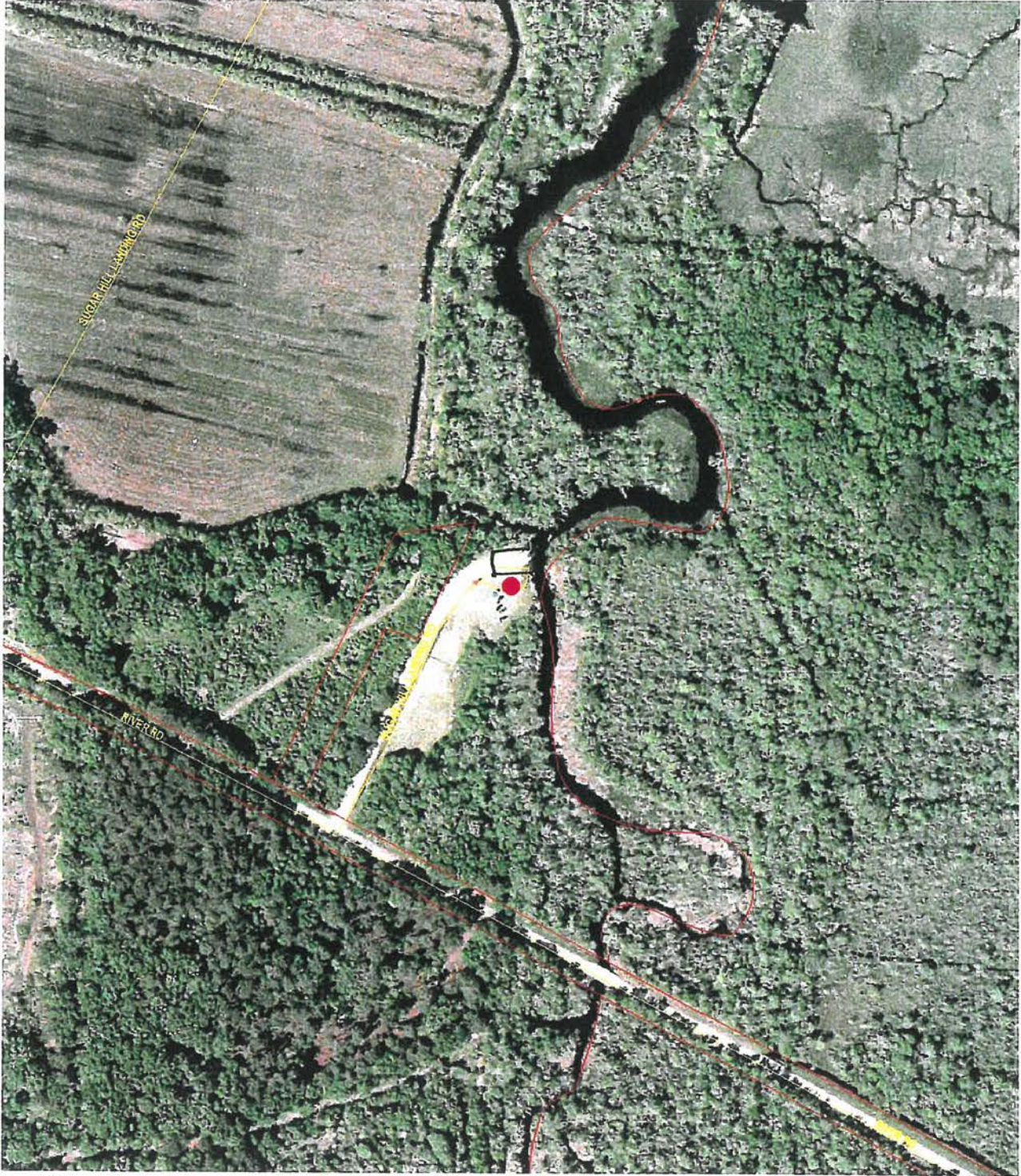
Creek almost dry at low tide. Very steep drop off (2 to 3') off the end of ramp and sides of ramp, could be a hazard for boat ramp users. Mostly used by duck hunters. County owned.






Zande-Jon Guerry Taylor, P.E., Inc.

#07001

Sugar Hill



-  Boat Landings
-  Roads
-  Parcel Lines



Prepared by Beaufort County GIS Department

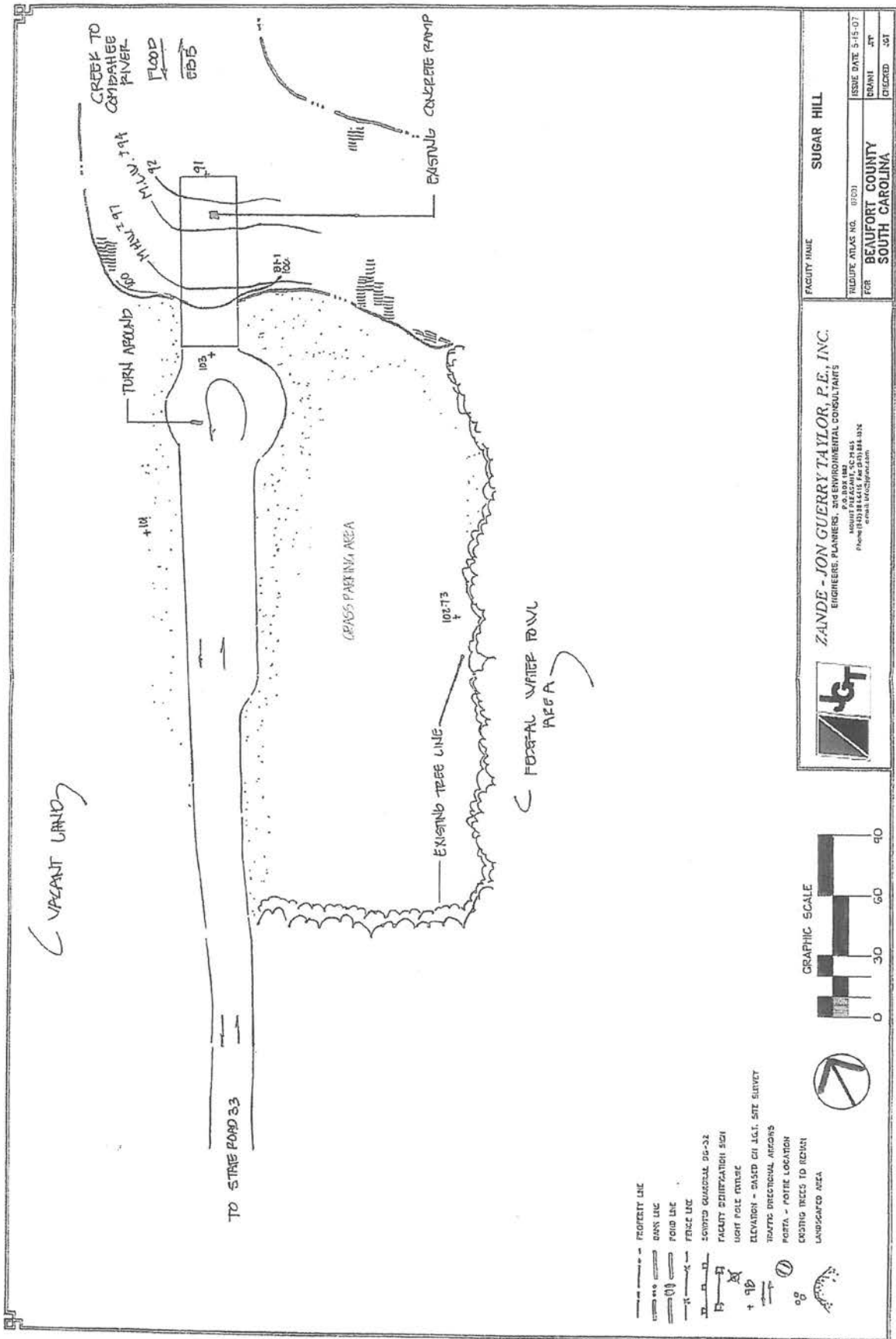


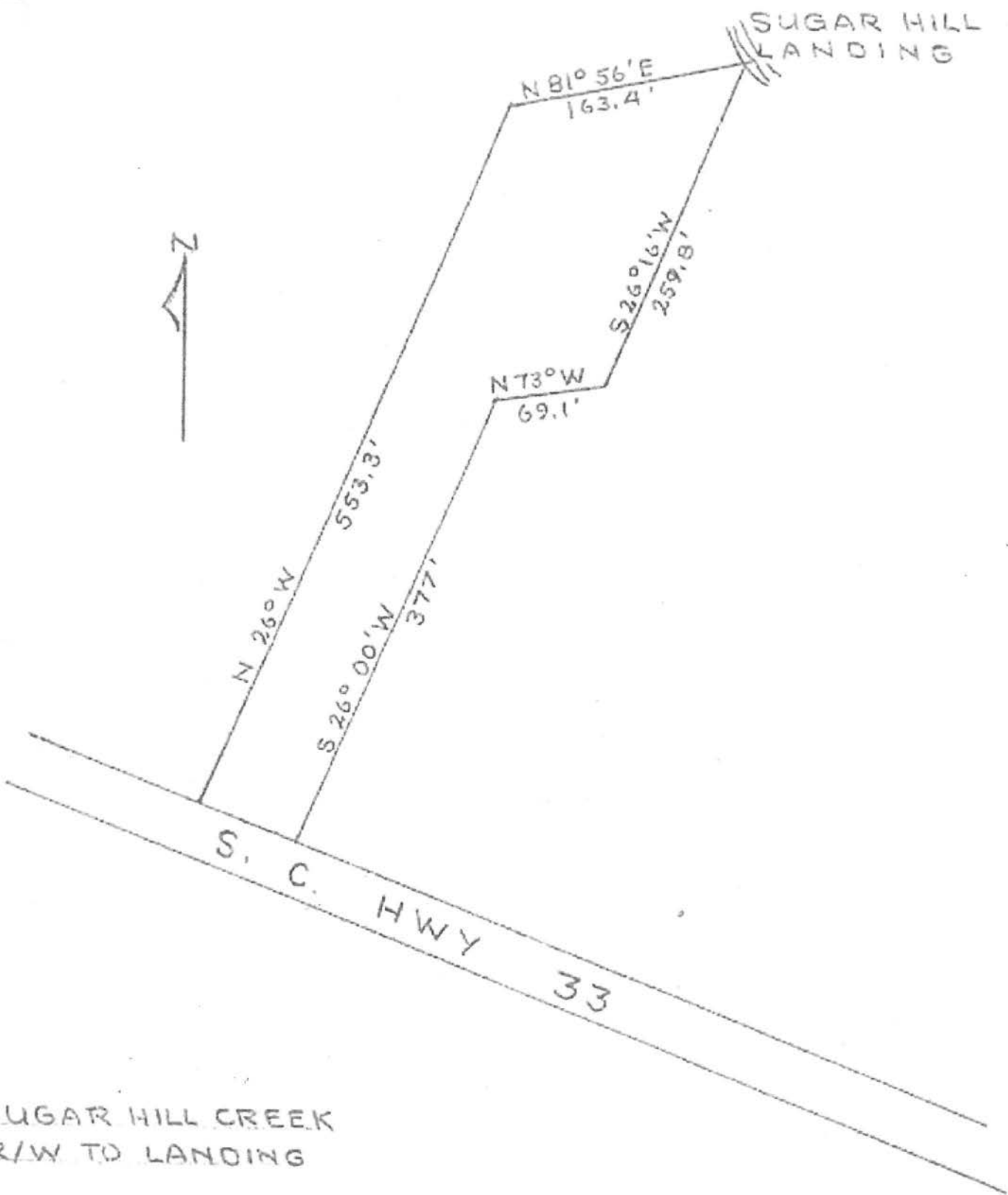


Zande-Jon Guerry Taylor, P.E., Inc.

SUGAR HILL BOAT LANDING: #07001







SUGAR HILL CREEK
R/W TO LANDING

PLEASE NOTE:
ROUGH SKETCH.

Zande-Jon Guerry Taylor, P.E., Inc.

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Steel Bridge – 07002
(Combahee)*

WATERWAY: *Combahee River*

I. SITE NARRATIVE

Fishermen and hunters frequently use this facility. It is also one of only two landings with access to the Combahee River and as such is a necessary facility. The site has a vandalism problem that can be combated with a combination of clearing along the bank and along US 17, lighting, and an increased police presence. This is a favorite tourist stop on Hwy 17 and fishermen also frequent this facility to fish from the courtesy dock.

Site Recommendation: Upgrade to meet the current standards and project demand. Consider acquiring adjacent property for future expansion.

II. ENTRANCE ROAD AND PARKING AREA

No improvement required on entrance road.

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walkways as required by new site facilities.

V. BOAT LAUNCHING RAMP

--

VI. BOARDING DOCK

- 1. Repair courtesy dock and pile guides as required.*
- 2. Add transition plates between abutment and floating dock.*

VII. RESTROOMS

--

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Provide a storyboard – show map to Sugar Hill landing.*
- 3. Provide site lighting as required.*
- 4. Regulation signage as required by SCDNR.*

IX. SITE DRAINAGE

Improve and provide a drainage system that meets county standards.

X. FISHING AREA

None at this time. Fishing from service dock interferes with boaters.

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

Develop this facility as a bank fishing location. The addition of a pier into the river or one parallel with the bank would be well received by non-boating fishermen. Many fishermen use the boarding dock to fish from.

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Repair and maintain gravel parking lot.*
2. *Provide site lighting.*
3. *Repair floating dock.*
4. *Increase police patrolling.*
5. *Purchase adjacent property for future expansion.*
6. *Trim trees along roadside – US Hwy 17.*
7. *Provide a fixed pier parallel to river for fishing.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 15SEP06, Evaluator MWK, SITE NAME AND DNR ATLAS NO. Steel Bridge 07002

WATERBODY Combahee River, BASIN Combahee

LATITUDE N 32.39'10.3", LONGITUTDE W 80.41'02.7"

GENERAL INFORMATION

Site Acreage: 1, Wooded Acreage .1, Wetlands- Estimated.Acreage .1

Observed Conditions: Depth 15', Width 300', Current Swift, Flooding None

Nearest Water Gauge Station: #8666659 Combahee River

Access Road Steel Bridge Landing Road, Condition New/Paved

Estimated Number of Parking Spaces: 14, Paved 0, Unpaved 14

- A. Number Designated for BR Parking 0, Barrier Free 0, Vehicle 0
B. No. BR Users in parking area 10, In State 10, Out of state 0
B. Potential for expansion Yes

IV. BOAT LAUNCHING RAMP

- 1. Number of lanes 2, Width of Ramp 14' x 2, Condition Good condition, erosion along south side of ramp.
2. Material Type: Concrete X, Asphalt, Dirt, Other
If Concrete, Type of Finish: Grooved X, Raked, Smooth, Rough
3. Dock/Pier/Gangway description and condition 6'X80' Alum. groundout dock. Dock with plastic floatation units & groundouts cages in good condition.
3. Safety Issues Dangerous access to 17, no lighting.

V. REST ROOMS AND TRASH: Type of Rest Rooms 0, Trash Facilities 2 trash cans

BR FISHING AREA Type: Bank X, Dock/Pier X, Other
No. of Boaters at ramp 0, No. Interviewed 0, Interview attached NA

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

Dangerous: no tread plate at dock abutment. Bent pile guides & uneven wear on timber piles due to pile guides & rollers bearing unevenly. 6 timber piles. Timber pile at end of dock bound up very tightly against pile guide & roller, movement limited. Large pot holes and mud puddle in parking lot at end of paved access road.



Zande-Jon Guerry Taylor, P.E., Inc.

#07002

Combahee River (Steel Bridge)



- Boat Landings
- Roads
- ▭ Parcel Lines

100 0 100 200 300 400 500 600 Feet



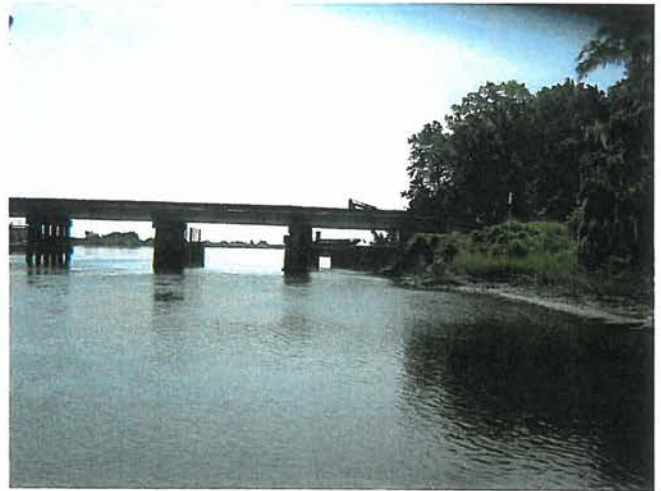
Prepared by Beaufort County GIS Department

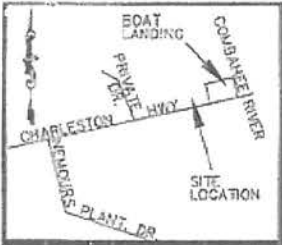




Zande-Jon Guerry Taylor, P.E., Inc.

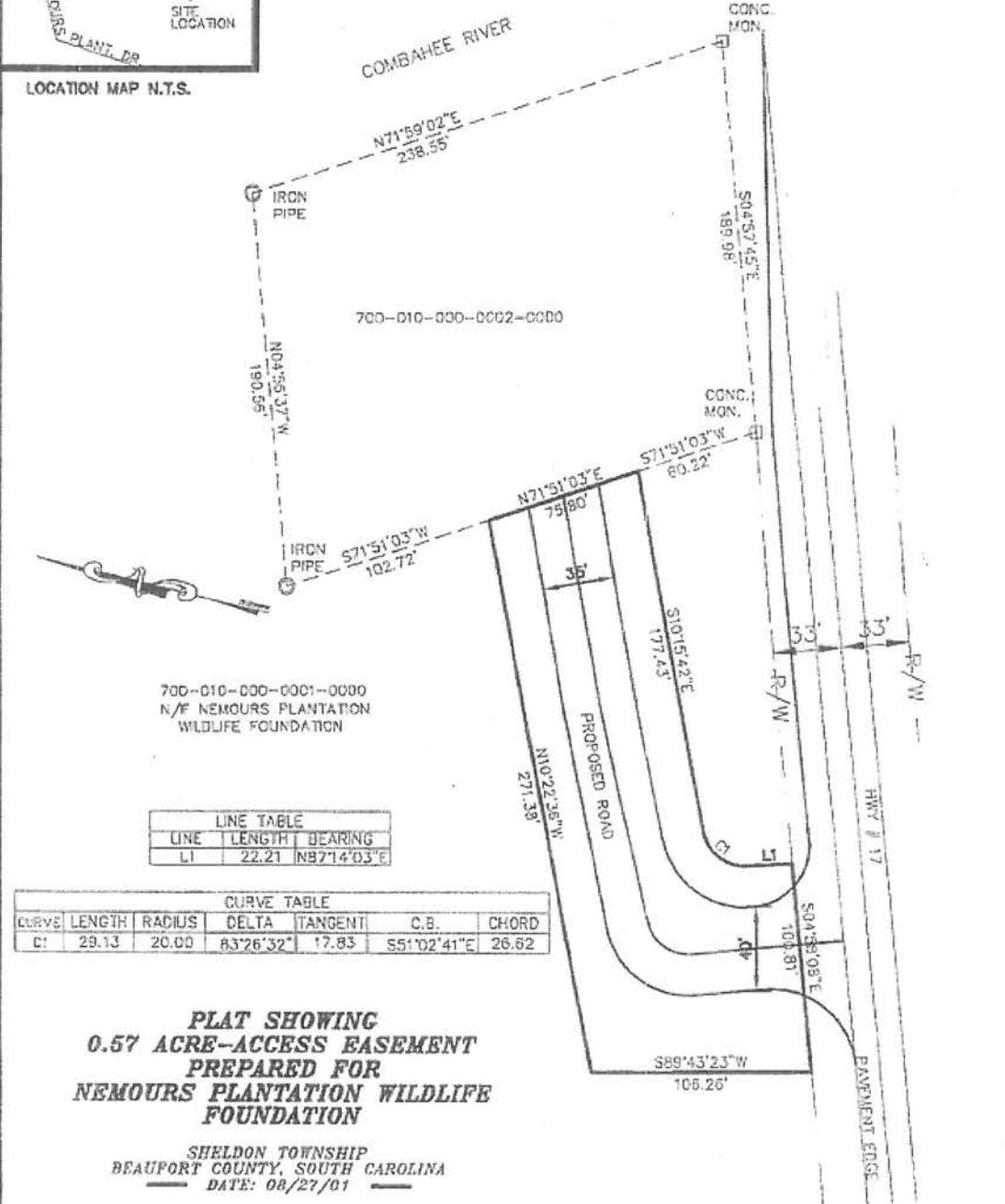
STEEL BRIDGE BOAT LANDING: #07002





**BEAUFORT COUNTY
ENGINEERING DEPARTMENT**
P.O. DRAWER 1228
BEAUFORT, SOUTH CAROLINA 29901
(803) 525 - 7212

LOCATION MAP N.T.S.



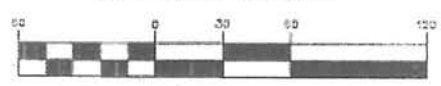
LINE TABLE		
LINE	LENGTH	BEARING
L1	22.21	N87°14'03"E

CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	C.B.	CHORD
C1	29.13	20.00	83°26'32"	17.83	S51°02'41"E	26.62

**PLAT SHOWING
0.57 ACRE-ACCESS EASEMENT
PREPARED FOR
NEMOURS PLANTATION WILDLIFE
FOUNDATION**

SHELDON TOWNSHIP
BEAUFORT COUNTY, SOUTH CAROLINA
DATE: 08/27/01

GRAPHIC SCALE



(IN FEET)
1 inch = 60 ft.

- NOTES:
- 1.) AREA DETERMINED BY COORDINATE METHOD.
 - 2.) THIS PROPERTY LIES IN FLOOD ZONE A14, ELEV. 9, AS DETERMINED BY FEMA, FIRM COMM.-PANEL # 450025-00300, DATED: 09/23/88.

- REFERENCES:
- 1.) PLAT BY: ERIN H. FRIEDSLIEDEN, PE & P.L.S. 4624
DATED: 09/23/88

" I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS B SURVEY AS SPECIFIED THEREIN."

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Station Creek – 07013*

WATERWAY: *Station Creek*

I. SITE NARRATIVE

Station Creek is located on St. Helena Island. It offers excellent access to the creeks and inlets behind Prichard's and Fripp Island. It has 3 launching lanes and 25 paved parking spaces.

II. ENTRANCE ROAD AND PARKING AREA

Good Condition, no improvements needed. Maintain as required.

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walks as required by site facilities.

V. BOAT LAUNCHING RAMP

Existing 3-Lane concrete ramp in good condition.

VI. BOARDING DOCK

Replace existing failing external pile guides with new heavy-duty external pile guides with rollers. Repair/replace fender boards on dock as needed. Add a 2nd service dock on other side of boat ramp.

VII. RESTROOMS

Provide portable restrooms for special events and/or during busy season.

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Provide directional site signage.*
- 3. Regulation signage as required by SCDNR.*

IX. SITE DRAINAGE

None recommended

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Replace existing failing pile guides and make repairs to dock as needed.*
2. *Add erosion control on bank around parking area as needed to prevent further erosion.*
3. *Add a 2nd service dock on the other side of the boat ramp.*
4. *Acquire nearby area for additional parking (50 spaces). Since the ramp is built over filled marsh, there is no possibility for expansion of the existing parking area.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT - EVALUATION FORM FOR EXISTING SITES

Date: 08SEP06, Evaluator MWK SITE NAME AND DNR ATLAS NO. Station Creek 07013

WATERBODY Station Creek BASIN Port Royal Sound

LATITUDE N 32.19'16.7" LONGITUDE W 80.36'19.1"

GENERAL INFORMATION

Site Acreage: 1, Wooded Acreage .01, Wetlands- Estimated Acreage .05

Observed Conditions: Depth 10', Width 300', Current Swift, Flooding None

Nearest Water Gauge Station: #8668601 Station Creek

Access Road Station Creek Drive, Condition Good / paved

Estimated Number of Parking Spaces: 25, Paved 25, Unpaved 0

A. Number Designated for BR Parking 24, Barrier Free 1, Vehicle 0

B. No. BR Users in parking area 1, In State 1, Out of state 0

B. Potential for expansion None, bound by marsh.

IV. BOAT LAUNCHING RAMP

1. Number of lanes 3 Width of Ramp 14' x 3, Condition Good condition: grooving worn & cracks in concrete but structurally solid.

2. Material Type: Concrete X Asphalt _____ Dirt _____ Other _____
 If Concrete, Type of Finish: Grooved X Raked _____ Smooth _____ Rough _____

3. Dock/Pier/Gangway description and condition 8'x100' Alum. All 8 timber piles in good condition, but some wear at pile guides, there is 1 broken pile guide at end of dock.

3. Safety Issues None

V. **REST ROOMS AND TRASH:** Type of Rest Rooms 0, Trash Facilities 3 Drums

BR FISHING AREA Type: Bank X Dock/Pier X Other _____

No. of Boaters at ramp 3, No. Interviewed 0, Interview attached NA

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

2 bent piles guides. 1 broken cleat. 2"x8" fender boards very worn. Erosion on side of bank threatens paved parking area. Alum dock with plastic floats - no groundout structure. Dock groundout is supported by timber piles with split pile cap.

STATION CREEK BOAT LANDING: #07013

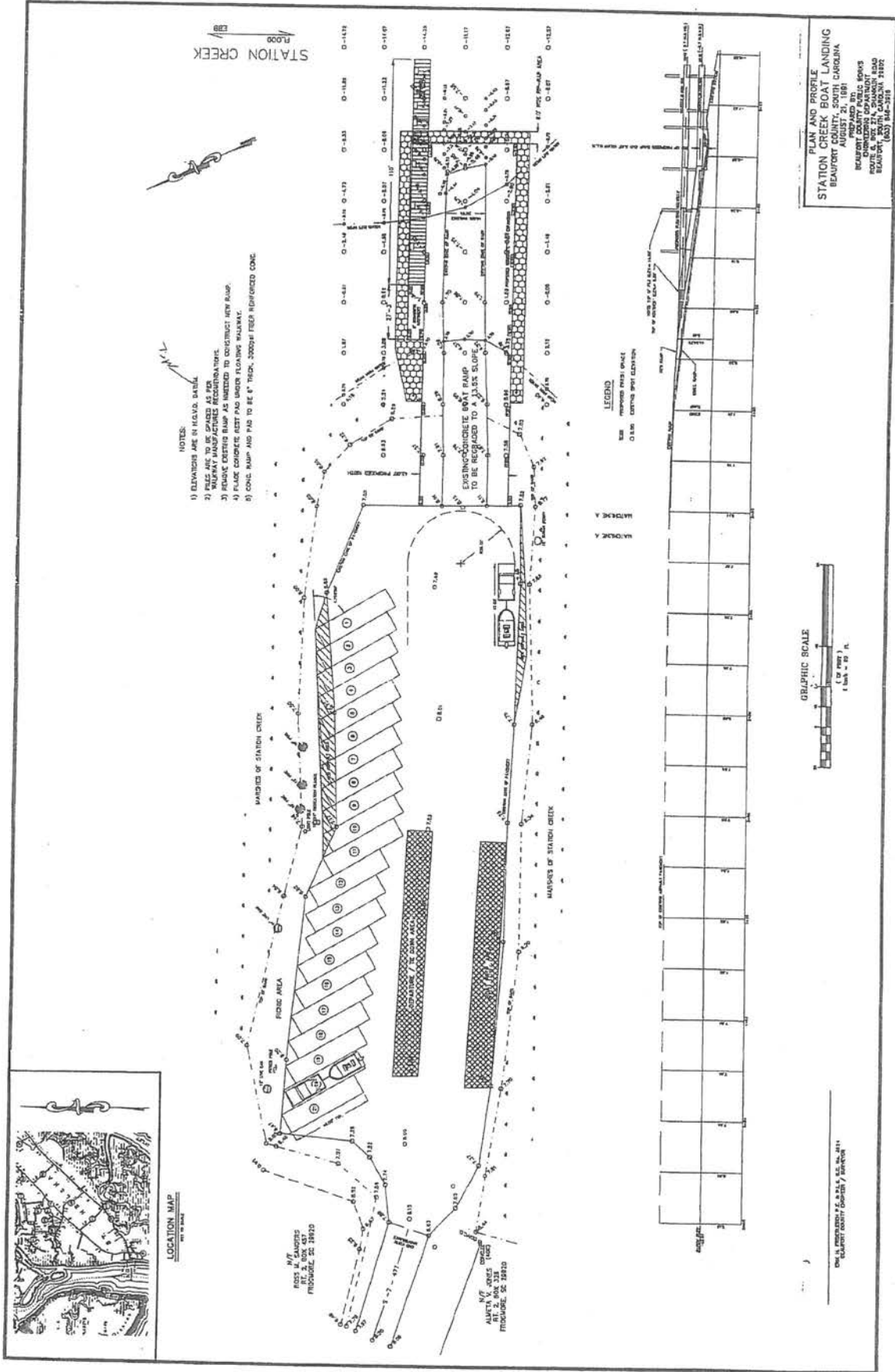




Zande-Jon Guerry Taylor, P.E., Inc.

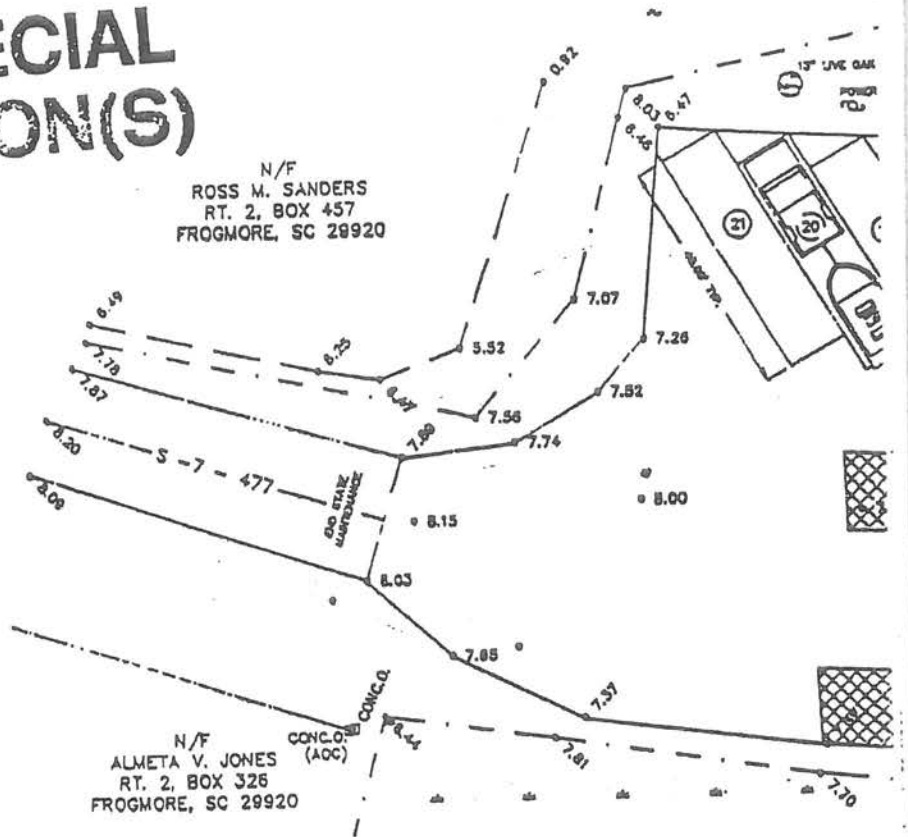
STATION CREEK BOAT LANDING: #07013



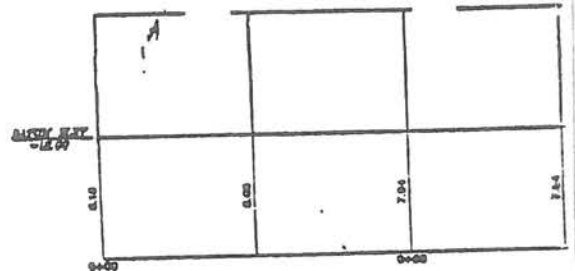


SEE SPECIAL CONDITION(S)

N/F
ROSS M. SANDERS
RT. 2, BOX 457
FROGMORE, SC 29920



N/F
ALMETA V. JONES
RT. 2, BOX 326
FROGMORE, SC 29920



PLAN AND PROFILE STATION CREEK BOAT LANDING BEAUFORT COUNTY, SOUTH CAROLINA

PURPOSE: ENHANCEMENT OF SAFETY
AND EFFICIENCY OF PUBLIC
BOAT LANDING FACILITY

DATUM: NGVD
ADJACENT PROPERTY OWNERS:
1) ALMETA V. JONES
2) ROSS M. SANDERS

PROPOSED: LANDING UPGRADE

IN: STATION CREEK
AT: STATION CREEK BOAT LANDING
ST. HELENA ISLAND
BEAUFORT COUNTY, SC

APPLICATION BY: BEAUFORT COUNTY PUBLIC WORKS
SHEET 4 OF 4 DATE: FEBRUARY 5, 1992

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Sam's Point – 07009*

WATERWAY: *Lucy Point Creek*

I. SITE NARRATIVE

Sam's Point is a small facility though a new dock & ramp upgrade was made in 2003. It has limited parking. It is used by commercial fishermen, recreational fishermen and shrimpers. It provides access into Coosaw River and St. Helena Sound. The existing bridge next to the site is used as fishing pier.

Site Recommendation: Expand site to meet project demand

II. ENTRANCE ROAD AND PARKING AREA

- 1. Delineate parking with concrete bumpers.*
- 2. Acquire off-site acreage for parking.*
- 3. Work with adjacent property on parking issues.*

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Install paved parking and walkway for physically challenged.

V. BOAT LAUNCHING RAMP

Repair broken lane divider at top of ramp.

VI. BOARDING DOCK

Repair misaligned/ uneven tread plate and dock floatation problem.

VII. RESTROOMS

As required during heavy use periods.

VIII. AMENITIES

- 1. Keep trash containers serviced.*
- 2. Provide low-level site lighting as required.*
- 3. Regulation signage as required by SCDNR*
- 4. Provide directional signage from main road.*

IX. SITE DRAINAGE

Improve and provide a drainage system that meets county standards.

X. FISHING AREA

Only from floating dock.

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

Possible crabbing from outboard side of docks during low use periods.

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Repair potholes, re-nourish gravel parking area, design parking around large oak trees with concrete bumpers.*
2. *Acquire additional land for parking spaces.*
3. *Provide low-level site lighting.*
4. *Increase police patrolling.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 08SEP06, Evaluator MWK SITE NAME AND DNR ATLAS NO. Sam's Point 07009WATERBODY Lucy Point Creek BASIN St. Helena SoundLATITUDE N 32.29'4.2" LONGITUDE W 80.36'2.6"**GENERAL INFORMATION**Site Acreage: 0.4, Wooded Acreage NA, Wetlands- Estimated Acreage NAObserved Conditions: Depth 15', Width 200', Current Swift, Flooding NoneNearest Water Gauge Station: #8667733 Sams PointAccess Road Alston Road, Condition Good/PavedEstimated Number of Parking Spaces: 8, Paved 0, Unpaved 8

- A. Number Designated for BR Parking 0, Barrier Free 0, Vehicle 0
- B. No. BR Users in parking area 7, In State 5, Out of state 2
- C. Potential for expansion No, there is a bridge on one side and private property on the other.

IV. BOAT LAUNCHING RAMP1. Number of lanes 2 Width of Ramp 14' x 2, Condition Very good.2. Material Type: Concrete X Asphalt _____ Dirt _____ Other _____If Concrete, Type of Finish: Grooved X Raked _____ Smooth _____ Rough _____3. Dock/Pier/Gangway description and condition 8'x110' Alum. groundout dock, 7 concrete piles. Dock in good condition(3 yrs old), but is listing to one side at end. One broken cleat.4. Safety Issues Tread plate at dock/abutment not fitting properly probably due to uneven base.V. **REST ROOMS AND TRASH:** Type of Rest Rooms 0, Trash Facilities 1 drumBR FISHING AREA Type: Bank X Dock/Pier X Other _____No. of Boaters at ramp 1, No. Interviewed 0, Interview attached NA

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

14' Square concrete piles. Water puddles/pot holes at edge of concrete ramp approach slab. Gravel parking lot with some rough areas, which is probably due to uneven base under groundout cage.



Zande-Jon Guerry Taylor, P.E., Inc.

#07009

Sam's Point



- Boat Landings
- Roads
- ▭ Parcel Lines

100 0 100 200 300 400 500 600 Feet

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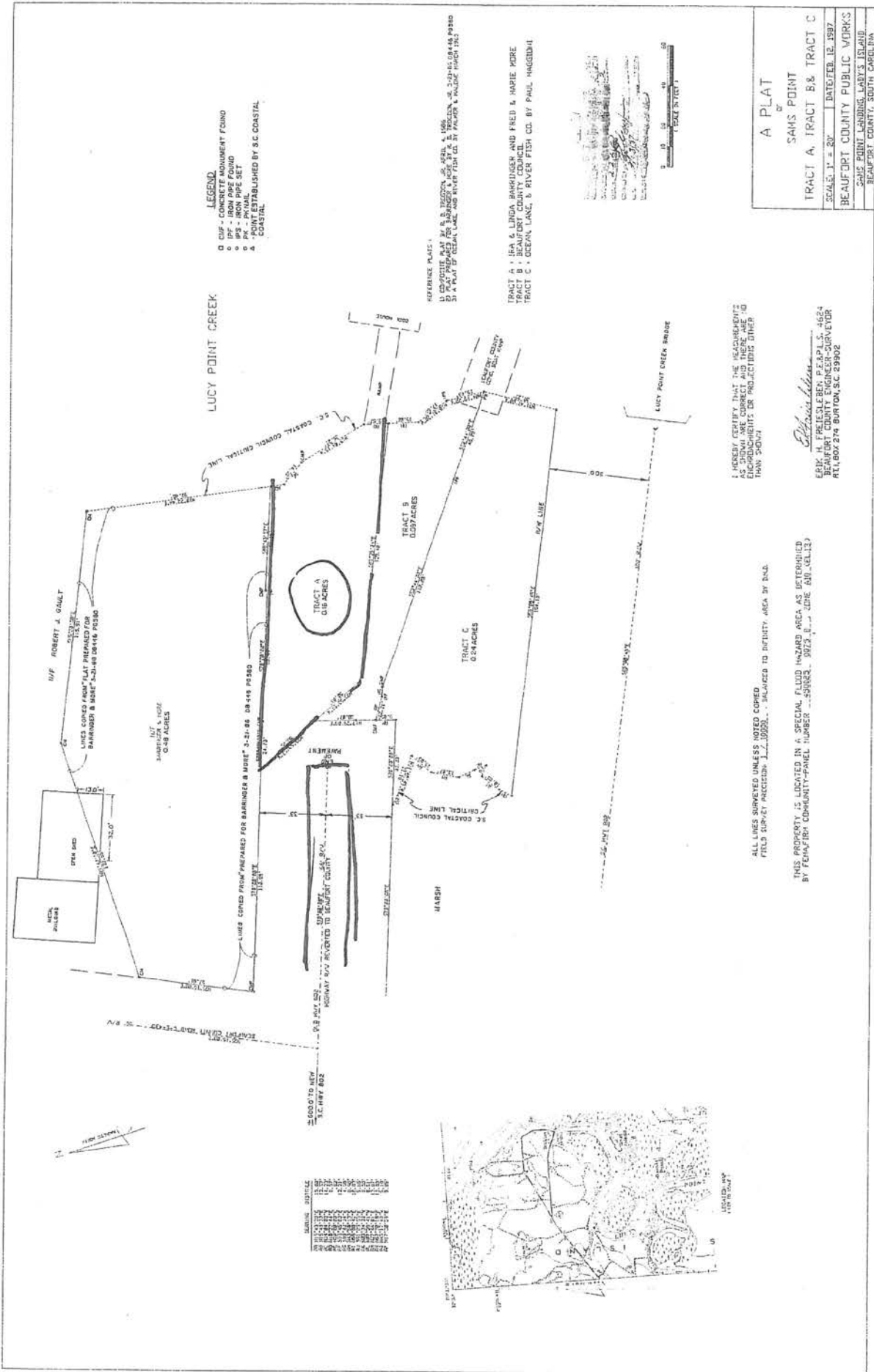




Zande-Jon Guerry Taylor, P.E., Inc.

SAM'S POINT BOAT LANDING: #07009





LEGEND

- CONCRETE MONUMENT FOUND
- ⊕ IRON PIPE SET
- ⊙ IRON PIN
- ⊙ POINT ESTABLISHED BY S.C. COASTAL

REFERENCE PLATS

13. COPIES PLAT BY B. B. TROTTEN, JR., 1968.
 14. COPIES PLAT BY B. B. TROTTEN, JR., 1968.
 15. PLAT PREPARED FOR BARRINGER & MORE, BY E. M. FRENCH, JR., 2-22-65, 08-04-68 P. 380
 16. A PART OF OCEAN LAKE AND RIVER FISH CO. BY TAYLOR & HARRIS, MARCH 1950

TRACT A : IRA & LINDA BARRINGER AND FRED & MARIE MORE
 TRACT B : BEAUFORT COUNTY COUNCIL
 TRACT C : OCEAN LAKE, & RIVER FISH CO. BY PAUL HAGGIDEN

I HEREBY CERTIFY THAT THE MEASUREMENTS AS SHOWN ARE CORRECT AND THERE ARE NO UNDISCOVERED OBSTRUCTIONS OR PROJECTIONS OTHER THAN SHOWN

E. M. French, Jr.
 EDY M. FRENCH, JR., P.E.
 BEAUFORT COUNTY ENGINEER-SURVEYOR
 RT1, BOX 274 BURTON, S.C. 29902

ALL LINES SURVEYED UNLESS NOTED OTHERWISE
 FIELD SURVEY PRECISE TO 1/10000. BALANCED TO INTENSITY AREA BY DATA

THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD HAZARD AREA AS DETERMINED BY FEMA/FIRM COMMUNITY PANEL NUMBER 33080002. SHEET 1 OF 1 (SEE SHEET 1)

A PLAT OF
SAMS POINT
TRACT A, TRACT B & TRACT C
 SCALE: 1" = 20' DATED FEB. 18, 1997
 BEAUFORT COUNTY PUBLIC WORKS
 SAMS POINT LANDING, LADYS ISLAND,
 BEAUFORT COUNTY, SOUTH CAROLINA

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Russ Point – 07012*

WATERWAY: *Fripp Inlet*

I. SITE NARRATIVE

Russ Point is frequently used for ocean access. It is in a good location on Fripp Inlet that allows quick access to the ocean

Site Recommendation: Expand site to meet projected demands.

II. ENTRANCE ROAD AND PARKING AREA

- 1. Future paved entrance road with asphalt or gravel.*
- 2. Acquire land along entrance road for additional parking spaces.*

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide as required by new site facilities.

V. BOAT LAUNCHING RAMP

Newly rebuilt in approximately in 2003.

VI. BOARDING DOCK

Newly installed in approximately 2003.

VII. RESTROOMS

Provide seasonal portable restrooms as needed.

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Provide site lighting as required.*
- 3. Regulation signage as required by SCDNR.*
- 4. Provide directional signage from main road.*

IX. SITE DRAINAGE

Provide a drainage system to county standards.

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Acquire of land for additional parking spaces.*
2. *Maintain entrance road.*
3. *Provide site lighting.*
4. *Provide directional signage from main road.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 11AUG06, **Evaluator** MWK **SITE NAME AND DNR ATLAS NO.** Russ Point 07012

WATERBODY Fripp Inlet **BASIN** Atlantic Ocean

LATITUDE N 32.20'45.6" **LONGITUTDE** W 80.28'10.5"

GENERAL INFORMATION

Site Acreage: 1, Wooded Acreage 0, Wetlands- Estimated.Acreage .2

Observed Conditions: Depth 10', Width 2000', Current Swift, Flooding None

Nearest Water Gauge Station: #8668498 Hunting Island Pier

Access Road Hwy 21 to Russ Point Boat Landing RD, Condition Gravel/Good

Estimated Number of Parking Spaces: 16, Paved 0, Unpaved 16

A. Number Designated for BR Parking 0, Barrier Free 0, Vehicle 0

B. No. BR Users in parking area 11, In State 5, Out of state 6(GA)

B. Potential for expansion Yes

IV. BOAT LAUNCHING RAMP

1. Number of lanes 2 Width of Ramp 14', Condition Good. 2 yrs old
Some scour along/under boat ramp and under concrete abutment.

2. Material Type: Concrete x Asphalt _____ Dirt _____ Other _____
 If Concrete, Type of Finish: Grooved x Raked _____ Smooth _____ Rough _____

3. Dock/Pier/Gangway description and condition Alum. floating dock 8x90' 14" square
cocrete piles. One broken cleat. Dock groundout is on timber piles with pile cap.

3. Safety Issues Firearm uise (rifle), pot holes in parking lot and no lighting.

V. **REST ROOMS AND TRASH:** Type of Rest Rooms 0, Trash Facilities None

BR FISHING AREA Type: Bank x Dock/Pier x Other _____

No. of Boaters at ramp 7, No. Interviewed _____, Interview attached _____

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

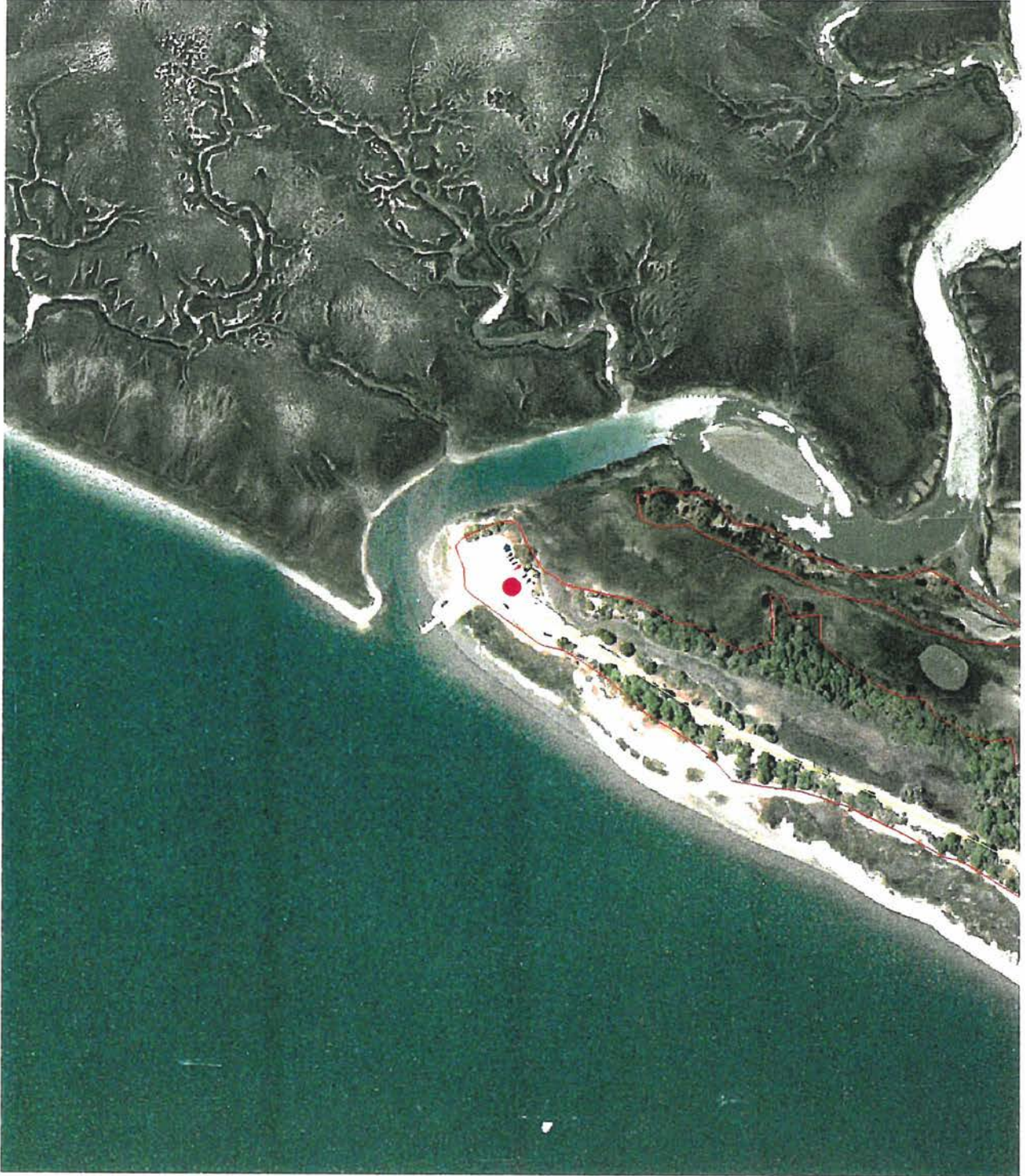
Extremely fast current that contributes to scour along boat ramp & abutment. Problem with elevation at abutment to groundout dock. Dock, piles, pile guides and walers in very good condition. Litter.



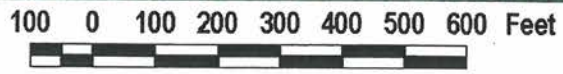
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#07012

Russ Point



-  Boat Landings
-  Roads
-  Parcel Lines



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Zande-Jon Guerry Taylor, P.E., Inc.

RUSS POINT BOAT LANDING: #07012



**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Port Royal – 07007
(The Sands)*

WATERWAY: *Battery Creek off of Beaufort River*

I. SITE NARRATIVE

Port Royal is a frequently used ramp within close proximity to the City of Beaufort. The ramp serves as an ocean access facility as well as being heavily used during special events like the City of Beaufort Water Festival. Due to its proximity to Beaufort, frequent use, and multi-function use, this ramp has a high priority for improvement. A boardwalk is located in close proximity to the boat ramp. This causes conflict with parking at times.

Site Recommendation: Expand site to accommodate growing boater use and manage or restrict pedestrian use during high boater use periods.

II. ENTRANCE ROAD AND PARKING AREA

Acquire land for new parking lot along existing road Right Of Way or offsite for boardwalk patrons.

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walkways as required by site facilities.

V. BOAT LAUNCHING RAMP

Consider building a new ramp with steeper slope.

VI. BOARDING DOCK

Existing. Maintain and repair as needed.

VII. RESTROOMS

Provide portable restrooms for special events or during busy season.

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Provide "make ready" and "tie down" area signage.*
- 3. Improve site lighting.*
- 4. Regulation signage as required by SCDNR.*
- 5. Provide directional signage from main road.*

IX. SITE DRAINAGE

Monitor and improve drainage system when necessary.

X. FISHING AREA

Possible crabbing and fishing from boardwalk.

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Repair entrance road to site.*
2. *Improve site lighting.*
3. *Repair courtesy dock.*
4. *Consider a new ramp with steeper slope.*
5. *Acquire new parking lot.*
6. *Provide portable toilets when necessary.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING
SITES

Date: 08SEP06, Evaluator MWK SITE NAME AND DNR ATLAS NO. Port Royal 07007

WATERBODY Port Royal Sound BASIN Beaufort River

LATITUDE N 32.22'14.6" LONGITUTDE W 80.41' 12.6"

GENERAL INFORMATION

Site Acreage: 1.5, Wooded Acreage .1, Wetlands- Estimated.Acreage 2

Observed Conditions: Depth 10', Width 1000', Current MOD, Flooding Yes

Nearest Water Gauge Station: #8668092 Battery Creek

Access Road Sands Beach Road, Condition Good/Paved

Estimated Number of Parking Spaces: 34, Paved 34, Unpaved 0

- A. Number Designated for BR Parking 33, Barrier Free 1, Vehicle 0
- B. No. BR Users in parking area 3, In State 2, Out of state 1
- B. Potential for expansion None, bound by marsh and flats.

IV. BOAT LAUNCHING RAMP

- 1. Number of lanes 1 Width of Ramp 20.5', Condition Fair, but slope is too gradual: must back very far into water to launch
- 2. Material Type: Concrete X Asphalt Dirt Other
If Concrete, Type of Finish: Grooved Raked Smooth Rough X
- 3. Dock/Pier/Gangway description and condition 6'x150' Alum groundout. End of dock not very stable - listing to one side. Repair cover plate in place at end of dock.
- 3. Safety Issues No tread plate at dock abutment connection. Water Snakes.

V. REST ROOMS AND TRASH: Type of Rest Rooms 2PP, Trash Facilities 5 Drums

BR FISHING AREA Type: Bank X Dock/Pier X Other
No. of Boaters at ramp 0, No. Interviewed 0, Interview attached NA

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

Concrete ramp is covered with sand and shell. Sand/shell hardpan on all sides of ramp. Boardwalk - timber piles/pile caps and handrails. Concrete deck units. Good condition but handrails are showing signs of wear. Good structurally. Water puddling in low area in parking lot at ramp. No concrete approach ramp. Some litter on-site but not bad.



Zande-Jon Guerry Taylor, P.E., Inc.

#07007

Port Royal (Sands)



- Boat Landings
- Roads
- Parcel Lines

100 0 100 200 300 400 500 600 Feet



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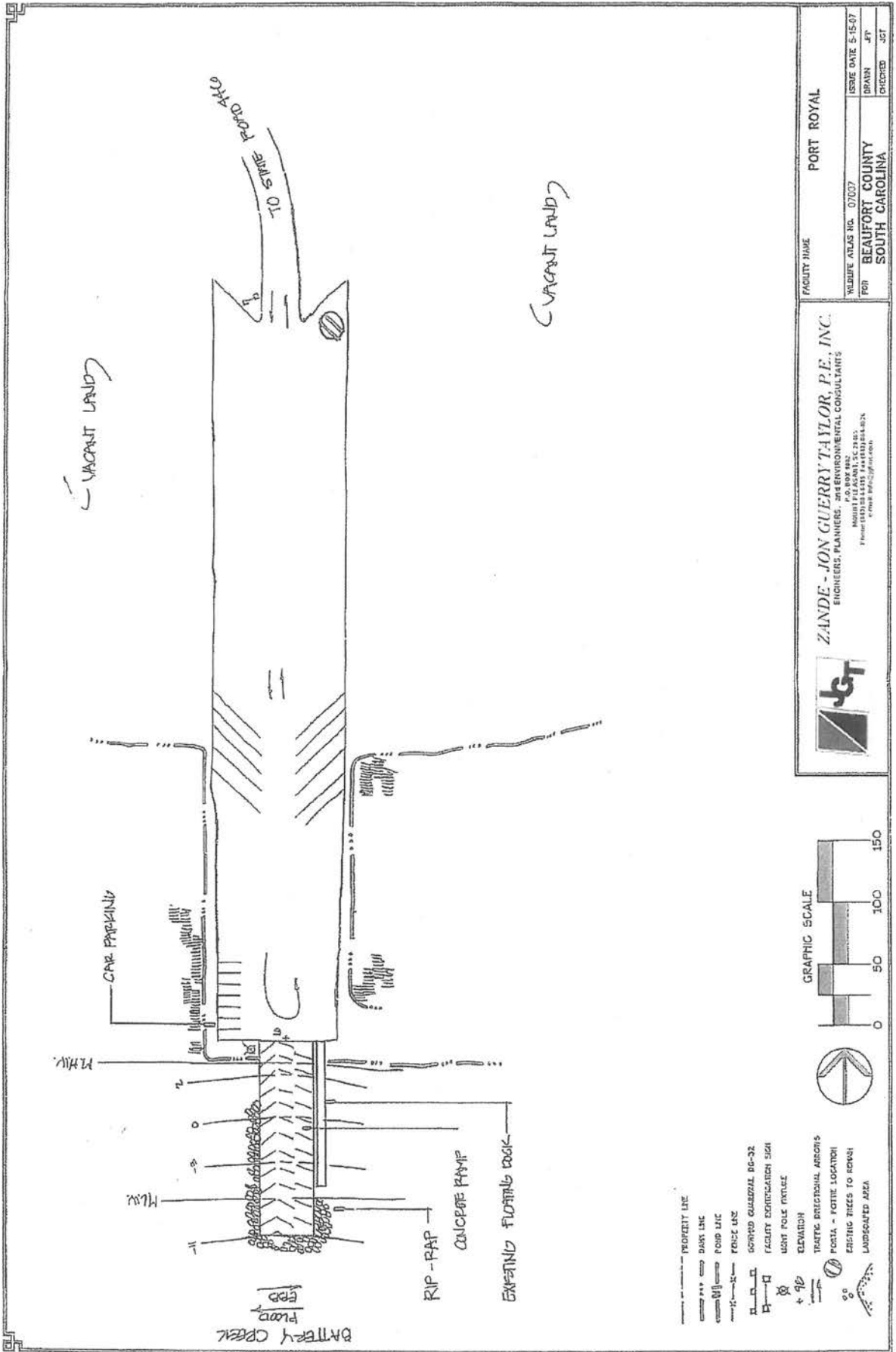




Zande-Jon Guerry Taylor, P.E., Inc.

PORT ROYAL BOAT LANDING: #07007





**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Parris Island – 07006*

WATERWAY: *Battery Creek*

I. SITE NARRATIVE

Parris Island is a well-known and frequently used landing. The facility is used for shrimping and fishing. The retail activities around the landing and proximity to the highway make this a safe ramp with little or no vandalism. There are numerous oak trees.

Site Recommendation: Upgrade to meet the current standards and projected demand.

II. ENTRANCE ROAD AND PARKING AREA

- 1. No improvement required on entrance road.*
- 2. Maintain gravel parking lot as requested.*
- 3. Install signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."*

III. MAKE-READY/TIE DOWN AREA

Stripe make-ready and tie-down areas in lot.

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walkways as required by site facilities.

V. BOAT LAUNCHING RAMP

Maintain concrete launching ramp as needed.

VI. BOARDING DOCK

Repair and maintain floating courtesy dock as needed.

VII. RESTROOMS

--

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Provide site lighting as required.*
- 3. Regulation signage as required by SCDNR.*
- 4. Provide directional signage*

IX. SITE DRAINAGE

Improve and provide a drainage system to county standards.

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Repair and maintain courtesy dock as needed.*
2. *Repair and maintain gravel parking lot as needed.*
3. *Improve site lighting.*
4. *Tree survey.*
5. *Story Board showing alternate boat ramp locations.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 08SEP06, Evaluator MWK SITE NAME AND DNR ATLAS NO. Parris Island 07006WATERBODY Battery Creek BASIN Beaufort RiverLATITUDE N 32.22'50.6" LONGITUDE W 80.42'26.1"**GENERAL INFORMATION**Site Acreage: 2.4, Wooded Acreage .2, Wetlands- Estimated Acreage .1Observed Conditions: Depth 8', Width 500', Current Swift, Flooding Yes, parking lot.Nearest Water Gauge Station: #8668092 Battery CreekAccess Road Marina Blvd (frontage road 802), Condition Paved/GoodEstimated Number of Parking Spaces: 45, Paved 0, Unpaved 45A. Number Designated for BR Parking 0, Barrier Free 0, Vehicle 0B. No. BR Users in parking area 4, In State 3, Out of state 1B. Potential for expansion Yes, on the south side of property nearest bridge.**IV. BOAT LAUNCHING RAMP**1. Number of lanes 2 Width of Ramp 14', Condition Very good condition.2. Material Type: Concrete X Asphalt _____ Dirt _____ Other _____If Concrete, Type of Finish: Grooved X Raked _____ Smooth _____ Rough _____3. Dock/Pier/Gangway description and condition 8'x90' Aluminum groundout dock very good condition. Facility upgraded 6 years ago. 4 Broken cleats & walers slightly worn.3. Safety Issues Drop off between concrete abutment and concrete ramp 6" to 12".V. **REST ROOMS AND TRASH:** Type of Rest Rooms 0, Trash Facilities 3x55 DrumsBR FISHING AREA Type: Bank X Dock/Pier _____ Other _____

No. of Boaters at ramp _____, No. Interviewed _____, Interview attached _____

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

1 pile cap missing from concrete pile. Small pot holes near concrete approach slab at ramp. Several pot holes at edge of entrance road and gravel parking drainage problem in parking area - holding water.



Zande-Jon Guerry Taylor, P.E., Inc.

#07006

Parris Island (Battery Creek)



- Boat Landings
- Roads
- Parcel Lines



Prepared by Beaufort County GIS Department





Zande-Jon Guerry Taylor, P.E., Inc.

PARRIS ISLAND BOAT LANDING: #07006



Zande-Jon Guerry Taylor, P.E., Inc.

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Paige Point – 07023
(Huspah)*

WATERWAY: *Huspah Creek*

I. SITE NARRATIVE

Paige Point is a frequently used ramp that has heavy use during shrimp season. It is also the only landing to service the Sheldon area. This site also suffers from alarming security and safety problems. Immediate and high profile police presence and recommended site improvements would legitimize this facility and serve to control any unauthorized uses.

Site Recommendation: Currently under design for improvements.

II. ENTRANCE ROAD AND PARKING AREA

Develop additional parking.

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walkways as required by site facilities

V. BOAT LAUNCHING RAMP

Provide a new 2 lane concrete launching ramp.

VI. BOARDING DOCK

Provide a floating courtesy dock.

VII. RESTROOMS

Provide portable bathrooms during high use periods.

VIII. AMENITIES

- 1. Provide site lighting as required.*
- 2. Institute a "pack-it-in, pack-it-out" program.*
- 3. Provide trash receptacles for high use periods.*
- 4. Regulation signage as required by SCDNR.*
- 5. Provide directional signage from main road.*

IX. SITE DRAINAGE

Currently under design for improvements.

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Provide a new 2-lane concrete launching ramp.* ✓ *completed 2012* ✓

2. *Provide courtesy dock.*

3. *Acquire additional of land for parking.*

4. *Increase police patrolling.*

5. *Provide site lighting.*

6. *Provide directional signage from main road.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING
SITES

Date: 15SEP06, Evaluator MWK SITE NAME AND DNR ATLAS NO. Paige Point 07023

WATERBODY Huspah Creek BASIN Whale Branch

LATITUDE N 32.33'0.2" LONGITUTDE W 80.45'40.9"

GENERAL INFORMATION

Site Acreage: 1.3, Wooded Acreage .02, Wetlands- Estimated.Acreage .01

Observed Conditions: Depth 6', Width 250', Current Swift, Flooding None

Nearest Water Gauge Station: #8667172 Sheldon

Access Road Paige Point Landing, Condition Dirt/Gravel fairly smooth

Estimated Number of Parking Spaces: 16, Paved 0, Unpaved 16

A. Number Designated for BR Parking 0, Barrier Free 0, Vehicle 0

B. No. BR Users in parking area 5, In State 5, Out of state 0

B. Potential for expansion Yes

IV. BOAT LAUNCHING RAMP

1. Number of lanes 1 Width of Ramp 20', Condition Surface of concrete ramp is very rough but solid structurally.

2. Material Type: Concrete X Asphalt Dirt Other
If Concrete, Type of Finish: Grooved Raked Smooth Rough X

3. Dock/Pier/Gangway description and condition None

3. Safety Issues Only one light at top of ramp, difficult to see at bottom of ramp.

V. REST ROOMS AND TRASH: Type of Rest Rooms 0, Trash Facilities 1 drum

BR FISHING AREA Type: Bank X Dock/Pier Other

No. of Boaters at ramp 1, No. Interviewed 0, Interview attached 0

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

The end of the ramp is shallow at low tide, but drops off sharply 12' out from ramp (35' out from water's edge) to a depth of around 10'.



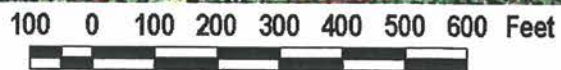
Zande-Jon Guerry Taylor, P.E., Inc.

#07023

Paige Point



- Boat Landings
- Roads
- ▭ Parcel Lines



Prepared by Beaufort County GIS Department





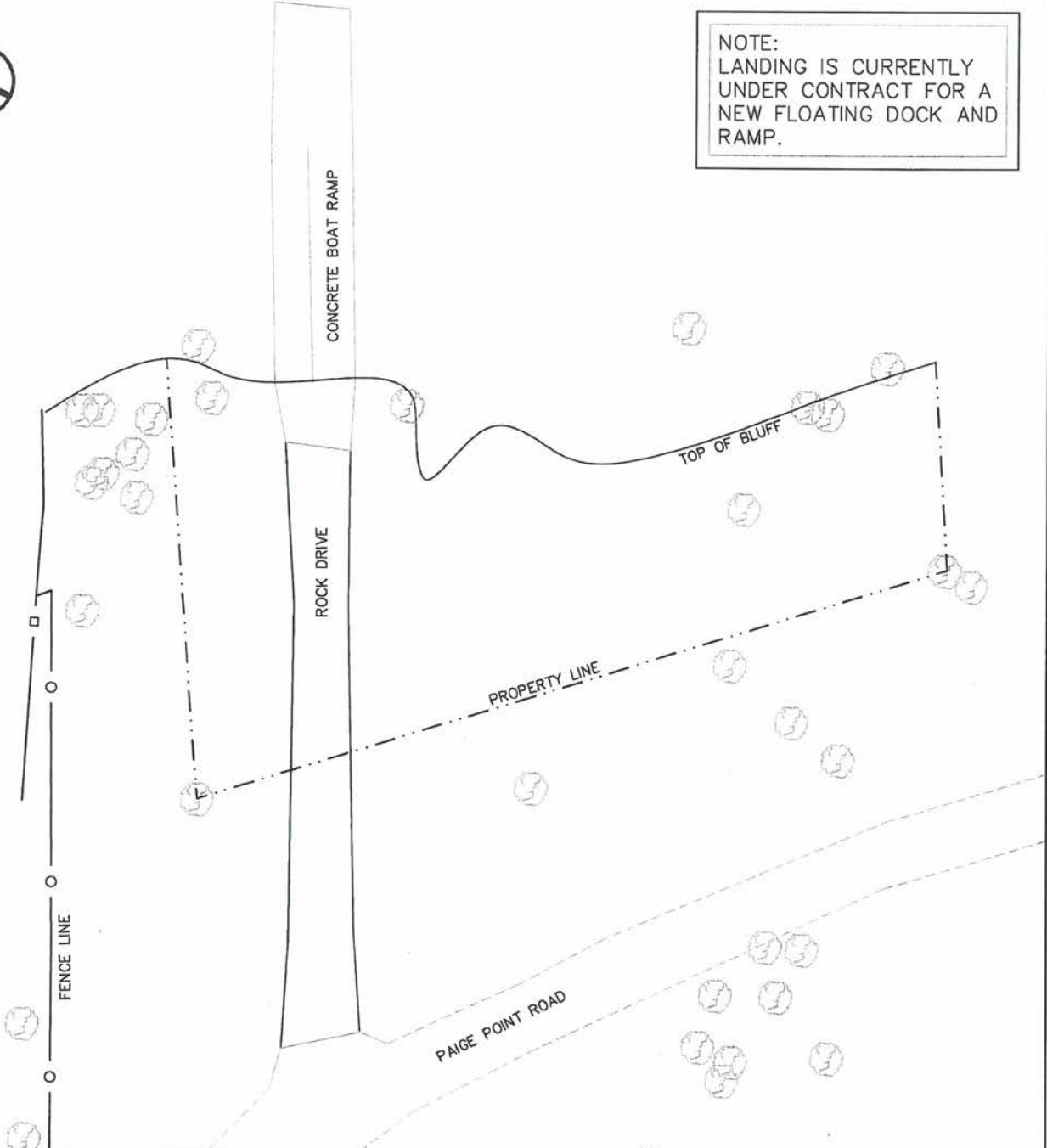
Zande-Jon Guerry Taylor, P.E., Inc.

PAIGE POINT BOAT LANDING: #07023





NOTE:
LANDING IS CURRENTLY
UNDER CONTRACT FOR A
NEW FLOATING DOCK AND
RAMP.



Zande-Jon Guerry Taylor, P.E., Inc.
P.O. Box 1082, Mt. Pleasant, SC 29465 USA
Phone: 843-884-6415
Fax: 843-884-4026
www.jgtinc.com

**PAIGE POINT
PUBLIC BOAT LANDING**

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *H.E. Trask Sr. – 07024
(Colleton, Victoria Bluff)*

WATERWAY: *Colleton River*

I. SITE NARRATIVE

H.E. Trask is a frequently used facility for hunting and fishing. The site has good ramps and dock facilities but lacks adequate parking for heavy use. The fetch is long therefore, wind driven waves are a problem. The site serves as the only public access point directly onto the Colleton River. The site also serves the Hilton Head population with a major boat access facility.

Site Recommendation: Continue maintenance and upgrade to meet the current standards and projected demand.

II. ENTRANCE ROAD AND PARKING AREA

- 1. No improvement required on entrance.*
- 2. Repair parking lot as required.*

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lane, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Paved parking and walkway for ADA access.

V. BOAT LAUNCHING RAMP

Consider adding another launching lane if parking area can be enlarged.

VI. BOARDING DOCK

Consider adding a floating dock on the other side because of the rough water and heavy usage.

VII. RESTROOMS

Provide portable restroom facilities during peak usage.

VIII. AMENITIES

- 1. Provide site lighting as required.*
- 2. Institute a "pack-it-in, pack-it-out" program.*
- 3. Regulation signage as required by SCDNR.*
- 4. Provide directional signage from Highway 278.*

IX. SITE DRAINAGE

Improve and maintain a drainage system to county standards.

X. FISHING AREA

Excellent bank and pier fishing area.

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES
Fishing

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Provide site lighting.*
2. *Increase police patrol to cut down on vandalism and construction debris dumping.*
3. *Provide directional signage from Highway 278.*
4. *Add portable restrooms during heavy use periods.*
5. *Consider joint security issues with Waddell Mariculture Center.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 11AUG06, Evaluator KWB, SITE NAME AND DNR ATLAS NO. H.E. Trask Sr. 07024

WATERBODY Collenton River, BASIN Chechesee River

LATITUDE N 32.17'20.3", LONGITUTDE W 80.48'29.5"

GENERAL INFORMATION

Site Acreage: 2, Wooded Acreage .01, Wetlands- Estimated.Acreage .01

Observed Conditions: Depth 12', Width 2000+', Current Swift, Flooding None

Nearest Water Gauge Station: #8668482 Baileys Landing or #8668918 Ribaut Island

Access Road Sawmill Creek Road, Condition Good/Paved

Estimated Number of Parking Spaces: 55+, Paved 0, Unpaved 55

- A. Number Designated for BR Parking 0, Barrier Free 0, Vehicle 0
B. No. BR Users in parking area 3, In State 3, Out of state 0
B. Potential for expansion Yes, open area on both sides of ramp.

IV. BOAT LAUNCHING RAMP

- 1. Number of lanes 2, Width of Ramp 15'9"x2, Condition Good, the concrete approach pad is rough but solid.
2. Material Type: Concrete x, Asphalt, Dirt, Other
If Concrete, Type of Finish: Grooved x, Raked, Smooth, Rough
3. Dock/Pier/Gangway description and condition 8'x105' alum. floating dock in good condition.
Dents in the decking. End pile significantly worn due to rubbing on pile guide roller mount.
3. Safety Issues SEE BELOW:

V. REST ROOMS AND TRASH: Type of Rest Rooms 0, Trash Facilities 3 drums

BR FISHING AREA Type: Bank x, Dock/Pier x, Other
No. of Boaters at ramp 3, No. Interviewed 0, Interview attached

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

Safety Concerns:
Sharp piece of metal decking sticking up on end of dock, tread plate missing at floating dock dock/abutment connection. Very rough water makes floating dock unstable. There is no lighting and signs of open camp fires. The parking area is gravel and grass, and is rough and uneven in places. Over all the facility is clean and litter free, but there were signs of construction waste dumping.



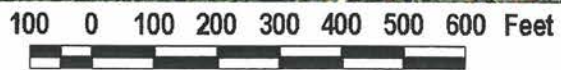
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#07024

H. E. Trask



- Boat Landings
- Roads
- ▭ Parcel Lines



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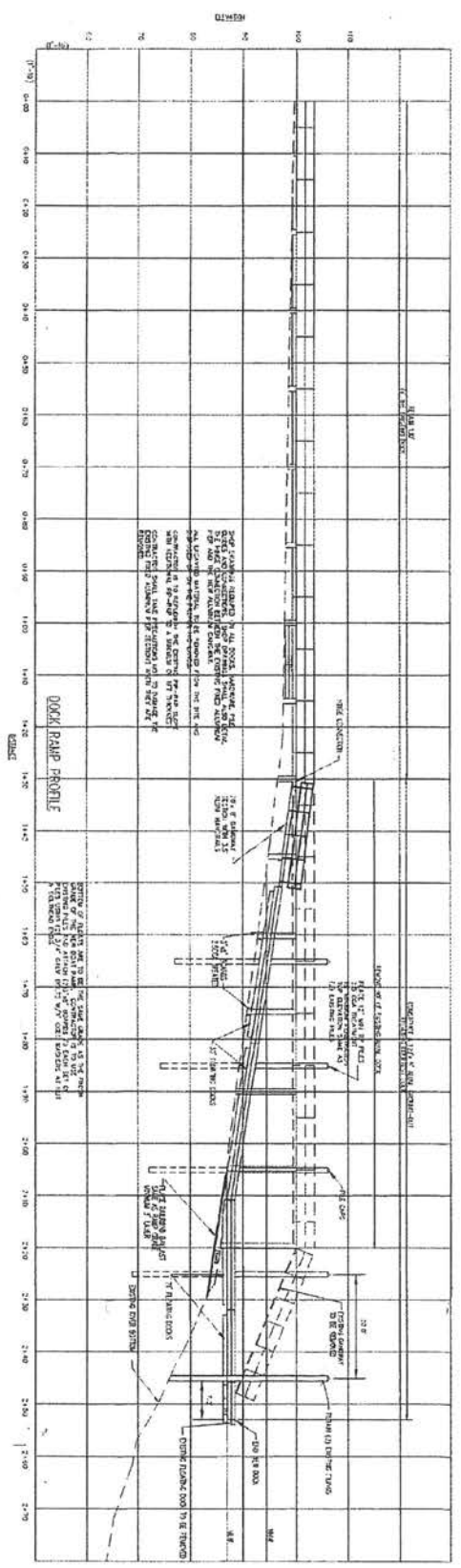
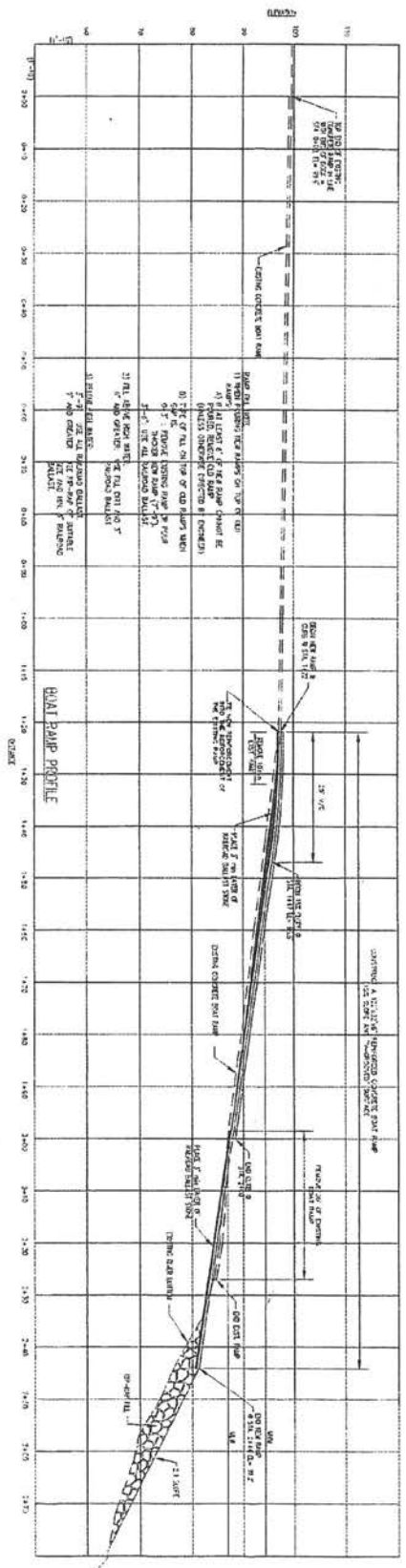




Zande-Jon Guerry Taylor, P.E., Inc.

H.E. TRASK BOAT LANDING: 07024





PRELIMINARY
DATE: 4/5/07

DATE	1-2-02
SCALE	1"=10'
DRAWN BY	SV
CHECKED BY	
SHEET	2 of 2

South Carolina
Department of Natural Resources
Engineering Section

PROJECT TITLE	BEAUFORT - H.E. TRASK LANDING RENOVATIONS
SHEET TITLE	PROFILE SHEET
APPROVED	
REVISION	
DATE	
STATE PROJECT NUMBER	P21-C000-UP

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Grays Hill - 07004*

WATERWAY: *Whale Branch*

I. SITE NARRATIVE

Grays Hill is a very frequently used facility and receives heavy use from out-of-county and out-of-state shrimp baiters. It was upgraded in 2005 with a 2 lane paved ramp and a floating service dock. The land location, water access, and frequent use requires this facility to be properly maintained and serviced to keep up with demand.

Site Recommendation: Expand site to meet projected user demand as needed.

II. ENTRANCE ROAD AND PARKING AREA

- 1. No improvement required on entrance road.*
- 2. Acquire additional land for more parking spaces if future demand requires.*

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walkways as required by site facilities.

V. BOAT LAUNCHING RAMP

New 2-lane concrete launching ramp was built in 2005.

VI. BOARDING DOCK

The pile guides are over sized and need to be modified for safety reasons.

VII. RESTROOMS

--

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Provide site lighting as required.*
- 3. Increase security patrol.*
- 4. Regulation signage as required by SCDNR.*
- 5. Provide directional signage from main road.*

IX. SITE DRAINAGE

--

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

Zande-Jon Guerry Taylor, P.E., Inc.

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Repair and modify pile guides.*
2. *Provide site lighting.*
3. *Provide directional signage from main road.*
4. *Acquire additional land for more parking spaces if future demand requires.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING
SITES

Date: 15SEP06, Evaluator MWK, SITE NAME AND DNR ATLAS NO. Grays Hill 07004

WATERBODY Whale Branch, BASIN Port Royal Sound

LATITUDE N 32.30'13.6", LONGITUDE W 80.47'3.4"

GENERAL INFORMATION

Site Acreage: 1.8, Wooded Acreage 0, Wetlands- Estimated.Acreage .01

Observed Conditions: Depth 10', Width 800', Current Swift, Flooding None

Nearest Water Gauge Station: #8667411 Lobeco

Access Road Clarendon Road, Condition Good/Paved

Estimated Number of Parking Spaces: 18, Paved 0, Unpaved 18

- A. Number Designated for BR Parking 0, Barrier Free 0, Vehicle 0
- B. No. BR Users in parking area 10, In State 10, Out of state 0
- B. Potential for expansion No

IV. BOAT LAUNCHING RAMP

1. Number of lanes 2, Width of Ramp 14' x 2, Condition Good/New: cracked across abutment at approx location of bank.
2. Material Type: Concrete X, Asphalt, Dirt, Other
If Concrete, Type of Finish: Grooved X, Raked, Smooth, Rough
3. Dock/Pier/Gangway description and condition 8X120' Alum groundout dock. 10 - 14" square concrete piles. Pile cap missing from pile on the end of dock
3. Safety Issues Pile guides are too large and open area around pile is very dangerous.

V. REST ROOMS AND TRASH: Type of Rest Rooms 0, Trash Facilities 1 drum

BR FISHING AREA Type: Bank X, Dock/Pier X, Other
No. of Boaters at ramp 0, No. Interviewed 0, Interview attached NA

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

Small arms use. Pile guide openings too large & very dangerous needs to be repaired/modified immediately. A few small pot holes in gravel parking area. Ramp less than 1 year old.



Zande-Jon Guerry Taylor, P.E., Inc.

#07004

Grays Hill



- Boat Landings
- Roads
- Parcel Lines

100 0 100 200 300 400 500 600 Feet

Prepared by Beaufort County GIS Department



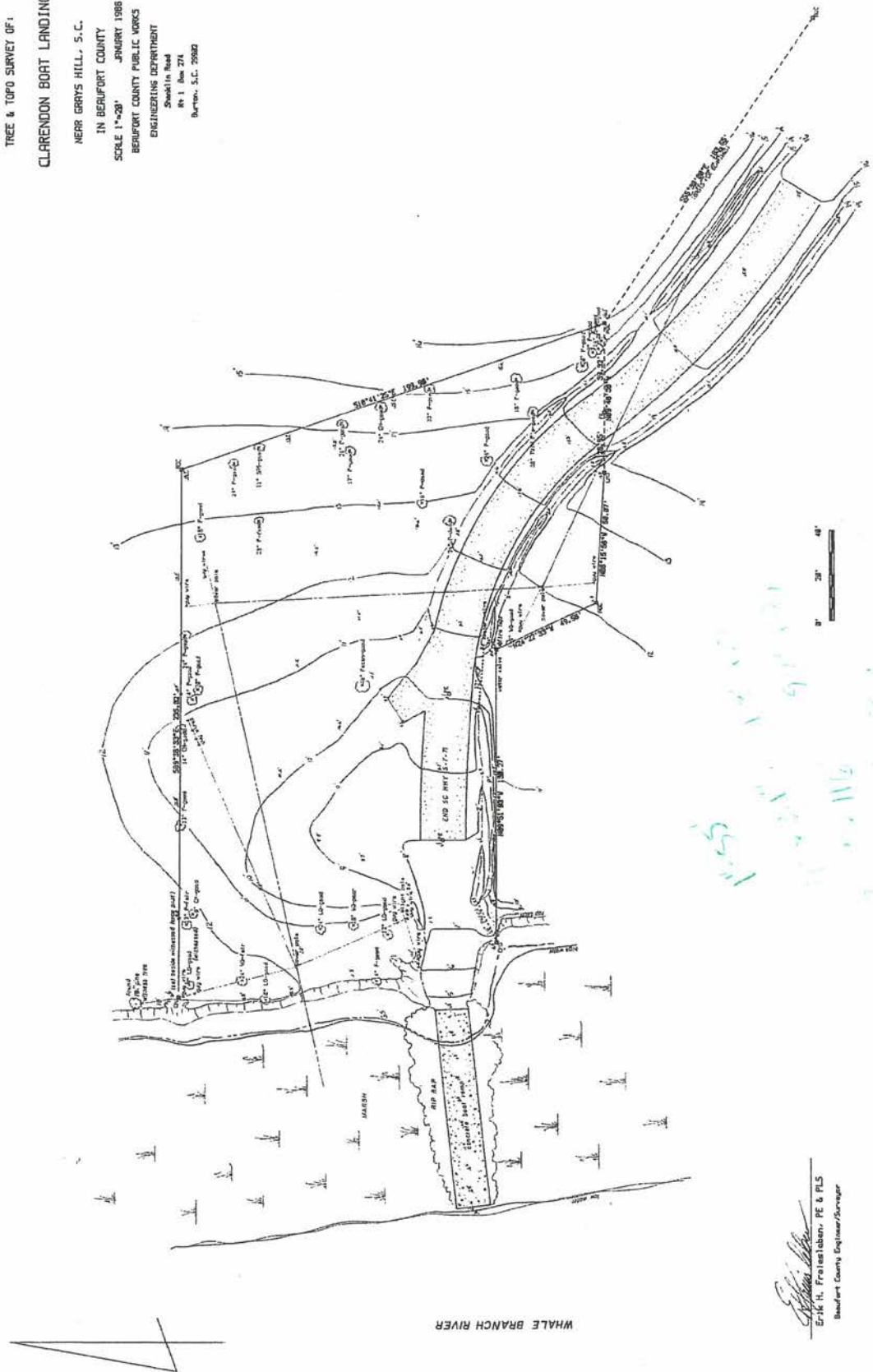


Zande-Jon Guerry Taylor, P.E., Inc.

GRAY'S HILL BOAT LANDING: #07004



TREE & TOPO SURVEY OF
CLARENDON BOAT LANDING
 NEAR GRAYS HILL, S. C.
 IN BERGUFORT COUNTY
 SCALE 1"=20'
 JANUARY 1988
 BERGUFORT COUNTY PUBLIC WORKS
 ENGINEERING DEPARTMENT
 Shedd In Road
 Rt. 1 Box 274
 Burton, S.C. 29502




 Erik H. Froelich, PE & PLS
 Berdorf County Engineer/Manager

3-1 sheet

Zande-Jon Guerry Taylor, P.E., Inc.

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Edgar Glenn – 07014
(Lemon Island, Chechesee)*

WATERWAY: *Chechesee River*

I. SITE NARRATIVE

Edgar Glenn is a very popular and frequently used facility by county and out-of-county boaters, fishermen, and shrimpers. Because of the recent bridge construction it has been out of service. It has been modified and traffic rerouted. Parking spaces have been added. Due to its location and access to the Chechesee and Broad River it should receive consideration if additional space for parking can be obtained.

Site Recommendation: Monitor usage – add garbage and restroom facilities during times of heavy use.

II. ENTRANCE ROAD AND PARKING AREA

No improvement required.

III. MAKE-READY/TIE DOWN AREA

Stripe make-ready and tie-down area in lot.

IV. PEDESTRIAN WALKWAYS

No improvement required.

V. BOAT LAUNCHING RAMP

Add 1 additional concrete launch ramp if usage demands it.

VI. BOARDING DOCK

- 1. Repair pile guides, decking, and rub strips.*
- 2. Install transition plates on gangway and docks.*

VII. RESTROOMS

Provide portable restrooms during heavy use periods.

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Provide garbage disposal facilities during heavy use periods.*

IX. SITE DRAINAGE

Improve and provide a drainage system that meets county standards.

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Restrict contractor use.*
2. *Provide information signs warning of bridge clearance on access road.*
3. *Improve site lighting.*
4. *Provide portable restrooms during high use periods.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING
SITES

Date: 11AUG06 , Evaluator MWK SITE NAME AND DNR ATLAS NO. Edgar Glenn 07014

WATERBODY Chechesee River BASIN Port Royal Sound

LATITUDE N 32.22'25.2" LONGITUTDE W 80.50'12.8"

GENERAL INFORMATION

Site Acreage: 3 , Wooded Acreage 0 , Wetlands- Estimated.Acreage .01

Observed Conditions: Depth 6' , Width 2000' , Current Fast , Flooding None

Nearest Water Gauge Station: #8668223 Broad River Bridge

Access Road Hwy 170 to Echotango Road , Condition New/Paved

Estimated Number of Parking Spaces: 64 , Paved 58 , Unpaved 6

- A. Number Designated for BR Parking 56 , Barrier Free 2 , Vehicle 0
- B. No. BR Users in parking area 5 , In State 5 , Out of state 0
- C. Potential for expansion None

IV. BOAT LAUNCHING RAMP

- 1. Number of lanes 2 Width of Ramp 13'6" x 2, Condition Fair except for broken below mean low water. Bridge construction activities still in progress.
- 2. Material Type: Concrete x Asphalt Dirt Other
If Concrete, Type of Finish: Grooved x Raked Smooth Rough
- 3. Dock/Pier/Gangway description and condition Floating courtesy dock was damaged during bridge construction 2 years ago.
- 4. Safety Issues Ramp and dock broken/damaged. No lighting.

V. REST ROOMS AND TRASH: Type of Rest Rooms 0 , Trash Facilities 2 drums

BR FISHING AREA Type: Bank x Dock/Pier x Other
No. of Boaters at ramp 0 , No. Interviewed 0 , Interview attached

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

County has removed the dock until bridge contracting company replaces.
Contract soon to be signed for concrete boat ramp and floating dock replacement. Hwy 170 Southbound users must exit to right and back under bridge with 11'9" clearance (boater's complaint).



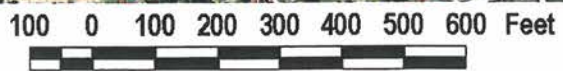
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#07014

Chechessee (Edgar Glenn)



- Boat Landings
- Roads
- Parcel Lines



Prepared by Beaufort County GIS Department

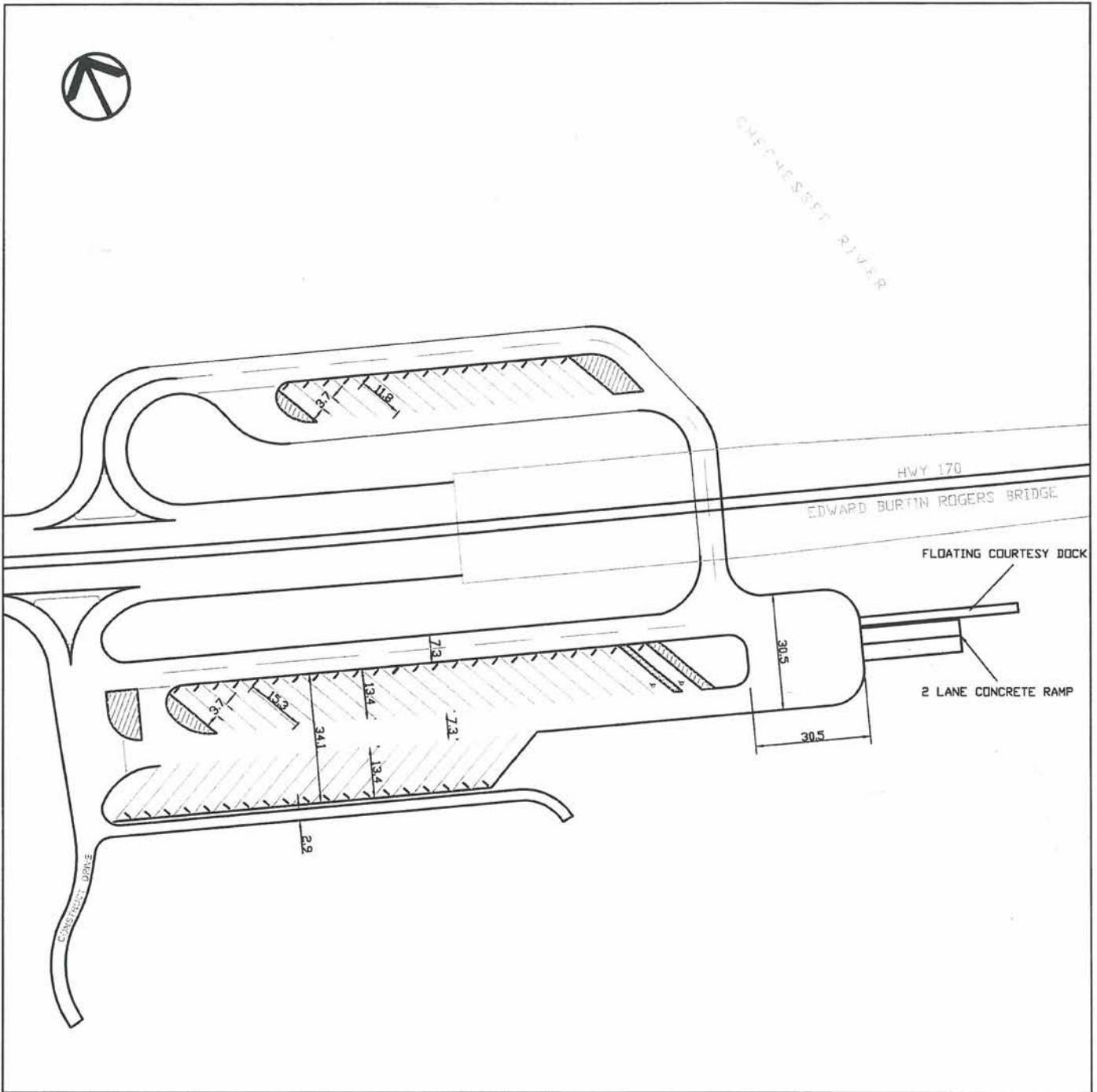




Zande-Jon Guerry Taylor, P.E., Inc.

EDGAR GLENN BOAT LANDING: #07014





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P.O. Box 1082, Mt. Pleasant, SC 29465 USA
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**EDGAR GLENN
PUBLIC BOAT LANDING**

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Eddings Point – 07018*

WATERWAY: *Jenkins Creek off of Morgan River*

I. SITE NARRATIVE

Even though it is a small facility Eddings Point is frequently used. County and out-of-county residents use the ramp heavily during shrimping season. It is located right off the highway at the northern tip of St. Helena Island and provides access to the lower Morgan River. This ramp suffers from a lack of adequate parking and land should be acquired to increase its parking capacity.

Site Recommendation: Expand site to meet existing demand.

II. ENTRANCE ROAD AND PARKING AREA

- 1. No improvement required to entrance road.*
- 2. Acquire off-site adjacent land to increase parking capacity.*
- 3. Delineate parking spaces with concrete bumpers.*

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lane, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide paved barrier-free parking and paved barrier-free walkways.

V. BOAT LAUNCHING RAMP

Remove and reconstruct boat ramp launching lanes.

VI. BOARDING DOCK

Install a courtesy dock as permitted.

VII. RESTROOMS

Provide portable restrooms during heavy use periods.

VIII. AMENITIES

- 1. Institute trash receiving drums and removal services.*
- 2. Possible nature walk to island in marsh.*
- 3. Educational opportunity with use of displays & kiosk.*

IX. SITE DRAINAGE

--

X. FISHING AREA

Possible bank fishing.

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

Beach walk and nature trail.

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Provide paved parking and walkways for ADA access.*
2. *Replace riprap at end and edges of ramp.*
3. *Acquire additional land for off-site parking.*
4. *Remove and reconstruct boat ramp launching lanes.*
5. *Delineate loading and parking areas by use of signage, striping and wheel stops.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 11AUG06, Evaluator MWK SITE NAME AND DNR ATLAS NO. Eddings Point 07018WATERBODY Jenkin's Creek BASIN St. Helena SoundLATITUDE N 32.26'16.4" LONGITUDE W 80.33'0.6"**GENERAL INFORMATION**Site Acreage: 0.4, Wooded Acreage .01, Wetlands- Estimated Acreage .01Observed Conditions: Depth 5'+, Width 500', Current Swift, Flooding NoneNearest Water Gauge Station: #8667982 Jenkins CreekAccess Road Eddings Point Road, Condition Good/PavedEstimated Number of Parking Spaces: 12, Paved 10, Unpaved 2A. Number Designated for BR Parking 10, Barrier Free 0, Vehicle 0B. No. BR Users in parking area 2, In State 2, Out of state 0B. Potential for expansion Yes, overflow parking available in adjacent lot.**IV. BOAT LAUNCHING RAMP**1. Number of lanes 2 Width of Ramp 28', Condition Rough concrete and the rip-rap along side of ramp is missing.2. Material Type: Concrete X Asphalt _____ Dirt _____ Other _____
If Concrete, Type of Finish: Grooved _____ Raked _____ Smooth _____ Rough X3. Dock/Pier/Gangway description and condition None3. Safety Issues No lighting.V. **REST ROOMS AND TRASH:** Type of Rest Rooms 0, Trash Facilities 1 drum**BR FISHING AREA** Type: Bank X Dock/Pier _____ Other _____No. of Boaters at ramp 0, No. Interviewed 0, Interview attached 0**Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.**

Paved parking area in good condition. Water puddles in low area along edge of parking lot. Significant litter.
--

EDDINGS POINT BOAT LANDING: #07018



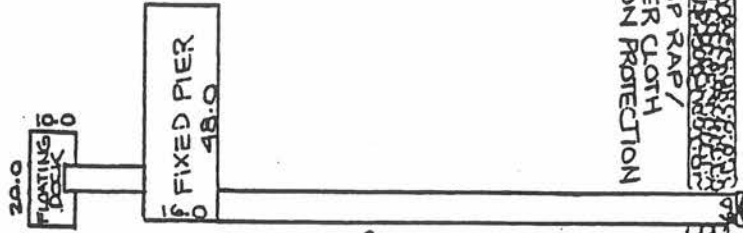


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EDDINGS BOAT LANDING: #07018

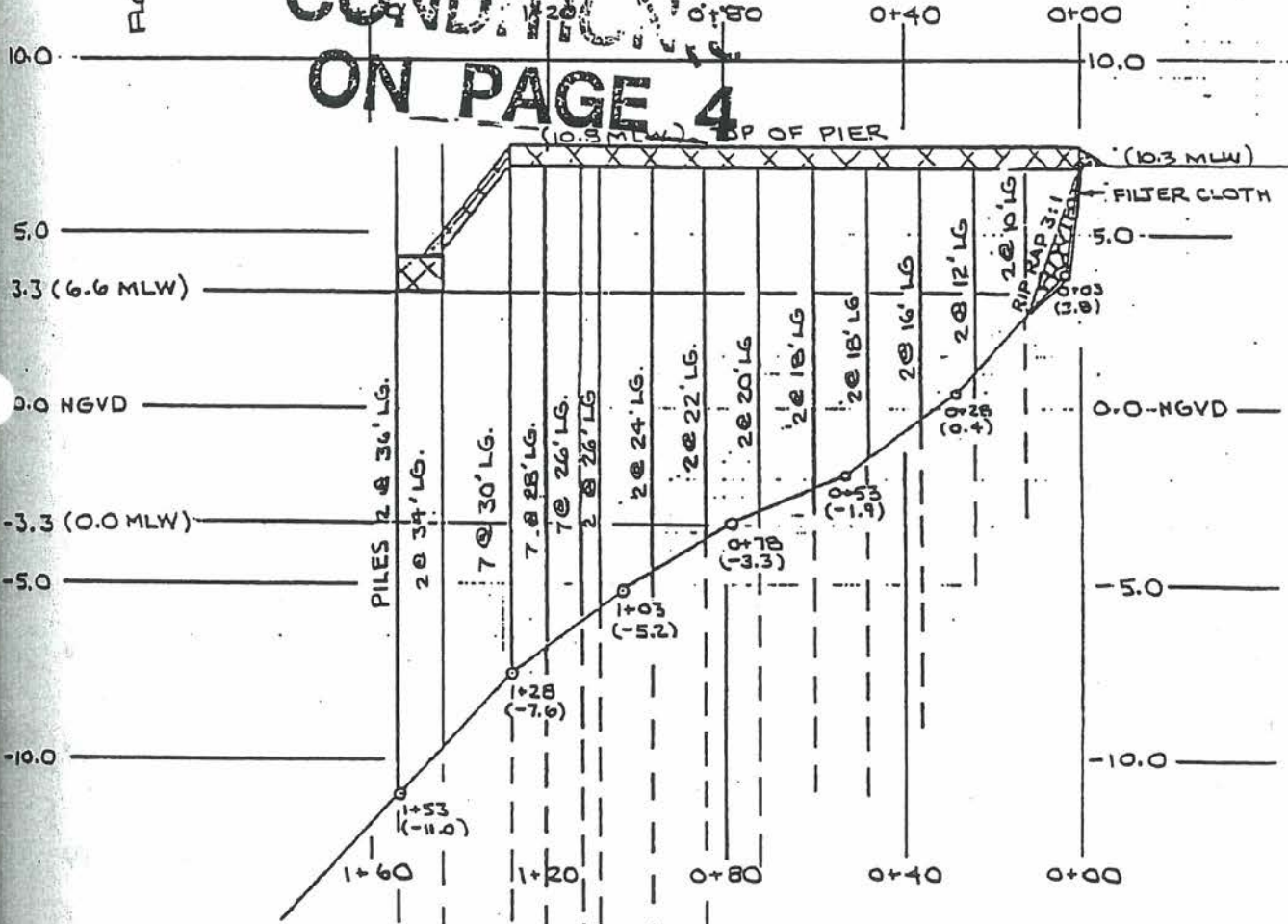


JENKINS CREEK
FLOOD → ← EBB



**SEE SPECIAL
CONDITIONS
ON PAGE 4**

NOTE: RIP RAP/FILTER CLOTH
EROSION PROTECTION TO
EXTEND 270' DOWN CREEK
TOTAL = 106 CU. YD.

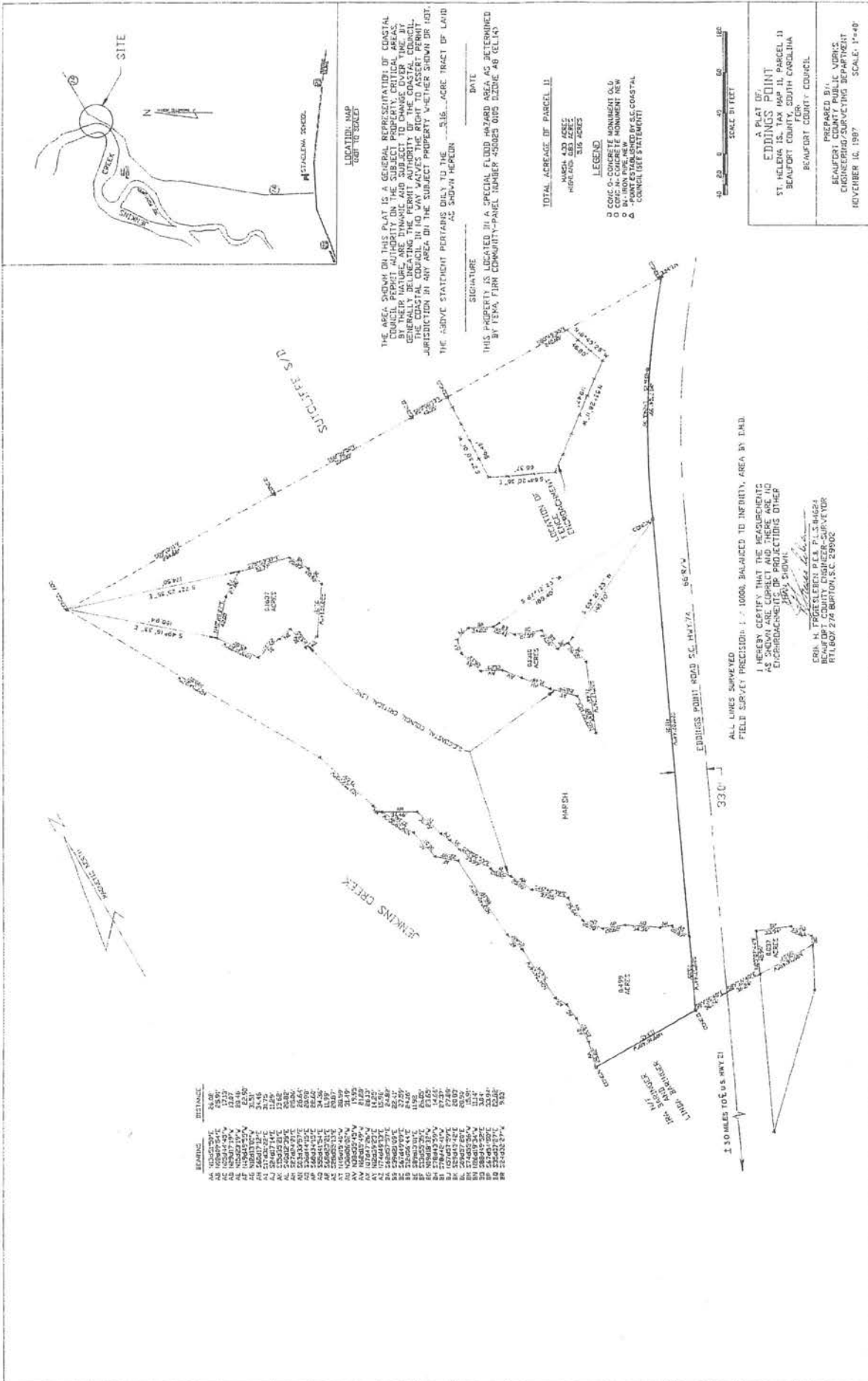


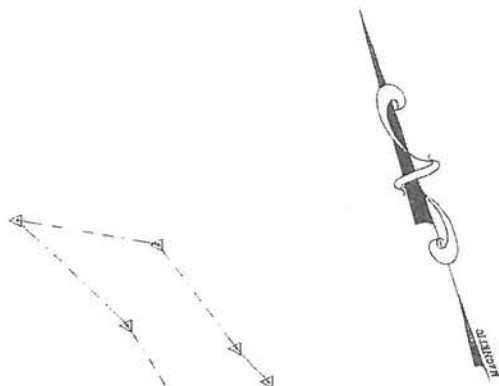
SIDE VIEW

PLAN OF PROPOSED PUBLIC FISHING
PIER AND FLOATING DOCK
IN: JENKINS CREEK
AT: EDDINGS POINT
APPLICATION BY: BEAUFORT COUNTY
PUBLIC WORKS

UM: NGVD

9 of 10





JENKINS CREEK



CAPSTONE LARGE RIP-RAP
 18" DIA. PER PIECE 1' USED
 TO FORM A LOW PROFILE DAM
 OVER THE AREA OF RELEASE

CORE, WELL-GRADED GRAVEL
 RANGING FROM 1" TO 3" IN DIAMETER

COASTAL COUNCIL
 CRITICAL AREA
 BOUNDARY LINE

PROFILE
 OF
 DISCHARGE STRUCTURE / STORMWATER FILTER
 NOT TO SCALE

DRAINAGE PLAN
 FOR
 EDDINGS POINT
 PUBLIC BOAT RAMP
 PARKING AREA

PREPARED BY:
 BEAUFORT COUNTY PUBLIC WORKS
 ENGINEERING DEPARTMENT
 ROUTE 8, BOX 274, SHANKLIN ROAD
 BURTON, SOUTH CAROLINA 29902
 JUNE 19, 1989

LEGEND

- Runoff flow
- RIP-RAP / FILTER FABRIC EROSION CONTROL
- DISCHARGE STRUCTURE / STORMWATER FILTER

GRAPHIC SCALE
 (IN FEET)
 1 inch = 20 ft

ERIK H. FREISLEBEN P.E. & P.L.S., S.C. #4624
 BEAUFORT COUNTY ENGINEER AND SURVEYOR

EDGE OF PAVEMENT
 S.C. HWY. 74

Zande-Jon Guerry Taylor, P.E., Inc.

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Cross Island – # to be assigned
(Broad Creek)*

WATERWAY: *Broad Creek*

I. SITE NARRATIVE

Cross Island Expressway Boat Ramp is a totally new boat launching facility on Hilton Head Island. It provides all-tide access from Hilton Head into Calibogue Sound. It has two service lanes and a courtesy dock. It has 35 boat/trailer parking spaces, 7 vehicle spaces and 4 barrier free spaces for the physically challenged. It is very popular with tourist and residents of Hilton Head Island.

Site Recommendation: Obtain additional land for parking when possible

II. ENTRANCE ROAD AND PARKING AREA

Hilton Head Island should provide traffic and security services during periods of heavy use, especially on holidays and high use summer periods.

III. MAKE-READY/TIE DOWN AREA

Existing

IV. PEDESTRIAN WALKWAYS

Existing

V. BOAT LAUNCHING RAMP

Maintenance when required.

VI. BOARDING DOCK

Existing

VII. RESTROOMS

Two portable restrooms are in place.

VIII. AMENITIES

- 1. Provide site lighting as required.*
- 2. Courtesy boat dock use needs to be monitored; there should be no permanent or over night berthing.*

IX. SITE DRAINAGE

Existing

X. FISHING AREA

Fishing and crabbing from floating dock is possible but must be controlled.

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

Tour boat and nature tour pick-up, but neither should conflict with boating uses.

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Provide site lighting under the bridge and in the parking area.*
2. *Acquire land for additional parking.*
3. *Provide traffic control during heavy use periods.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 21JUL06, Evaluator MWK SITE NAME AND DNR ATLAS NO. Cross IslandWATERBODY Broad Creek BASIN Calibogue SoundLATITUDE N 32.10'35.2" LONGITUTDE W 80.46'12.4"**GENERAL INFORMATION**Site Acreage: 3, Wooded Acreage .05, Wetlands- Estimated.Acreage .1Observed Conditions: Depth 15.9', Width 400', Current Swift, Flooding NoneNearest Water Gauge Station: #8669338 Broad CreekAccess Road _____, Condition Very goodEstimated Number of Parking Spaces: 48, Paved x, Unpaved _____A. Number Designated for BR Parking 35, Barrier Free 4, Vehicle 7B. No. BR Users in parking area 5, In State 2, Out of state 3C. Potential for expansion No**IV. BOAT LAUNCHING RAMP**1. Number of lanes 2 Width of Ramp 14.5x2, Condition 3yrs old, Good condition
except the concrete ramp is settling beyond the sheet pile wall; cracking along this line.2. Material Type: Concrete X Asphalt _____ Dirt _____ Other _____
If Concrete, Type of Finish: Grooved X Raked _____ Smooth _____ Rough _____3. Dock/Pier/Gangway description and condition Concrete floating dock with 5 steel pipe piles
good condition. New aluminum gangway.4. Safety Issues NoneV. **REST ROOMS AND TRASH:** Type of Rest Rooms 2 PP, Trash Facilities
10 trash cans**BR FISHING AREA** Type: Bank X Dock/Pier X Other _____No. of Boaters at ramp _____, No. Interviewed _____, Interview attached N/A**Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.**

The concrete ramp is settling beyond the sheet pile wall and is cracking along this line. This has been an on going problem since construction and needs to be monitored, repairs may be needed.

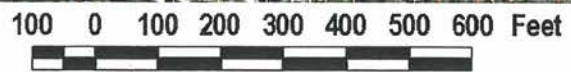


Zande-Jon Guerry Taylor, P.E., Inc.

CROSS ISLAND



- Boat Landings
- Roads
- Parcel Lines



Prepared by Beaufort County GIS Department

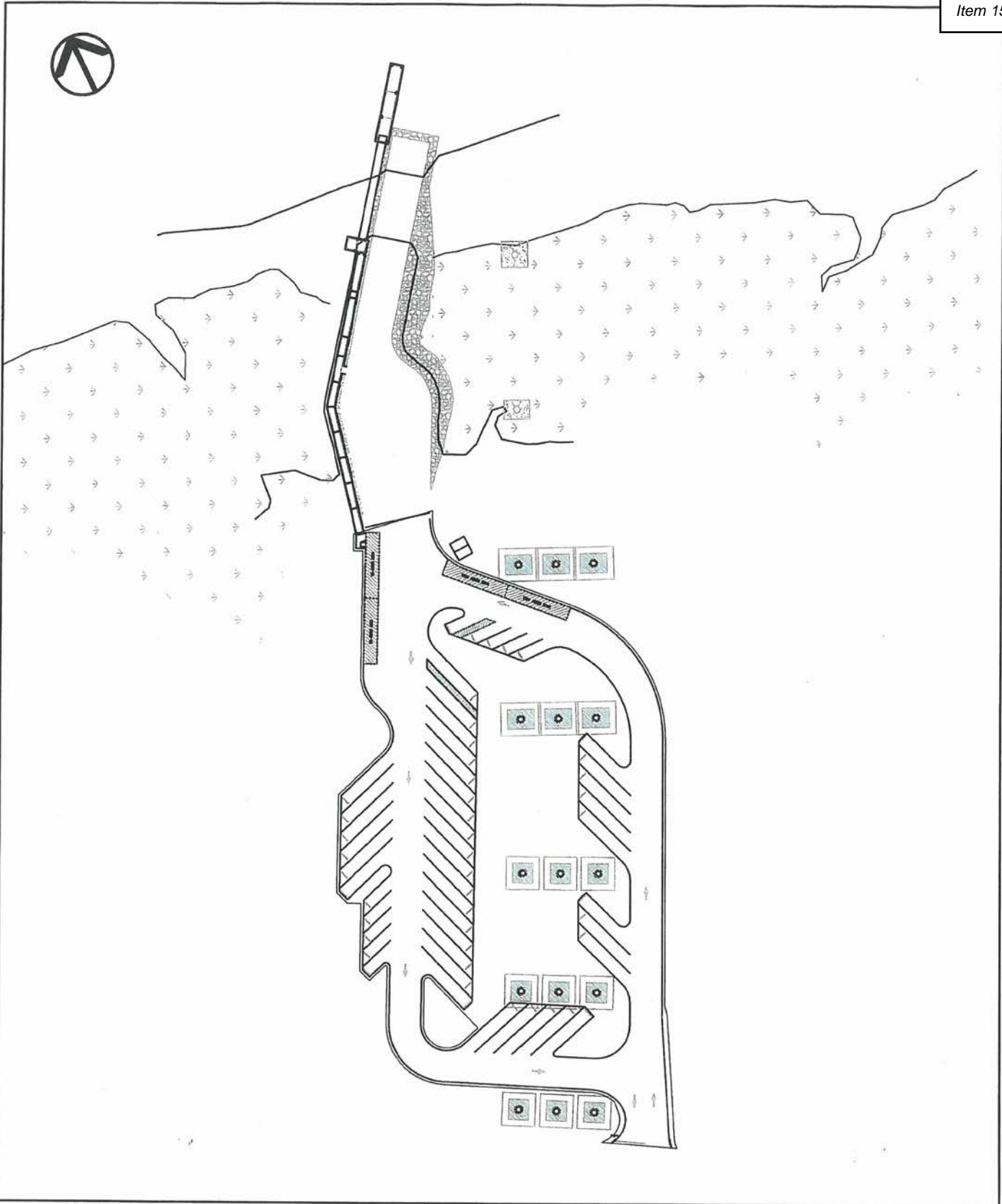




Zande-Jon Guerry Taylor, P.E., Inc.

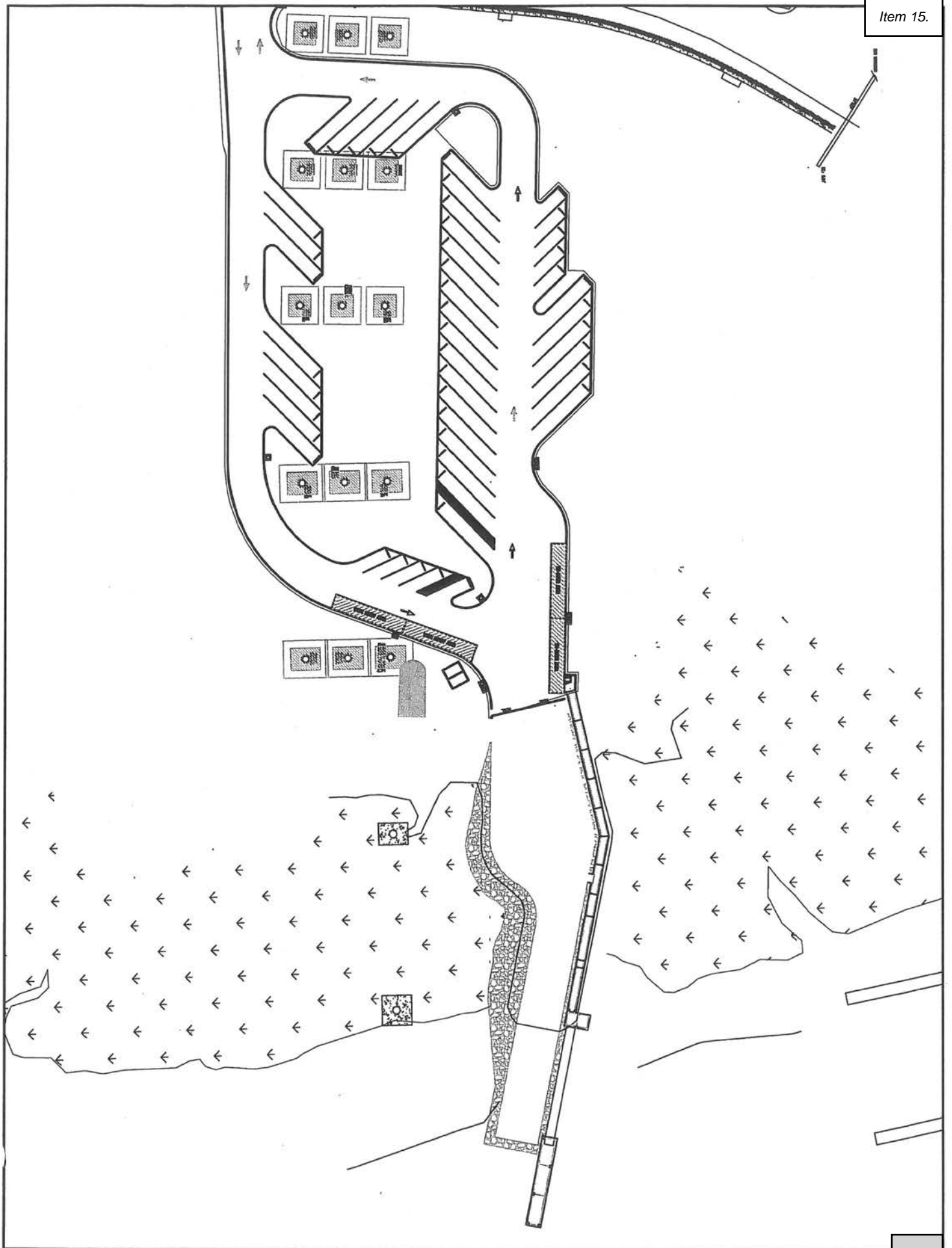
CROSS ISLAND BOAT LANDING





Zande-Jon Guerry Taylor, P.E., Inc.
P.O. Box 1082, Mt. Pleasant, SC 29465 USA
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CROSS ISLAND
PUBLIC BOAT LANDING



Zande-Jon Guerry Taylor, P.E., Inc.

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *C.C. Haigh Jr. – 07025
(Pinckney Island)*

WATERWAY: *Mackays Creek*

I. SITE NARRATIVE

C.C. Haigh is one of the best known facilities in the county. It is a frequently used ramp due to its large parking lot, excellent ramp, location within the road network of Beaufort County, proximity to Hilton Head, and water access. It currently suffers from a lack of floating service docks, which are crucial in a fast current area like this. The floating dock on the North side of the fixed pier is too close to the boat launching area and there are conflicts between boaters launching from the boat ramp, and people fishing and crabbing from the floating dock. The site has no accommodations for handicapped access.

Site Recommendation: Upgrade to meet the current standards and projected user demands.

II. ENTRANCE ROAD AND PARKING AREA

- 1. Add an acceleration/deceleration lane to the highway to improve safety while entering and existing the boat landing facility.*
- 2. Delineate parking with concrete bumpers.*
- 3. Pave barrier-free handicap parking area with concrete sidewalks.*
- 4. Repair timber bollards and cables.*

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lane, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walkways as required by site facilities.

V. BOAT LAUNCHING RAMP

- 1. Monitor cracks in paved ramp.*
- 2. Rebuild ramp and expand the existing ramp to 3 lanes in next major improvement cycle.*

VI. BOARDING DOCK

Provide a minimum of 1 aluminum groundout floating courtesy dock.

VII. RESTROOMS

Provide a concrete pad for portable restrooms that can be used by both the fishing pier and ramp facility.

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Add a floating fishing dock on the south side of fixed pier.*

IX. SITE DRAINAGE

Install a drainage system that meets county standards.

Zande-Jon Guerry Taylor, P.E., Inc.**X. FISHING AREA**

Remove fishing dock and inadequate gangway on north side of fixed access pier and add a dock to the existing dock on the south side. Replace missing pile guide on existing fishing dock.

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

None – there are currently too many water related activities at this site. There is adequate parking for expansion of the land facilities.

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Remove old floating dock and gangway; it is currently in a dangerous condition.*
2. *Add a groundout floating dock on the south side of launching ramp.*
3. *Repair bollard and cables*
4. *Add concrete handicapped parking and walkway to new dock.*
5. *At low tide evaluate timber piles on 3-pile dolphin (limnora damage).*
6. *Replace tread plate at bottom of gangway on the south side.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 21JUL06, Evaluator MWK SITE NAME AND DNR ATLAS NO. CC Haigh 07025WATERBODY Mackay Creek BASIN Calibogue SoundLATITUDE N 32.13'42.1" LONGITUTDE W 80.47'14.3"**GENERAL INFORMATION**Site Acreage: 6.4, Wooded Acreage .25, Wetlands- Estimated.Acreage .3Observed Conditions: Depth 10', Width 1500', Current Swift, Flooding NoneNearest Water Gauge Station: #8669133 Skull Creek SouthAccess Road Highway 278, Condition GoodEstimated Number of Parking Spaces: 90, Paved 0, Unpaved 90A. Number Designated for BR Parking 65, Barrier Free 0, Vehicle 25B. No. BR Users in parking area 20, In State 15, Out of state 5B. Potential for expansion Wooded land on side and at back of boat ramp parking.**IV. BOAT LAUNCHING RAMP**1. Number of lanes 2 Width of Ramp 30' total, Condition Rough concrete with significant wear & cracks.2. Material Type: Concrete X Asphalt _____ Dirt _____ Other _____
If Concrete, Type of Finish: Grooved _____ Raked _____ Smooth _____ Rough X3. Dock/Pier/Gangway description and condition 5'8" Gangway good condition
3'6" Gangway not safe at all. Very steep at low tide and it has flemsy handrails.3. Safety Issues rough concrete and no lightingV. **REST ROOMS AND TRASH:** Type of Rest Rooms None, Trash Facilities 4x55 gallon drum**BR FISHING AREA** Type: Bank _____ Dock/Pier X Other _____No. of Boaters at ramp 1, No. Interviewed 1, Interview attached (already completed)**Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.**

Floating dock needs repair immediately. Please see notes on back of hand assesment. No map.



Zande-Jon Guerry Taylor, P.E., Inc.

#07025

C.C. Haigh Jr.



- Boat Landings
- Roads
- Parcel Lines

100 0 100 200 300 400 500 600 Feet



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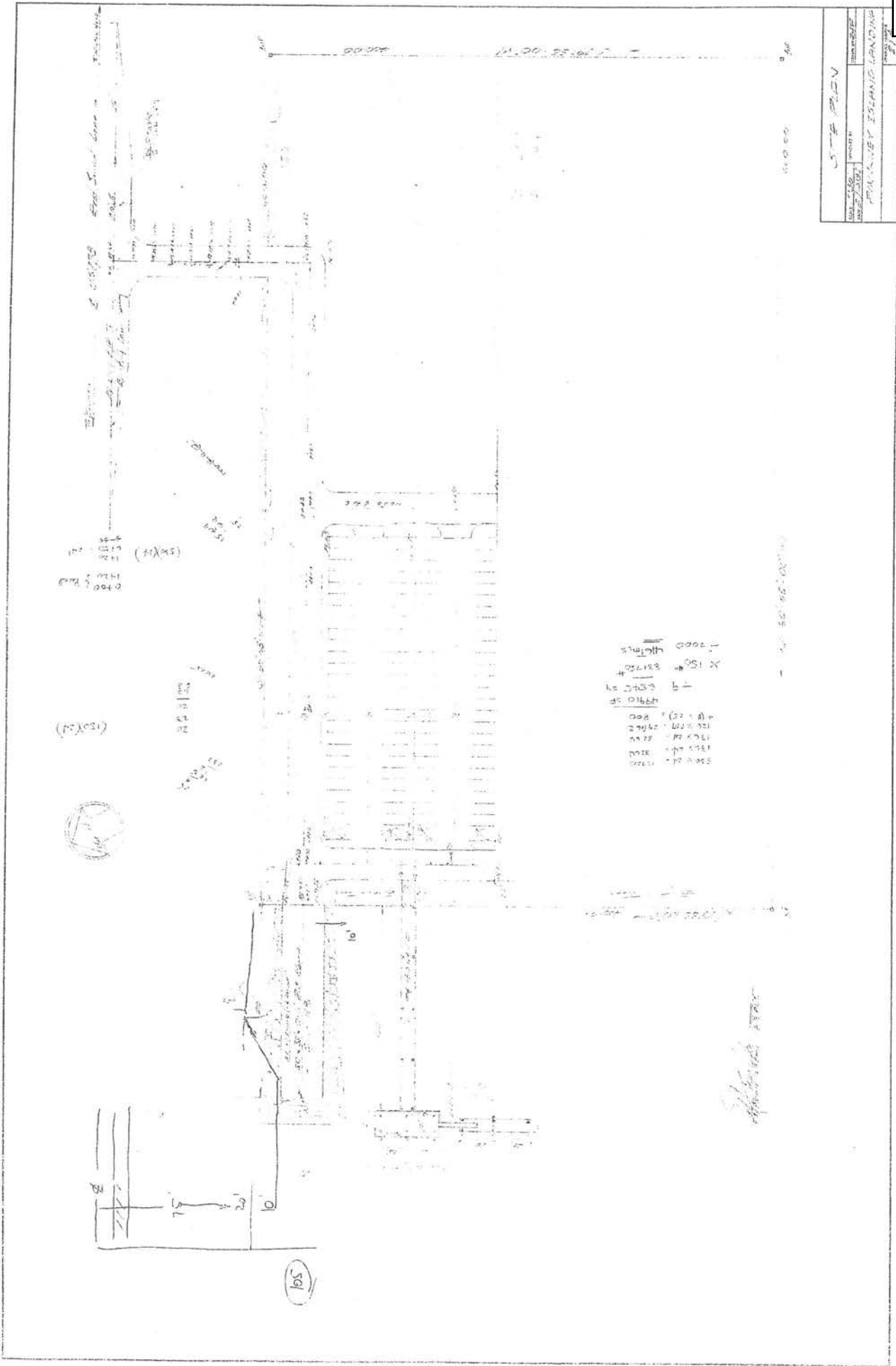




Zande-Jon Guerry Taylor, P.E., Inc.

CC HAIGH BOAT LANDING: #07025





DATE	1/10/78	PROJECT	100' 10'
DRAWN BY	J.P.	CHECKED BY	J.P.
PENNY ISLAND LANDING			
SHEET NO. 1			

1	100	X	0
2	100	X	0
3	100	X	0
4	100	X	0
5	100	X	0
6	100	X	0
7	100	X	0
8	100	X	0
9	100	X	0
10	100	X	0

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Butch's Island – 07019*

WATERWAY: *Wards Creek*

I. SITE NARRATIVE

Butch's Island is frequently used by both recreational boaters and commercial fishermen. The ramp serves as one of Beaufort County's few ocean access facilities. However the creek suffers from silting, leading to navigation problems at low water. The bridge to Hunting Island restricts the use to those boats able to pass under it, or willing to wait for a bridge opening. The site is heavily endowed with Oak and Palmetto trees.

II. ENTRANCE ROAD AND PARKING AREA

- 1. No improvement required on the entrance road.*
- 2. Design and maintain the highest possible parking density since we have only the island available for parking.*
- 3. Delineate parking with concrete bumpers.*

III. MAKE-READY/TIE DOWN AREA

Signage for make-ready and tie-down areas in new lot.

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walkways as required for site facilities.

V. BOAT LAUNCHING RAMP

Provide a new 2 lane concrete launching ramp.

VI. BOARDING DOCK

None required at this time – Creek width does not support further extension into the channel. Label the area as non-accessible for handicapped boaters.

VII. RESTROOMS

--

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Provide site lighting as required.*
- 3. Regulation signage as required by SCDNR.*
- 4. Provide site signage.*
- 5. Utilize existing oak and palmetto trees in new layout, move if required.*

IX. SITE DRAINAGE

Improve and provide a drainage system to county standards.

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Provide a new 2 lane concrete launching ramp.*
2. *Add signage to delineate parking and tie-down areas.*
3. *Improve site lighting.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 11AUG06 , Evaluator MWK SITE NAME AND DNR ATLAS NO. Butch's Island 07019

WATERBODY Ward's Creek BASIN St. Helena Sound

LATITUDE N 32.24'29.9" LONGITUTDE W 80.28'1.8"

GENERAL INFORMATION

Site Acreage: 1.5 , Wooded Acreage .1 , Wetlands- Estimated.Acreage .2

Observed Conditions: Depth 3' , Width 40' , Current Slow , Flooding _____

Nearest Water Gauge Station: #8668146 Harbor River Bridge

Access Road Butch's Road , Condition Gravel/Good

Estimated Number of Parking Spaces: 20 , Paved 0 , Unpaved 20

A. Number Designated for BR Parking 0 , Barrier Free 0 , Vehicle 0

B. No. BR Users in parking area 2 , In State 1 , Out of state 1

B. Potential for expansion No, marsh on both sides.

IV. BOAT LAUNCHING RAMP

1. Number of lanes 1 Width of Ramp 20' , Condition Ramp appears solid, but very rough. There are cracks, bumps and gouges in the surface.

2. Material Type: Concrete x Asphalt _____ Dirt _____ Other _____

If Concrete, Type of Finish: Grooved _____ Raked _____ Smooth _____ Rough x

3. Dock/Pier/Gangway description and condition None

3. Safety Issues Rough parking area & boat ramp. No lighting.

V. **REST ROOMS AND TRASH:** Type of Rest Rooms 0 , Trash Facilities 1 drum

BR FISHING AREA Type: Bank x Dock/Pier _____ Other _____

No. of Boaters at ramp 0 , No. Interviewed 0 , Interview attached _____

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

A lot of litter around boat ramp and parking area.
At low tide access is limited to very small boats.



Zande-Jon Guerry Taylor, P.E., Inc.

#07019

Butchs Island



- Boat Landings
- Roads
- ▭ Parcel Lines



Prepared by Beaufort County GIS Department

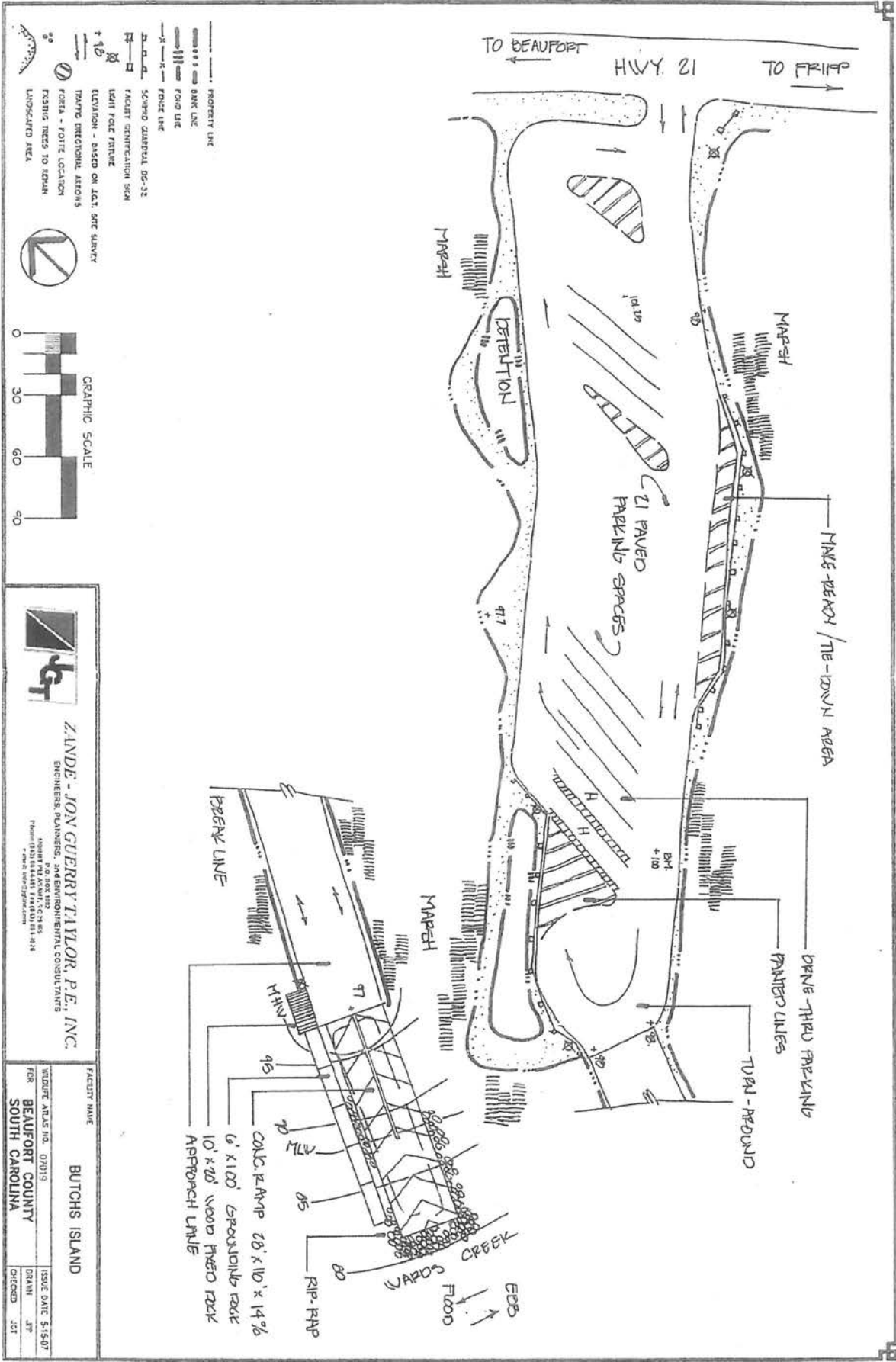




Zande-Jon Guerry Taylor, P.E., Inc.

BUTCHS ISLAND BOAT LANDING: #07019





**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Buckingham – 07017*

WATERWAY: *Mackay Creek*

I. SITE NARRATIVE

Buckingham is a small facility built out into an area of the state oyster grounds. It is used for small fishing and hunting boats, kayaks and small commercial fishermen. C.C. Haigh boat ramp is located across MacKay Creek from this facility. This fact coupled with the sensitivity of the shellfish grounds demands that improvements do not expand the use of the ramp. A proposed restaurant on the adjacent site may cause conflicts with parking and boater circulation.

Site Recommendation: Continue to maintain parking area.

II. ENTRANCE ROAD AND PARKING AREA

- 1. No improvement required on entrance road.*
- 2. Stabilize the parking lot and delineate parking with concrete bumpers.*

III. MAKE-READY/TIE DOWN AREA

--

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walkways as required by site facility.

V. BOAT LAUNCHING RAMP

No improvement recommended.

VI. BOARDING DOCK

--

VII. RESTROOMS

--

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Control interaction with proposed restaurant.*
- 3. Consider encouraging kayaks at this location, though it has limited parking.*
- 4. Repair site lighting as required.*
- 5. Regulation signage as required by SCDNR.*

IX. SITE DRAINAGE

No improvements recommended.

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

1. *Kayaks*
2. *Investigate funding as a "Historical Site."*

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Stabilize and maintain parking lot.*
2. *Assert prescriptive rights of access.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 21JUL06, **Evaluator** MWK **SITE NAME AND DNR ATLAS NO.** Buckingham 07017

WATERBODY Mackay Creek **BASIN** Calibogue Sound

LATITUDE N 32.13'49.7" **LONGITUTDE** W 80.47'58.3"

GENERAL INFORMATION

Site Acreage: .5, Wooded Acreage 0, Wetlands- Estimated.Acreage 1500 sqft

Observed Conditions: Depth +4', Width 200', Current MOD, Flooding None

Nearest Water Gauge Station: #8669133 Skull Creek South

Access Road Fording Island Rd. Ext., Condition Fair/Paved

Estimated Number of Parking Spaces: 7, Paved 0, Unpaved 7

A. Number Designated for BR Parking 0, Barrier Free 0, Vehicle 0

B. No. BR Users in parking area 2, In State 2, Out of state 0

B. Potential for expansion None

IV. BOAT LAUNCHING RAMP

1. Number of lanes 1 Width of Ramp 19'8", Condition Rough concrete with significant cracks and very worn.

2. Material Type: Concrete X Asphalt Dirt Other

If Concrete, Type of Finish: Grooved Raked Smooth Rough X

3. Dock/Pier/Gangway description and condition None

3. Safety Issues No lighting, no patrol, and difficult navigation.

V. **REST ROOMS AND TRASH:** Type of Rest Rooms No, Trash Facilities 2x55 gallon drum

BR FISHING AREA Type: Bank X Dock/Pier Other

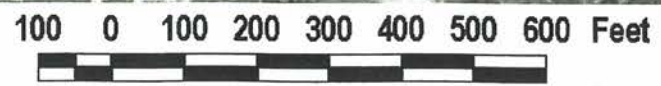
No. of Boaters at ramp 0, No. Interviewed 0, Interview attached

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

There is loose gravel and some small pot hole in parking area.



- Boat Landings
- Roads
- ▭ Parcel Lines



Prepared by Beaufort County GIS Department

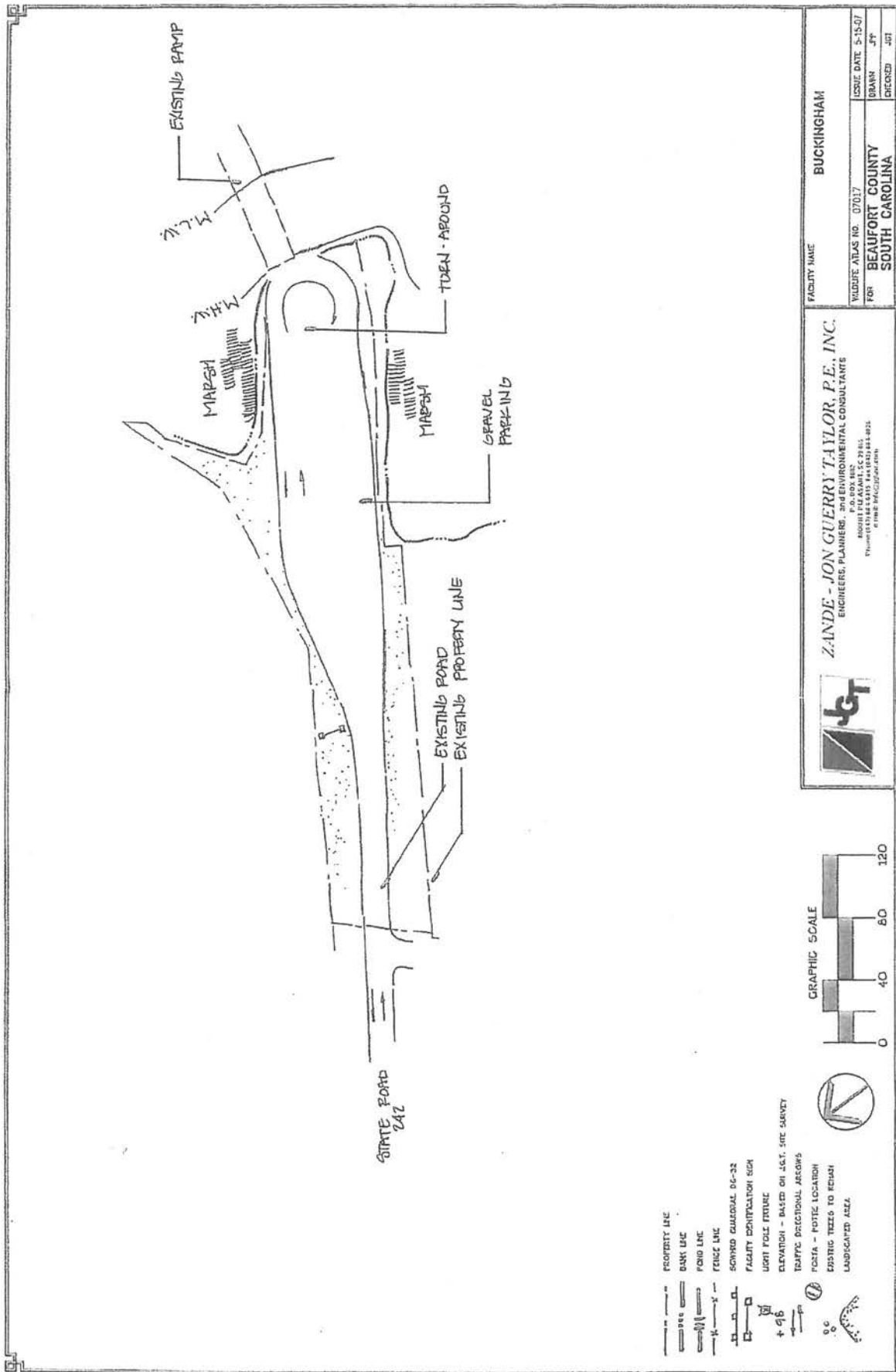




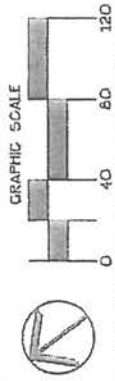
Zande-Jon Guerry Taylor, P.E., Inc.

BUCKINGHAM BOAT LANDING: #07017





- PROPERTY LINE
- DARK LINE
- ROAD LINE
- FENCE LINE
- SHOWED CIRCULAR 05-32
- FACILITY IDENTIFICATION SIGN
- LIGHT POLE FEATURE
- ELEVATION - BASED ON 1987 SITE SURVEY
- TRAFFIC DIRECTIONAL ARROWS
- POSSA - POLE LOCATION
- EXISTING TREES TO REMAIN
- LANDSCAPED AREA



ZANDE - JON GUERRY TAYLOR, P.E., INC.
 ENGINEERS, PLANNERS - 3RD ENVIRONMENTAL CONSULTANTS
 4000 WESTHARLEYS 444 (910) 484-8925
 OFFICE: 7601000000

FACILITY NAME		BUCKINGHAM	
VALDUE ATLAS NO.	07017	ISSUE DATE	5-15-07
FOR	BEAUFORT COUNTY SOUTH CAROLINA	DRAWN	JPT
		CHECKED	JPT

Zande-Jon Guerry Taylor, P.E., Inc.

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Broad River – 07005*

WATERWAY: *Broad River*

I. SITE NARRATIVE

Broad River is one of the County's most popular and frequently used ramps. The popularity is due to its road location and excellent access to the Broad River. The annual cobia run and shrimp baiting season contribute to very frequent use. The facilities are not currently designed to accommodate these intensive activities and as such require upgrades. The boat ramp has been shut down for all but high tide access as dangerously shallow depths cause grounding of boats at low tide. The boat ramp has been redesigned and is currently out for permitting.

Site Recommendation: Upgrade to meet the current standards and projected demand. Integrate fishing pier parking.

II. ENTRANCE ROAD AND PARKING AREA

The entrance road is paved and in good condition

III. MAKE-READY/TIE DOWN AREA

There are no delineated areas

IV. PEDESTRIAN WALKWAYS

Through the parking area

V. BOAT LAUNCHING RAMP

The launching ramp is concrete and in poor condition. The slope of the ramp is too shallow. The creek has silted in and makes the ramp useable only at high tide

VI. BOARDING DOCK

none

VII. RESTROOMS

none

VIII. AMENITIES

none

IX. SITE DRAINAGE

adequate

X. FISHING AREA

The portion of the old Hwy 170 has been refurbished as a fishing pier

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Obtain permit for maintenance dredging.*
2. *Dredge channel to improve deep-water access.*
3. *Provide a two-lane concrete launching ramp.*
4. *Provide courtesy dock.*
5. *Use concrete bumpers to delineate parking spaces for boaters.*
6. *Improve site lighting.*
7. *Install Signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."*
8. *Provide permanent or portable restrooms on a continuing basis*
9. *Keep trash receptacles available for the boating public.*
10. *Plan fishing pier and boat ramp parking to avoid conflicts.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 21JUL06, **Evaluator** MWK **SITE NAME AND DNR ATLAS NO.** Broad River 07005

WATERBODY Broad River **BASIN** Port Royal Sound

LATITUDE N 32.23'29.7" **LONGITUTDE** W 80.46'32.5"

GENERAL INFORMATION

Site Acreage: 2.5, Wooded Acreage 0, Wetlands- Estimated.Acreage .1

Observed Conditions: Depth 5'+, Width 100', Current Swift, Flooding None

Nearest Water Gauge Station: #8668223 Broad River Bridge

Access Road HWY 170, Condition Major road

Estimated Number of Parking Spaces: 85, Paved 25, Unpaved 60

A. Number Designated for BR Parking 20, Barrier Free 5, Vehicle 10

B. No. BR Users in parking area 2, In State 2, Out of state

B. Potential for expansion No, marsh on both sides of site.

IV. BOAT LAUNCHING RAMP

1. Number of lanes 2 Width of Ramp 36' total, Condition Good/Paved: cracked concrete with large cracks; some erosion and scour arond ramp areas.

2. Material Type: Concrete Asphalt Dirt Other
 If Concrete, Type of Finish: Grooved Raked Smooth Rough

3. Dock/Pier/Gangway description and condition There is a fishing pier on site that has been closed. The old bridge is also used as a fishing pier.

3. Safety Issues No lighting, broken concrete on ramp.

V. **REST ROOMS AND TRASH:** Type of Rest Rooms 0, Trash Facilities 2x55 gallon drum

BR FISHING AREA Type: Bank Dock/Pier Other

No. of Boaters at ramp 1, No. Interviewed 1, Interview attached Yes

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.



Zande-Jon Guerry Taylor, P.E., Inc.

#07005

Broad River Landing/Pier



- Boat Landings
- Roads
- Parcel Lines

100 0 100 200 300 400 500 600 Feet

Prepared by Beaufort County GIS Department





Zande-Jon Guerry Taylor, P.E., Inc.

BROAD RIVER BOAT LANDING: #07005



**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Broad Creek – 07016
(Marsh Landing)*

WATERWAY: *Broad Creek*

I. SITE NARRATIVE

Broad Creek is a primitive facility on Hilton Head, having a small dirt parking lot and single stone-launching ramp. The facilities' location on Broad Creek suffers from an existing no-wake zone occurring along 80% of the creek from the facility to Calibogue Sound. This no-wake zone extends the time it takes to get to the ocean making this a less than desirable facility for motorboats; however, it is desirable for kayak and canoe access.

Site Recommendation: Expand site to meet additional parking as required.

II. ENTRANCE ROAD AND PARKING AREA

- 1. Acquire land adjacent to site for additional parking.*
- 2. Place a barrier between this facility and the adjacent restaurant parking lot.*

III. MAKE-READY/TIE DOWN AREA

--

IV. PEDESTRIAN WALKWAYS

Provide barrier-free parking and walkways as required by ADA.

V. BOAT LAUNCHING RAMP

Provide a 1-lane concrete launching ramp if continued motorized boating access is required; emergency and rescue units.

VI. BOARDING DOCK

--

VII. RESTROOMS

Two portable restrooms existing on site.

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Provide site lighting.*

IX. SITE DRAINAGE

--

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

Kayak and Canoe access.

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Provide a 1-lane concrete launching ramp for emergency personnel.*

2. *Expand parking*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 21JUL06, **Evaluator** MWK **SITE NAME AND DNR ATLAS NO.** Broad Creek 07016

WATERBODY Broad Creek **BASIN** Calibogue Sound

LATITUDE N 32.10'35.2" **LONGITUTDE** W 80.46'14.4"

GENERAL INFORMATION

Site Acreage: 1.5, Wooded Acreage NA, Wetlands- Estimated.Acreage .2

Observed Conditions: Depth +4', Width 150', Current MOD, Flooding None

Nearest Water Gauge Station: #8669338 Broad Creek

Access Road Marshland Road, Condition Good/Dirt

Estimated Number of Parking Spaces: 44, Paved 0, Unpaved 44

A. Number Designated for BR Parking 44, Barrier Free 0, Vehicle 34

B. No. BR Users in parking area 10+, In State 0, Out of state 6

B. Potential for expansion None, bound by private property.

IV. BOAT LAUNCHING RAMP

1. Number of lanes 2 Width of Ramp +22', Condition Rough gravel.

2. Material Type: Concrete _____ Asphalt _____ Dirt _____ Other Gravel

If Concrete, Type of Finish: Grooved _____ Raked _____ Smooth _____ Rough X

3. Dock/Pier/Gangway description and condition NA

3. Safety Issues No lighting, Rough gravel in parking area & launching area

V. REST ROOMS AND TRASH: Type of Rest Rooms 2 pp, Trash Facilities 55 gallon drum

BR FISHING AREA Type: Bank X Dock/Pier _____ Other Gravel

No. of Boaters at ramp 0, No. Interviewed 0, Interview attached 0

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

Mostly used by kayakers; kayak tour groups. County employees say that sometimes boaters get irritated by kayakers getting in their way.



Zande-Jon Guerry Taylor, P.E., Inc.

#07016

(MARSH LANDING) **Broad Creek**



- Boat Landings
- Roads
- ▭ Parcel Lines

100 0 100 200 300 400 500 600 Feet



Prepared by Beaufort County GIS Department





Zande-Jon Guerry Taylor, P.E., Inc.

BROAD CREEK (MARSH) BOAT LANDING: #07016



Zande-Jon Guerry Taylor, P.E., Inc.

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Brickyard – 07008*

WATERWAY: *Brickyard Creek*

I. SITE NARRATIVE

Brickyard is a facility serving the upper part of Lady's Island. The ramp is used for fishing and shrimping by the local neighborhood. The surrounding residential area hampers the expansion of the facility.

Site Recommendation: Currently being redesigned

II. ENTRANCE ROAD AND PARKING AREA

- 1. No improvement required to entrance road.*
- 2. Expand existing right of way by 20' and provide parking along road.*

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide barrier-free walkways as required by site facilities.

V. BOAT LAUNCHING RAMP

Provide a new 2-lane concrete launching ramp.

VI. BOARDING DOCK

Provide 1 groundout floating courtesy dock.

VII. RESTROOMS

--

VIII. AMENITIES

- 1. Institute a "pack-it-in, pack-it-out" program.*
- 2. Provide directional site signage from main road.*
- 3. Provide regulation signage as required by SCDNR.*
- 4. Improve site lighting as required.*

IX. SITE DRAINAGE

Improve and provide a drainage system that meets county standards.

X. FISHING AREA

--

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

--

Zande-Jon Guerry Taylor, P.E., Inc.

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Obtain land ownership or a lease with a plat.*
2. *Provide a 2- lane concrete launching ramp.*
3. *Provide a courtesy dock.*
4. *Stabilize parking.*
5. *Provide directional signage from main road.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 08SEP06 , Evaluator MWK SITE NAME AND DNR ATLAS NO. Brickyard 07008

WATERBODY Brickyard Creek BASIN St. Helena Sound

LATITUDE N 32.30'3.5" LONGITUTDE W 80.40'42.2"

GENERAL INFORMATION

Site Acreage: .65 , Wooded Acreage 0 , Wetlands- Estimated.Acreage .01

Observed Conditions: Depth 4' , Width 800' , Current MOD. , Flooding Yes, Parking Lot

Nearest Water Gauge Station: #8667733 Sams Point, Lucy Point Creek

Access Road Brickyard Point Road , Condition Good/Paved

Estimated Number of Parking Spaces: 20 , Paved 0 , Unpaved 20

- A. Number Designated for BR Parking 0 , Barrier Free 0 , Vehicle 0
- B. No. BR Users in parking area 2 , In State 1 , Out of state 1
- C. Potential for expansion Possible for additional parking on vacant adjacent property.

IV. BOAT LAUNCHING RAMP

1. Number of lanes 1 Width of Ramp 18' , Condition Very rough with eroded concrete and cracks.

2. Material Type: Concrete X Asphalt _____ Dirt _____ Other _____
If Concrete, Type of Finish: Grooved _____ Raked _____ Smooth _____ Rough X

3. Dock/Pier/Gangway description and condition None

4. Safety Issues Ramp is very rough.

V. **REST ROOMS AND TRASH:** Type of Rest Rooms 0 , Trash Facilities 1 drum

BR FISHING AREA Type: Bank X Dock/Pier _____ Other _____

No. of Boaters at ramp 0 , No. Interviewed 0 , Interview attached NA

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.



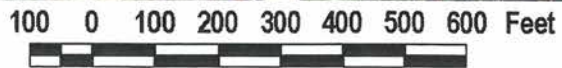
Zande-Jon Guerry Taylor, P.E., Inc.

#07008

Brickyard



- Boat Landings
- Roads
- Parcel Lines



Prepared by Beaufort County GIS Department

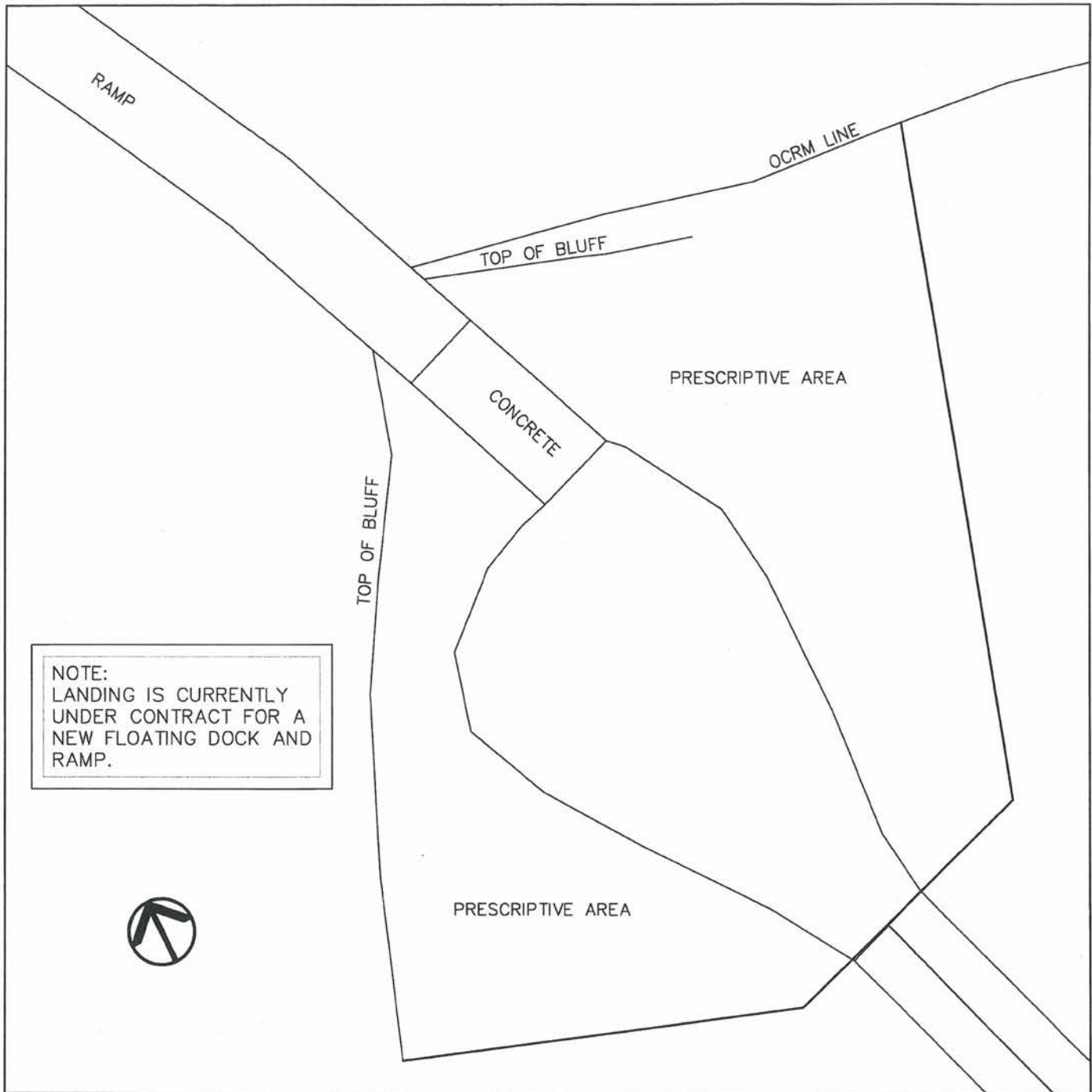




Zande-Jon Guerry Taylor, P.E., Inc.

BRICKYARD CREEK BOAT LANDING: #07008





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Fax: 843-884-4026
www.jgtinc.com

**BRICKYARD
PUBLIC BOAT LANDING**

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Alljoy – 07015*

WATERWAY: *May River*

I. SITE NARRATIVE

Alljoy is a popular ramp with locals and tourist. It was last upgraded in 1996. The ramp is used for fishing, hunting, shrimping and as a commuting location for Daufuskie Island. The ramp is located in a residential area and the site is surrounded by salt water. Off-site parking should be acquired to help to meet traffic and circulation problems on this site.

Site Recommendation: Expand site to meet projected user demand.

II. ENTRANCE ROAD AND PARKING AREA

1. *Pave a 30' strip adjacent to paved road.*
2. *Maintain weak spots in gravel.*
3. *Consider removal of trees to maximize parking.*
4. *Acquire 1-2 acres for additional parking spaces.*
5. *Use concrete bumpers to delineate parking.*
6. *Move vehicle parking to the rear.*

III. MAKE-READY/TIE DOWN AREA

Install signage: "Make ready boats before entering launch, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

Provide paved barrier-free parking area and paved walkway.

V. BOAT LAUNCHING RAMP

Monitor cracks in concrete ramp.

VI. BOARDING DOCK

Maintain existing docks and make repairs to cleats, rub-rail, pile guides, and decking as needed.

VII. RESTROOMS

1. *Provide portable restrooms for events and heavy use periods.*
2. *Build concrete pad and walkway for portable restrooms.*

VIII. AMENITIES

1. *Institute a "pack-it-in, pack-it-out" program.*
2. *Consider the elimination of fishing and crabbing on docks during high boat use periods.*
3. *Provide directional signage from main road.*

IX. SITE DRAINAGE

Monitor site drainage and improve system to meet county standards.

X. FISHING AREA

Conflicts with crabbers and boaters occur – boaters should have unimpeded use of docks.

XI. ADDITIONAL RECREATIONAL USE OPPORTUNITIES

This facility is used as access point for under water river diving.

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Monitor damage to floating dock and pile – replace as required.*
2. *Add parking through additional land purchase.*
3. *Provide a concrete barrier-free parking with a concrete walkway to ramp.*
4. *Add a concrete pad and walkway for portable restrooms.*
5. *Consider moving floating dock westward in conjunction with a new fixed pier over the marsh. This could make room for another concrete lane that would allow quicker “in and out” and could possibly take some pressure off restricted parking at the site.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 21JUL06 , Evaluator MWK SITE NAME AND DNR ATLAS NO. Alljoy 07015

WATERBODY May River BASIN Calibogue

LATITUDE N 32.12'52.8" LONGITUDE W 80.50'50.1"

GENERAL INFORMATION

Site Acreage: 1 , Wooded Acreage 0 , Wetlands- Estimated.Acreage .01

Observed Conditions: Depth 8' , Width 1500' , Current Fast , Flooding None

Nearest Water Gauge Station: #8669133 Skull Creek South

Access Road Alljoy Road , Condition Fair/Poor

Estimated Number of Parking Spaces: 24 , Paved X , Unpaved 24

A. Number Designated for BR Parking 16 , Barrier Free 0 , Vehicle 8

B. No. BR Users in parking area 15 , In State 12 , Out of state 3

B. Potential for expansion No, bound by private property.

IV. BOAT LAUNCHING RAMP

1. Number of lanes 2 Width of Ramp 14' x 2 , Condition Very rough. Grooves
are very worn.

2. Material Type: Concrete X Asphalt _____ Dirt _____ Other X
If Concrete, Type of Finish: Grooved X Raked _____ Smooth _____ Rough _____

3. Dock/Pier/Gangway description and condition 8'4" x 130' 2x Fendering worn. 8 broken
cleats. 9 timber piles, outermost piles are severely worn.

3. Safety Issues _____

V. **REST ROOMS AND TRASH:** Type of Rest Rooms X , Trash Facilities
X

BR FISHING AREA Type: Bank X Dock/Pier X Other X

No. of Boaters at ramp X , No. Interviewed X , Interview attached X

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

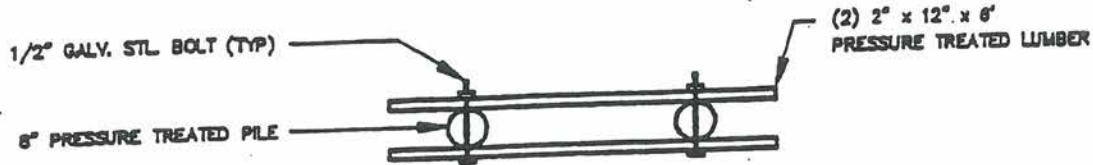


Zande-Jon Guerry Taylor, P.E., Inc.

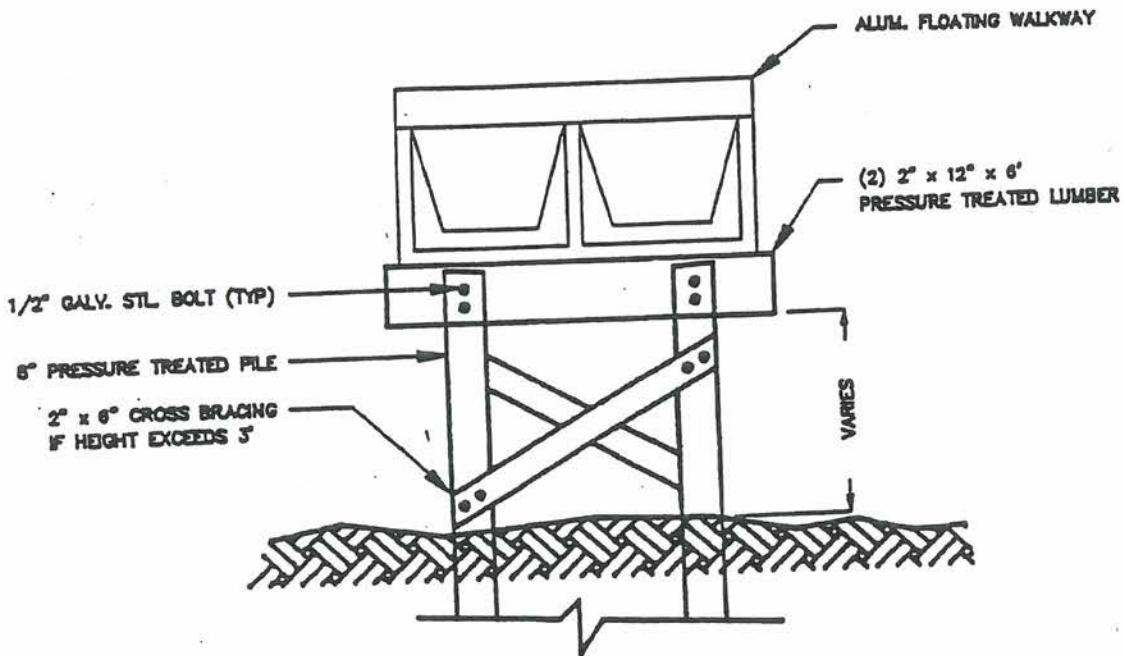
ALLJOY BOAT LANDING: #07015



SEE SPECIAL CONDITION(S)



PLAN VIEW



ELEVATION

WALKWAY SUPPORT DETAIL NTS

PURPOSE: FLOATING WALKWAY FOR
SAFER AND EASIER ACCESS

DATUM: MEAN LOW WATER

ADJACENT PROPERTY OWNERS:
1) BETTY BAUGHMAN
2) MARTHA CRAPSE

PROPOSED FLOATING WALKWAY

ON MAY RIVER
AT: ALLJOY BOAT LANDING

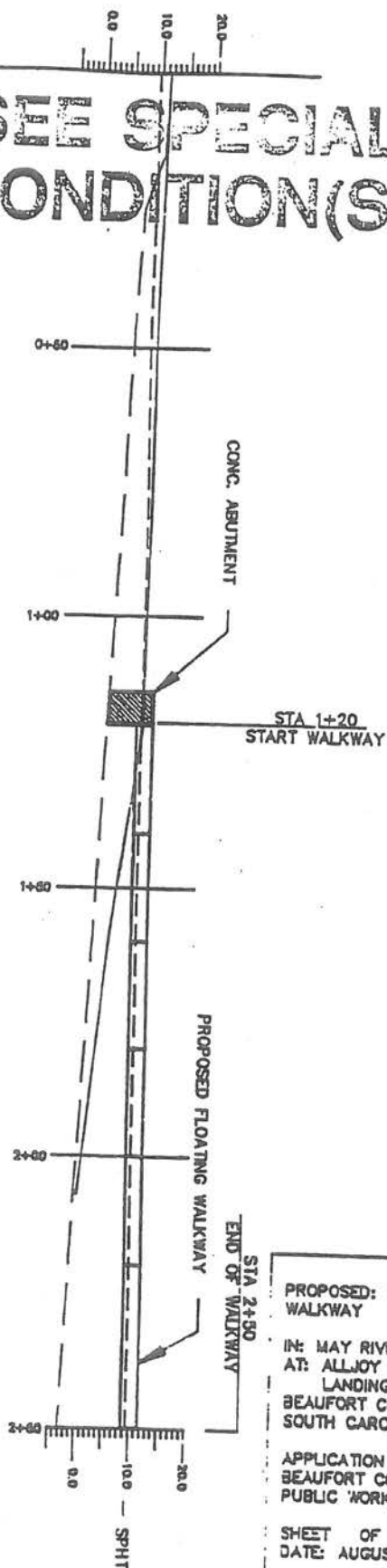
APPLICATION BY:
BEAUFORT COUNTY PUBLIC WORKS

SHEET OF

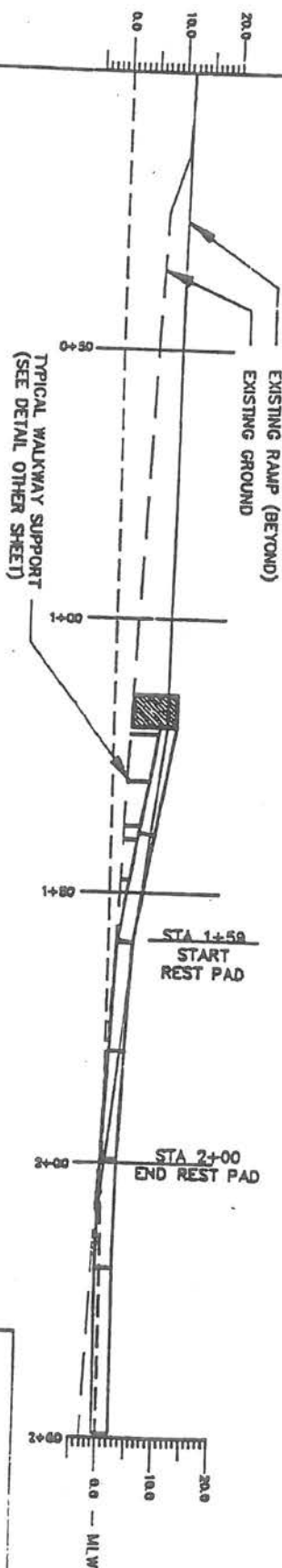
DATE: AUGUST 1, 1991

**SEE SPECIAL
CONDITION(S)**

SPRING HIGH TIDE PROFILE
SCALE 1"=30'-0"



LOW TIDE PROFILE
SCALE 1"=30'-0"



- NOTES:
- 1) ALL ELEVATIONS ARE MEAN LOW WATER DATUM.
 - 2) TOP OF PILES TO BE AT ELEVATION 20.4.
 - 3) ALL CONCRETE TO BE 3000 psi WITH FIBER REINFORCEMENT.
 - 4) PILES TO BE PLACED AS PER WALKWAY MANUFACTURERS RECOMMENDATIONS.
 - 5) RESTING PAD TO BE 6" CONCRETE LAID ON GRADE FOR HARD LEVEL RAMP RESTING SURFACE. (4.8 CYDS.)

PURPOSE: FLOATING WALKWAY FOR SAFER AND EASIER ACCESS

DATUM: MEAN LOW WATER

ADJACENT PROPERTY OWNERS:

- 1) BETTY BAUGHMAN
- 2) MARTHA CRAPSE

PROPOSED: FLOATING WALKWAY

IN: MAY RIVER
AT: ALLJOY BOAT LANDING
BEAUFORT COUNTY SOUTH CAROLINA

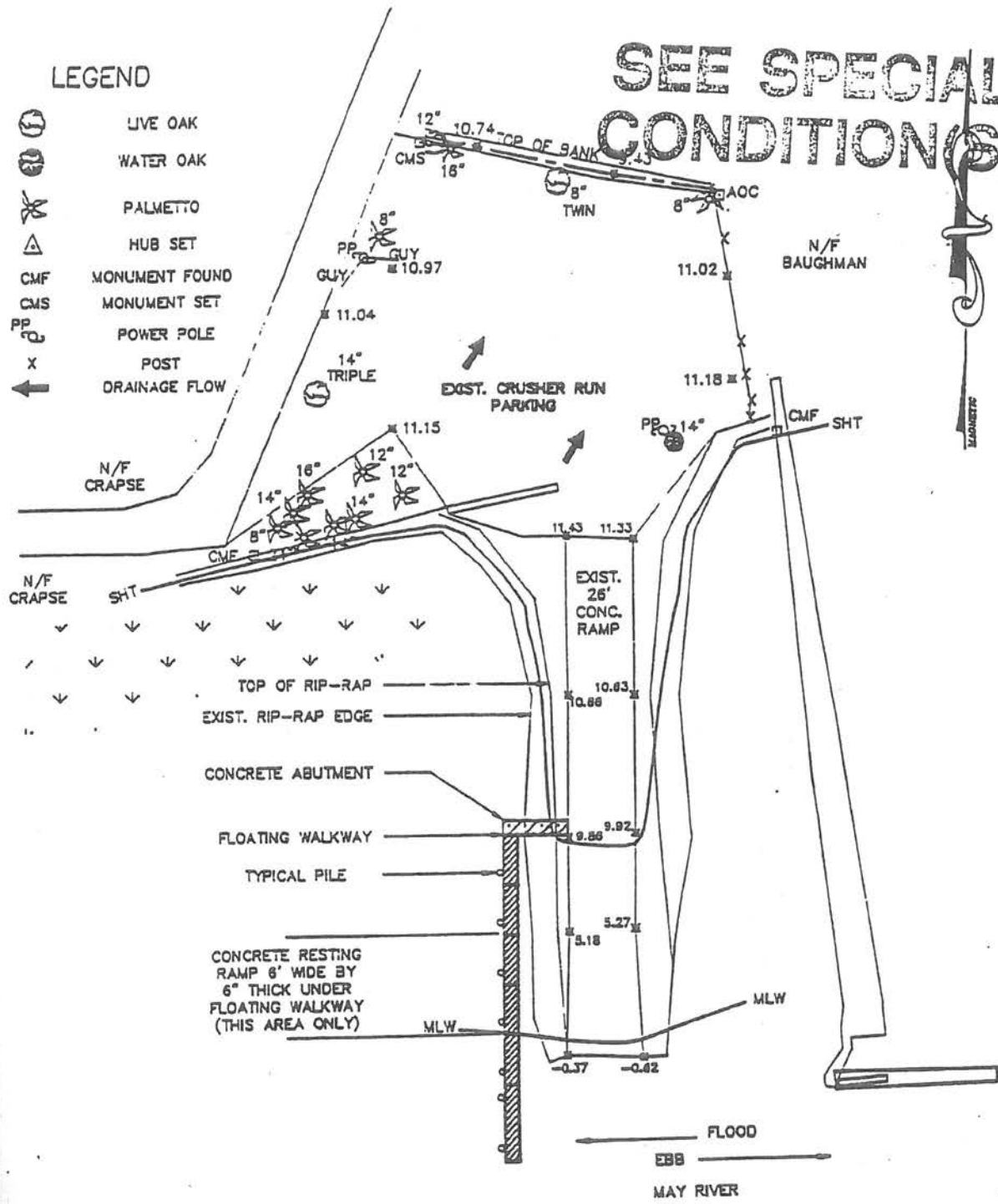
APPLICATION BY: BEAUFORT COUNTY PUBLIC WORKS

SHEET OF _____
DATE: AUGUST 1, 1981

LEGEND

- LIVE OAK
- WATER OAK
- PALMETTO
- HUB SET
- MONUMENT FOUND
- MONUMENT SET
- POWER POLE
- POST
- DRAINAGE FLOW

**SEE SPECIAL
CONDITION(S)**



PURPOSE: FLOATING WALKWAY FOR SAFER AND EASIER ACCESS

DATUM: MEAN LOW WATER

ADJACENT PROPERTY OWNERS:

- 1) BETTY BAUGHMAN
- 2) MARTHA CRAPSE

SITE PLAN
SCALE 1" = 60'-0"

PROPOSED FLOATING WALKWAY

IN: MAY RIVER
AT: ALLJOY BOAT LANDING

APPLICATION BY:
BEAUFORT COUNTY PUBLIC WORKS

SHEET OF

DATE: AUGUST 1, 1991

**BEAUFORT COUNTY
BOATING NEEDS ASSESSMENT
SITE NARRATIVE AND PROPOSED FACILITY IMPROVEMENTS**

SITE NAME & ATLAS NO.: *Wimbee Creek – 07003*

WATERWAY: *Wimbee Creek*

I. SITE NARRATIVE

Wimbee Creek sees heavy use during shrimp and hunting seasons, as well as for recreational fishing. Unfortunately it suffers from a poor reputation for vandalism. Its location in the county and access to the water is excellent and as such should have improved facilities. The existing launch ramp is in good condition for its rural location. Immediate and high profile police patrolling is required to combat the vandalism of this site.

Site Recommendation: Expand parking on site to meet existing demand. Close Briars Creek Road at the boat ramp to control access.

II. ENTRANCE ROAD AND PARKING AREA

1. *Pave gravel entrance road into site. ✓*
2. *Provide parking for fishermen adjacent to fishing pier. ✓*
3. *Keep brush cut back to maintain visibility. ✓*

III. MAKE-READY/TIE DOWN AREA

Install Signage: "Make ready boats before entering launch lanes, pull out of launching lane to tie boat down."

IV. PEDESTRIAN WALKWAYS

--

V. BOAT LAUNCHING RAMP

If use increases and vandalism problem is abated add 1 concrete launching lane to existing 2-lane ramp.

VI. BOARDING DOCK

Provide a grounding aluminum floating courtesy dock. ✓

VII. RESTROOMS

Provide seasonal portable bathrooms as needed.

VIII. AMENITIES

1. *Institute a "pack-it-in, pack-it-out" program.*
2. *Possible nature tours around WMA, NERR and HP.*
3. *Provide site lighting as required.*
4. *Provide directional signage from main road.*

IX. SITE DRAINAGE

Drainage in accordance with county standards.

- X. FISHING AREA**
A fishing pier is located adjacent to the boat ramp site.
- XI. ADDITIONAL RECREATIONAL USE OPPORTUNTIES**
Nature tours around WMA, NERR and HP.

**RECOMMENDED SITE IMPROVEMENTS
LISTED IN ORDER OF PRIORITY FIRST TO LAST**

1. *Close Briars Creek Road at boat ramp end. Consider making it into additional parking.*
2. *Provide site lighting.*
3. *Increase police patrolling.*
4. *Provide courtesy dock.*
5. *Provide directional signage from main road.*
6. *Provide garbage receptacles between boat ramp and fishing pier. Remove if vandalism continues.*
7. *Encourage an "Adopt a Ramp" citizen program at this site.*

Zande-Jon Guerry Taylor, P.E., Inc.

BEAUFORT COUNTY
FIELD BOAT RAMP ASSESSMENT -EVALUATION FORM FOR EXISTING SITES

Date: 15SEP06, Evaluator MWK SITE NAME AND DNR ATLAS NO. Wimbee Creek 07003WATERBODY Wimbee Creek BASIN St. Helena SoundLATITUDE N 32.34'41.1" LONGITUTDE W 80.40'11.6"**GENERAL INFORMATION**Site Acreage: 7.8, Wooded Acreage 0, Wetlands- Estimated.Acreage .01Observed Conditions: Depth 4', Width 400', Current Swift, Flooding NoneNearest Water Gauge Station: #8667199 Wimbee CreekAccess Road Wimbee Creek Road, Condition Dirt/Gravel (rough)Estimated Number of Parking Spaces: 15, Paved 0, Unpaved 15A. Number Designated for BR Parking 0, Barrier Free 0, Vehicle 0B. No. BR Users in parking area 4, In State 4, Out of state 0B. Potential for expansion No**IV. BOAT LAUNCHING RAMP**1. Number of lanes 1 Width of Ramp 20', Condition Very rough & bumpy, but structurally sound.2. Material Type: Concrete X Asphalt _____ Dirt _____ Other Old BridgeIf Concrete, Type of Finish: Grooved _____ Raked _____ Smooth _____ Rough X3. Dock/Pier/Gangway description and condition None3. Safety Issues Small arms fire, vandalism, lots of litter, evidence of car fire.V. **REST ROOMS AND TRASH:** Type of Rest Rooms 0, Trash Facilities 1 drum**BR FISHING AREA** Type: Bank X Dock/Pier X Other Old BridgeNo. of Boaters at ramp 0, No. Interviewed 0, Interview attached NA

Non Scale Field Sketch to show feature and digital picture locations, Use back if required for further description of assessment issues and/or sketch.

Gravel parking area rough with small pot holes. Very isolated.



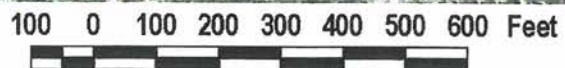
Zande-Jon Guerry Taylor, P.E., Inc.

#07003

Wimbee Creek



- Boat Landings
- Roads
- Parcel Lines



Prepared by Beaufort County GIS Department





Zande-Jon Guerry Taylor, P.E., Inc.

WIMBEE CREEK BOAT LANDING: #07003





BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Dirt Road and Road Resurfacing Discussion Item
MEETING NAME AND DATE:
Public Facilities Committee – October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, ACA – Engineering (10 min)
ITEM BACKGROUND:
Summary of Beaufort County’s 5 year Dirt Road Paving Program and 5 Year Road Resurfacing Program.
PROJECT / ITEM NARRATIVE:
Beaufort County’s 5 year Dirt Road Paving Program and 5 Year Road Resurfacing Program.
FISCAL IMPACT:
N/A
STAFF RECOMMENDATIONS TO COUNCIL:
For discussion only
OPTIONS FOR COUNCIL MOTION:
For discussion only

PFC Update for October 19, 2020

Five Year Resurfacing Program

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.

Years 1 through 3 completed: 33.46 Miles \$8,292,643

- Year One 7.8 miles \$2,620,708
- Year Two 6.7 miles \$2,672,608
- Year Three 18.8 miles \$2,999,327
 - Included 6.8 miles of Asphalt Rejuvenator
 - Included 6.5 miles of Micro surfacing

Year 4

- Treating 16.4 miles
 - Includes 3.3 miles of Micro-surfacing
 - Includes 5.8 miles of Asphalt Rejuvenator
- Estimated Cost \$2,500,000
- Bidding in November 2020
- Resurfacing Schedule – Spring/Summer 2021

Year 5

- Treating 10.4 miles
- Estimated Cost \$2,730,000
- Bidding in November 2021
- Resurfacing Schedule – Spring/Summer 2022

Dirt Road Paving

2018 Contract #50 (prior to 5 year plan) completed: 4.70 Miles \$5,062,292

- Coker Lane
- Albertha Fields Circle
- Shiney Road
- Almond Drive
- Mary Smalls Road
- Devonwood Drive
- Johnson Landing
- Butler Farm Road
- Trotters Loop

Dirt Road Paving Five Year Plan

- Dirt Road Study Completed in 2019
- Resolution 2019 / 24
- Year 1 Contract #51A Awarded: 1.60 Miles \$2,096,162
 - Rice Road – Design in progress – 80%
 - Salicornia Drive – Design in progress – 50%
 - Wards Landing Road – Design begin mid-October
 - George Williams Lane – Design begin mid-October
 - Construction completion all roads May 2021
- Year 1 Contract #51B : 0.55 Miles Estimated Cost \$685,000
 - Right of Way Acquisition Complete
- Year 2 Contract #52: 2.29 Miles Estimated Cost \$2,907,000
 - Pending one Right of Way Acquisition on Harrison Island Road
 - Pending completion of 3 condemnations on Twickenham Road

RESOLUTION 2019 / 24

WHEREAS, the improvement of County owned dirt roads enhances the quality of life for County residents; and


WHEREAS, improvements to these dirt roads provide better all-weather performance and reduces annual maintenance costs of those roads; and

WHEREAS, the program priorities are based upon objective criteria to provide the best use of the limited funds established for this purpose; and

NOW, THEREFORE, IT IS HEREBY RESOLVED, that County Council establishes a prioritized 5 Year Dirt Road paving program:

Adopted this 10th day of June, 2019.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: 

Stuart Rodman, Chairman

Attest:



Clerk to Council

Beaufort County Dirt Road Paving - 5 Year Plan

4-Jun-19

Year 1 Recommendations

Council District	ROAD NAME	Approx Length	Existing ROW	Road Score	Road Ranking	TERMINI DESCRIPTION	ENGINEERS ESTIMATE
Dirt Road Paving #51A							
5	Rice Road	0.25	complete	79.96	5	Broad River Blvd to Inwood Plantation Rd.	\$ 311,638
3	Salicornia Drive	0.29	complete	70.27	9	Marsh Hawk Dr to Terminus	\$ 361,500
3	Wards Landing Road	0.44	complete	64.52	17	Sea Island Pkwy to Worthington Rd	\$ 548,482
1	George Williams Lane	0.62	underway	95.17	2	Wm. Campbell Ln to Kelly Rd	\$ 772,861
	Miles 51A	1.60				Cost Estimate 51A	\$ 1,994,480
Dirt Road Paving #51B							
7	Davis Road	0.23	complete	79.44	6	Okatie Hwy to Hubbard Lane	\$ 286,707
10	Wright Place	0.24	complete	78.90	7	Squire Pope Rd to Terminus	\$ 299,172
5	Wickecliff Place	0.08	complete	67.11	13	Palomino Dr to Terminus	\$ 99,724
	Miles 51B	0.55				Cost Estimate 51B	\$ 685,603

Year 2 Recommendations

Council District	ROAD NAME	Approx Length	Existing ROW	Road Score	Road Ranking	TERMINI DESCRIPTION	ENGINEERS ESTIMATE
1	Twickenham Road	0.92	underway	80.36	4	Old Sheldon Church Rd to Terminus	\$ 1,168,262
3	David Green Road	0.46	underway	68.70	11	Capers Island Rd to Terminus	\$ 584,131
6	Harrison Island Road	0.65	none	95.73	1	Pinckney colony Rd to Terminus	\$ 825,403
2	Eddings Point Road	0.26	none	94.43	3	Eddings Point Rd to Eddings Point Rd (Pvt)	\$ 330,161
	Total Miles	2.29				Cost Estimate Total	\$ 2,907,957
							Year 2

Year 3 Recommendations

Council District	ROAD NAME	Approx Length	Existing ROW	Road Score	Road Ranking	TERMINI DESCRIPTION	ENGINEERS ESTIMATE
1	Northview Drive	0.42	none	75.26	8	Perry Clear Dr to Northview Dr (Pvt)	\$ 543,123
9	Prospect Road	1.22	none	69.16	10	Pappys Landing to Billie Burn Ln	\$ 1,893,172
7	Rainbow Road	0.32	none	67.88	12	Gibbet Rd to Rainbow (Pvt)	\$ 413,808
	Total Miles	1.96				Cost Estimate Total	\$ 2,850,103
							Year 3

Year 4 Recommendations

Council District	ROAD NAME	Approx Length	Existing ROW	Road Score	Road Ranking	TERMINI DESCRIPTION	ENGINEERS ESTIMATE
9	Church Road	0.63	none	66.09	14	Haig Point Rd to School Rd	\$ 995,236
9	School Road	1.58	none	65.20	15	Benjies Point Rd to Oakridge Ln	\$ 2,495,989
	Total Miles	2.21				Cost Estimate Total	\$ 3,491,225
							Year 4

Year 5 Recommendations

Council District	ROAD NAME	Approx Length	Existing ROW	Road Score	Road Ranking	TERMINI DESCRIPTION	ENGINEERS ESTIMATE
3	James D Washington	0.70	complete	63.54	18	Storyteller Rd to Orange Grove Rd	\$ 937,825
5	Leo Green Road	0.38	none	61.64	19	Broad River Blvd to Leo Green Rd (Pvt)	\$ 509,105
2	Dolphin Watch Point	0.07	complete	60.66	20	Coosaw River Dr to Palmetto Grove Ln	\$ 93,783
6	Graves Road	0.83	none	60.10	21	Fording Island Rd to Terminus	\$ 1,111,993
	Total Miles	1.98				Cost Estimate Total	\$ 2,652,705
							Year 5



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

Item 17.

ITEM TITLE:
Daufuskie Island Ferry Update
MEETING NAME AND DATE:
Public Facilities Committee – October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, ACA - Engineering (2 min)
ITEM BACKGROUND:
Status Update on the Daufuskie Island Ferry
PROJECT / ITEM NARRATIVE:
Staff is working to find a solution to the current Defauskie Island Ferry embarkation location.
FISCAL IMPACT:
N/A
STAFF RECOMMENDATIONS TO COUNCIL:
N/A
OPTIONS FOR COUNCIL MOTION:
Informational only. No action needed by Committee.



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Old Federal Courthouse Update
MEETING NAME AND DATE:
Public Facilities Committee – October 19, 2020
PRESENTER INFORMATION:
Jared Fralix, ACA - Engineering (2 min)
ITEM BACKGROUND:
N/A
PROJECT / ITEM NARRATIVE:
Status on the old Federal Courthouse building updates
FISCAL IMPACT:
N/A
STAFF RECOMMENDATIONS TO COUNCIL:
N/A
OPTIONS FOR COUNCIL MOTION:
Informational only. No action needed by Committee.