



Public Facilities Committee Beaufort County, SC

This meeting will be held in person at the County Council Chambers, 100 Ribaut Road, Beaufort, and virtually through Zoom. *THIS MEETING MAY BEGIN AT THE CONCLUSION OF THE FINANCE COMMITTEE MEETING*

Monday, August 22, 2022
3:00 PM

AGENDA

COMMITTEE MEMBERS:

STU RODMAN, CHAIRMAN
CHRIS HERVOCHON
MARK LAWSON

YORK GLOVER, VICE-CHAIRMAN
BRIAN FLEWELLING

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 - June 20, 2022
6. **CITIZEN COMMENTS - (ANYONE who wishes to speak during the Citizen Comment portion of the meeting will limit their comments to no longer than three (3) minutes (a total of 15 minutes) and will address Council in a respectful manner appropriate to the decorum of the meeting, refraining from the use of profane, abusive, or obscene language)**
7. DIVISION UPDATE FROM ASSISTANT COUNTY ADMINISTRATOR, JARED FRALIX

AGENDA ITEMS

8. RECOMMEND APPROVAL TO AWARD J.S. CONSTRUCTION, INC. FOR IFB#060922E BLUFFTON PARKWAY PATHWAY (*FISCAL IMPACT: \$245,101.32*)
9. RECOMMEND APPROVAL TO AWARD THE RE-IMAGINING RIBAUT ROAD MASTER PLAN TO STANTEC (*FISCAL IMPACT: TOTAL PROJECT \$297,631.84*)
10. RECOMMEND APPROVAL OF A CHANGE ORDER DESIGN FOR NEAR-TERM INTERSECTION IMPROVEMENTS TO INCLUDE THE INTERSECTIONS OF SC170 AND DEL WEBB BLVD/SEAGRASS STATION RD AND SC170 AND OLDFIELD WAY TO THE SC170 DESIGN CONTRACT (NEAR TERM IMPROVEMENTS) (*FISCAL IMPACT: TOTAL CONTRACT AMOUNT OF \$507,850*)

- [11.](#) RECOMMEND APPROVAL TO AWARD IFB#050622E TO APAC ATLANTIC FOR THE AIRPORT FRONTAGE ROAD PHASE I PROJECT (*FISCAL IMPACT: \$2,434,778*)
- [12.](#) RECOMMEND APPROVAL OF A CHANGE ORDER TO ICE, PLLC FOR RFP#053019E PATHWAY PROJECT DESIGN SERVICES (*FISCAL IMPACT: \$3,230,518.48*)
- [13.](#) RECOMMEND APPROVAL TO AWARD RFQ#051922E ON-CALL TRANSPORTATION ENGINEERING SERVICES
- [14.](#) RECOMMEND APPROVAL OF A RESOLUTION TO CONSIDER ADJUSTING THE SCOPE OF THE US 278 CORRIDOR PROJECT
- [15.](#) RECOMMEND APPROVAL OF AN ORDINANCE TO PROVIDE MAINTENANCE WORK ON PRIVATE ROADS
- [16.](#) RECOMMEND APPROVAL OF AN ORDINANCE AUTHORIZING THE CONVEYANCE OF RIGHT OF WAY KNOWN AS 16TH STREET EXTENSION AND A RELATED DRAINAGE EASEMENT TO THE TOWN OF PORT ROYAL
- [17.](#) RECOMMEND APPROVAL OF AN ORDINANCE PROVIDING AUTHORIZATION FOR GOLF CARTS TO USE MULTI-USE TRAILS AND PATHS
- [18.](#) DISCUSSION OF THE BEAUFORT HIGH SCHOOL ACCESS REALIGNMENT
19. CHAIRMAN'S WRAP UP
20. ADJOURNMENT

TO WATCH COMMITTEE OR COUNTY COUNCIL MEETINGS OR FOR A COMPLETE LIST OF AGENDAS AND BACKUP PACKAGES, PLEASE VISIT:

<https://beaufortcountysc.gov/council/council-committee-meetings/index.html>



Public Facilities Committee Beaufort County, SC

The meeting was held at the County Council Chambers, 100 Ribaut Road, Beaufort, and virtually through Zoom.

Monday, June 20, 2022
3:00 PM

MINUTES

Watch the video stream available on the County's website to hear the full discussion or presentation on a specific topic or the complete meeting. <https://beaufortcountysc.new.swagit.com/videos/175826>

1. CALL TO ORDER

Committee Chairman Stu Rodman called the meeting to order at 3:17 PM.

PRESENT

Committee Chairman Stu Rodman
Committee Vice-Chairman York Glover
Council Member Brian Flewelling
Council Member Joseph F. Passiment
Council Member Gerald Dawson
Council Member Alice Howard
Council Member Mark Lawson

ABSENT

Council Member Paul Sommerville
Council Member Chris Hervochon
Council Member Lawrence McElynn
Council Member Logan Cunningham

2. PLEDGE OF ALLEGIANCE

Committee Chairman Rodman led the Pledge of Allegiance.

3. FOIA

Committee Chairman Rodman noted that the Public Notification of this meeting had been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act.

4. APPROVAL OF AGENDA

Motion: It was moved by Council Member Flewelling, Seconded by Council Member Glover, to amend the agenda to add an appointment to the County Transportation Committee as item number 7a and to change item number 10 to a discussion rather than a recommendation of approval.

The Vote - The agenda as amended was approved without objection.

5. APPROVAL OF MINUTES

Motion: It was moved by Council Member Glover, Seconded by Council Member Lawson, to approve the minutes from May 16, 2022.

The Vote - The motion was approved without objection.

6. CITIZEN COMMENTS

No Citizen Comments.

7. DIVISION UPDATE FROM ASSISTANT COUNTY ADMINISTRATOR, JARED FRALIX

Please watch the video stream available on the County's website to view the full discussion.

<https://beaufortcountysc.new.swagit.com/videos/175826?ts=122>

Assistant County Administrator Jared Fralix provided updates on SC 170 improvements, the US 278 triangle project, community center repairs, airport construction bids, and projects submitted for South Carolina Association of Counties awards.

Hank Amundson, Capital Projects, provided an update on ARPA funds.

7a. RECOMMEND APPROVAL OF THE APPOINTMENT OF ARTHUR HANDMAN TO THE BEAUFORT COUNTRY TRANSPORTATION COMMITTEE

Motion: It was moved by Council Member Lawson, Seconded by Council Member Glover, to recommend the approval of the appointment of Arthur Handman to the Beaufort County Transportation Committee.

The Vote – The motion was approved without objection.

Status: The item was forwarded to Council for approval.

8. RECOMMEND APPROVAL TO APPLY FOR SC AERONAUTICS COMMISSION (SCAC) GRANT TO FUND A PORTION OF THE PROPOSED EXTERIOR TERMINAL RENOVATIONS AT BEAUFORT EXECUTIVE AIRPORT (ARW). (FISCAL IMPACT: \$112,500 REQUESTED FROM SCAC; 60/40 SHARE & \$75,000 IN LOCAL H-TAX FUNDS)

Jon Rembold, Airports Director, discussed the South Carolina Aeronautics Commission grant to assist with phase two of the Beaufort Executive Airport renovation project and the bids for Hilton Head Airport.

Motion: It was moved by Council Member Glover, Seconded by Council Member Lawson, to recommend approval to apply for SC Aeronautics Commission (SCAC) Grant to fund a portion of the proposed exterior terminal renovations at Beaufort Executive Airport (ARW).

The Vote - The motion was approved without objection.

Status: The item was forwarded to Council for approval.

9. RECOMMEND APPROVAL TO AWARD IFB#050522E US 21 (RIBAUT ROAD) SIDEWALK PROJECT (FISCAL IMPACT: \$218,521.50)

Jared Fralix discussed the sidewalk construction project's bid process and contract award.

Motion: It was moved by Council Member Howard, Seconded by Council Member Glover, to recommend approval to award IFB# 050522E US 21 (Ribaut Road) Sidewalk Project.

The Vote - The motion was approved without objection

Discussion: The Committee and Jared Fralix discussed funding of the project.

Status: The item was forwarded to Council for approval.

10. DISCUSSION OF COUNTY DIRT ROAD PAVING PRIORITIZATION CRITERIA

Please watch the video stream available on the County's website to view the full discussion.

<https://beaufortcountysc.new.swagit.com/videos/175826?ts=1589>

Jared Fralix and Brian Bower, Transportation Manager, discussed the current five-year dirt road paving list and the development of prioritization criteria for the next five years.

11. A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE A LEASE AGREEMENT BETWEEN BEAUFORT COUNTY AND BEAUFORT-JASPER-HAMPTON COMPREHENSIVE HEALTH SERVICES, INC. FOR THE PROPERTY AT 6315 JONATHAN FRANCIS, SR. ROAD (\$90,000: \$18,000 ANNUALLY FOR A PERIOD OF FIVE YEARS)

Assistant County Administrator Chuck Atkinson discussed the request for a lease agreement to allow a senior program to continue meeting at that location.

Motion: It was moved by Council Member Glover, Seconded by Council Member Howard, to approve a Resolution authorizing the County Administrator to execute a lease agreement between Beaufort County and Beaufort-Jasper-Hampton Comprehensive Health Services, Inc. for the property at 6315 Jonathan Francis, Sr. Road.

Discussion: Council Member Glover commented on his support for the lease agreement.

The Vote - The motion was approved without objection.

Status: The item was approved by Committee.

12. A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO ACCEPT CONVEYANCE OF THE REAL PROPERTY IDENTIFIED AS TMS NO. R200 014 000 0139 0000 (WHITE HALL)

Deputy Attorney Brittany Ward discussed the pump station at White Hall and the conveyance of the property to Beaufort County.

Motion: It was moved by Council Member Howard, Seconded by Council Member Glover, to recommend approval of a Resolution authorizing the County Administrator to execute any and all documents necessary to accept conveyance of the real property identified as TMS No. R200 014 000 0139 0000.

The Vote - The motion was approved without objection.

Discussion: Council Member Glover and Jared Fralix discussed the White Hall boat landing.

Status: The item was forwarded to Council on July 11th for approval.

13. RECOMMEND VOTE TO APPROVE UPDATED SOLID WASTE MANAGEMENT PLAN, UPDATE FROM A. GOLDSMITH RESOURCES, LLC (JUNE 2022)

Jared Fralix discussed the updated Solid Waste Management Plan and its required approval process.

Motion: It was moved by Council Member Glover, Seconded by Council Member Howard, to recommend approval of the updated Solid Waste Management Plan.

The Vote - The motion was approved without objection.

Status: The item was forwarded to Council for approval.

14. RECOMMEND APPROVAL OF DESIGN ALTERNATIVE 4 FOR THE BEAUFORT HIGH SCHOOL ACCESS REALIGNMENT ALTERNATIVE

Please watch the video stream available on the County's website to view the full discussion.

<https://beaufortcountysc.new.swagit.com/videos/175826?ts=2485>

Jennifer Bragg, J. Bragg Consulting, presented design alternatives for Beaufort High School access realignment.

Jessie White, Coastal Conservation League, commented on the preference for Alternative 5.

Rob Merchant, Director of Planning and Zoning, and Stefanie Nagid, Passive Park Manager, discussed the design alternatives and impact on Crystal Lake Park.

Kate Schaeffer, Open Land Trust, raised concerns about the use of property protected by the rural and critical lands program.

The Committee's discussion of design alternatives and potential impacts culminated in a recommendation to narrow down the alternatives, gain additional public input and return to the committee with further information.

15. CHAIRMAN'S WRAP UP

Committee Chairman Rodman discussed the potential hire of a transportation planner.

16. ADJOURNMENT

Adjournment: 4:49 PM

Ratified:



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

Item 8.

| |
|--|
| ITEM TITLE: |
| Recommendation of Award to IFB#060922E Bluffton Parkway Pathway (\$245,101.32) |
| MEETING NAME AND DATE: |
| Public Facilities Committee – August 22, 2022 |
| PRESENTER INFORMATION: |
| Jared Fralix, Assistant County Administrator - Infrastructure (5 min) |
| ITEM BACKGROUND: |
| On May 9, 2022 Beaufort County published a solicitation for construction services for the 2018 One Cent Sales Tax project Bluffton Parkway Pathway. |
| PROJECT / ITEM NARRATIVE: |
| On June 9, 2022, Beaufort County received one bid from J.S. Construction, Inc. After a review of the bid, it was determined that it was responsive. |
| FISCAL IMPACT: |
| J.S. Construction, Inc. provided a bid of \$204,251.10. With a 20% contingency of \$40,850.22, the total project cost is \$245,101.32 to be funded from the 2018 One Cent Sales Tax account number 47050011-54510 with a balance of \$23,590,165.70. |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Staff recommends contract award IFB#060922E Bluffton Parkway Pathway to J.S. Construction, Inc. |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve or deny recommendation to award IFB#060922E Bluffton Parkway Pathway to J.S. Construction, Inc. <i>Next Step: Execute contract with J.S. Construction, Inc. for IFB#060922E Bluffton Parkway Pathway.</i> |

PRELIMINARY BID TABULATION

PURCHASING DEPARTMENT

Item 8.



| | |
|---------------------------|----------------------------------|
| Project Name: | Bluffton Parkway Pathway Project |
| Project Number: | IFB 060922E |
| Project Budget: | |
| Bid Opening Date: | 9-Jun-22 |
| Time: | 3:00:00 PM |
| Location: | Beaufort County |
| Bid Administrator: | Dave Thomas |
| Bid Recorder: | Victoria Moyer |

The following bids were received for the above referenced project:

| BIDDER | BID FORM | BID BOND | ALL ADDE NDA | SCH OF VALUES | SUB LISTING | SMBE DOCS | Grand Total Price |
|-----------------|----------|----------|--------------|---------------|-------------|-----------|-------------------|
| JS Construction | X | X | X | X | X | X | \$ 204,251.10 |
| | | | | | | | |
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Beaufort County posts PRELIMINARY bid tabulation information within 2 business days of the advertised bid opening. Information on the PRELIMINARY bid tabulation is posted as it was read during the bid opening. Beaufort County makes no guarantees as to the accuracy of any information on the PRELIMINARY tabulation. The bid results indicated here do not necessarily represent the final compliance review by Beaufort County and are subject to change. After the review, the final award will be made by Beaufort County Council and a certified bid tab will be posted online.

David L. Thomas

 Bid Administrator Signature

Victoria Moyer

 Bid Recorder



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

| |
|--|
| ITEM TITLE: |
| Recommendation to Award Re-Imagining Ribaut Road Master Plan |
| MEETING NAME AND DATE: |
| Public Facilities Committee – August 22, 2022 |
| PRESENTER INFORMATION: |
| Jared Fralix, Assistant County Administrator – Engineering <i>(5 mins)</i> |
| ITEM BACKGROUND: |
| In February 2022, Beaufort County contracted with Stantec for RFQ#083021E Traffic Engineering On-Call Consultant Services. As projects are identified, the on-call consultant will provide a scope and fee to be considered for Committee and Council approval as outlined in the Beaufort County Procurement Code. |
| PROJECT / ITEM NARRATIVE: |
| Master planning for Ribaut Road from Boundary Street to the Russell Bell Bridge (5.5 miles) for transportation safety, mobility, and land uses to create an implementation plan for the corridor. |
| FISCAL IMPACT: |
| The contract fee is based on time and materials for the scope of work totaling \$270,574.40. Staff recommends a 10% contingency of \$27,057 for a total project cost not to exceed \$297,631.84. The funding for this project is North of the Broad Road Impact Fees Professional Services account (23030011-51160) with a balance of \$561,877.85. |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Staff recommends approval to award the Re-Imagining Ribaut Road Master Plan to Stantec. |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve/deny recommendation to award the Re-Imagining Ribaut Road Master Plan to Stantec. <i>(Next Step: Move forward to County Council to approve the award the Re-Imagining Ribaut Road Master Plan to Stantec.)</i> |

Ribaut Road Master Plan
Fee Proposal Summary
6/22/2022

| Task | Stantec | Subconsultants | Total |
|---|--------------|----------------|---------------------|
| TASK 1 - MEETINGS AND COMMUNICATION | \$32,204.20 | | \$32,204.20 |
| TASK 2 - STAKEHOLDER OUTREACH | \$77,097.98 | | \$77,097.98 |
| TASK 3 - BASELINE CONDITIONS | \$32,217.10 | | \$32,217.10 |
| TASK 4 - DATA ANALYSIS | \$34,051.22 | | \$34,051.22 |
| TASK 5 - CATALYST SITES | \$18,715.27 | | \$18,715.27 |
| TASK 6 - ROADWAY AND CONCEPT | \$44,484.71 | | \$44,484.71 |
| TASK 7 - PLAN REVEAL AND DOCUMENTATION | \$31,803.93 | | \$31,803.93 |
| Total | | | \$270,574.40 |
| | | | |
| | | | |
| | | | |
| | \$270,574.40 | | \$270,574.40 |

I. STANTEC LABOR COSTS & SUBCONSULTANT FEES

| TASK | PIC/ Proj. Mgr. | Transp Eng./ Urban Designer | Transp Designer/ Planner | | | Total By Task |
|--|--------------------|--------------------------------|-----------------------------|----------|----------|--------------------|
| TASK 1 - MEETINGS AND COMMUNICATION | | | | | | |
| Project coordination with County and subs (calls, emails, data | 42 | | 20 | | | \$11,574.39 |
| Advisory Committee meetings (6 - prep, mapping, travel, etc.) | 54 | | 32 | | | \$15,508.55 |
| PWP & Milestone Schedule, Progress Reports and Invoicing | 10 | | 20 | | | \$4,276.25 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| Subtotal | 106 | 0 | 72 | 0 | 0 | \$31,359.20 |

II. LABOR RATE DETAILS

| | PIC/PM | Transp. Eng./ Urban Des. | Transp. Designer/ Planner | | |
|-----------------------------|----------|-----------------------------|---------------------------------|--------|--------|
| Direct Rate | \$80.00 | \$46.00 | \$35.00 | | |
| Overhead Cost at 158.566% | \$126.85 | \$72.94 | \$55.50 | \$0.00 | \$0.00 |
| Subtotal Labor and Overhead | \$206.85 | \$118.94 | \$90.50 | \$0.00 | \$0.00 |
| Profit at 10% | \$20.69 | \$11.89 | \$9.05 | \$0.00 | \$0.00 |
| FCC at 0.661% | \$0.53 | \$0.30 | \$0.23 | \$0.00 | \$0.00 |
| Total Labor Rate | \$228.07 | \$131.14 | \$99.78 | \$0.00 | \$0.00 |

III. STANTEC DIRECT COSTS

| DESCRIPTION | Value | Unit | Unit Cost | Cost |
|------------------------------------|-------|-------|--------------|-----------------|
| Rental Car (per day) | 5 | Sheet | 65.000 | \$325.00 |
| Hotel (per night) | 2 | Sheet | 130.000 | \$260.00 |
| Flights (per) | | Sheet | 300.000 | \$0.00 |
| Plotting - Full E-Size 36x48 Color | 6 | Sheet | 6.000 | \$36.00 |
| Mileage | 400 | Mile | 0.560 | \$224.00 |
| TOTAL DIRECT COSTS | | | | \$845.00 |

IV. SUBCONSULTANT FEES

| | |
|-------------------------|--------|
| | \$0.00 |
| | \$0.00 |
| Total Subconsultant Fee | \$0.00 |

V. TOTAL TASK COSTS

| | Stantec Labor | Stantec Expenses | Subconsultant FEES | Task Total |
|------------------------------------|------------------|---------------------|-----------------------|--------------------|
| Task 1 Meetings and Communications | \$31,359.20 | \$845.00 | \$0.00 | \$32,204.20 |

I. STANTEC LABOR COSTS & SUBCONSULTANT FEES

| TASK | PIC/ Proj. Mgr. | Transp Eng./ Urban Designer | Transp Designer/ Planner | | | Total By Task |
|--|--------------------|--------------------------------|-----------------------------|----------|----------|--------------------|
| TASK 2 - STAKEHOLDER OUTREACH | | | | | | |
| Symposium (VPS, Polling, prep, mapping, travel, PPT, etc.) | 24 | 12 | 28 | | | \$9,841.09 |
| Walking/Riding Audit, Focus Groups (6), Website, logo, social media, Online mapping, Public Survey, Contact Database | 32 | 68 | 80 | | | \$24,197.90 |
| Public Design Workshop/Charrette (5 - 6 staff, concepts, streetscape, photosims, visualizations, etc.) | 48 | 88 | 96 | | | \$32,066.20 |
| Open House #2 | 20 | 8 | 12 | | | \$6,807.80 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| Subtotal | 124 | 176 | 216 | 0 | 0 | \$72,912.98 |

II. LABOR RATE DETAILS

| | PIC/PM | Transp. Eng./ Urban Des. | Transp. Designer/ Planner | | |
|-----------------------------|----------|-----------------------------|------------------------------|--------|--------|
| Direct Rate | \$80.00 | \$46.00 | \$35.00 | | |
| Overhead Cost at 158.566% | \$126.85 | \$72.94 | \$55.50 | \$0.00 | \$0.00 |
| Subtotal Labor and Overhead | \$206.85 | \$118.94 | \$90.50 | \$0.00 | \$0.00 |
| Profit at 10% | \$20.69 | \$11.89 | \$9.05 | \$0.00 | \$0.00 |
| FCC at 0.661% | \$0.53 | \$0.30 | \$0.23 | \$0.00 | \$0.00 |
| Total Labor Rate | \$228.07 | \$131.14 | \$99.78 | \$0.00 | \$0.00 |

III. STANTEC DIRECT COSTS

| DESCRIPTION | Value | Unit | Unit Cost | Cost |
|------------------------------------|-------|-------|--------------|-------------------|
| Rental Car (per day) | 9 | Sheet | 65.000 | \$585.00 |
| Hotel (per night) | 18 | Sheet | 130.000 | \$2,340.00 |
| Flights (per) | 2 | Sheet | 300.000 | \$600.00 |
| Plotting - Full E-Size 36x48 Color | 26 | Sheet | 6.000 | \$156.00 |
| Mileage | 900 | Mile | 0.560 | \$504.00 |
| TOTAL DIRECT COSTS | | | | \$4,185.00 |

IV. SUBCONSULTANT FEES

| | |
|-------------------------|--------|
| | \$0.00 |
| | \$0.00 |
| Total Subconsultant Fee | \$0.00 |

V. TOTAL TASK COSTS

| | Stantec Labor | Stantec Expenses | Subconsultant FEES | Task Total |
|-------------------------------|------------------|---------------------|-----------------------|--------------------|
| Task 2 - Stakeholder Outreach | \$72,912.98 | \$4,185.00 | \$0.00 | \$77,097.98 |

I. STANTEC LABOR COSTS & SUBCONSULTANT FEES

| TASK | PIC/ Proj. Mgr. | Transp Eng./ Urban Designer | Transp Designer/ Planner | | | Total By Task |
|---|--------------------|--------------------------------|--------------------------------|----------|----------|--------------------|
| TASK 3 - BASELINE CONDITIONS | | | | | | |
| Plan Reviews, Data Collection, Photographs, roadway inventory, crash data, environmental, land use, utilities, etc. | 24 | 40 | 54 | | | \$16,107.22 |
| MMLOS, Complete Streets Analysis, Corridor Profile, and Mapping | 20 | 32 | 72 | | | \$15,941.87 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| Subtotal | 44 | 72 | 126 | 0 | 0 | \$32,049.10 |

II. LABOR RATE DETAILS

| | PIC/PM | Transp. Eng./ Urban Des. | Transp. Designer/ Planner | | |
|-----------------------------|----------|-----------------------------|---------------------------------|--------|--------|
| Direct Rate | \$80.00 | \$46.00 | \$35.00 | | |
| Overhead Cost at 158.566% | \$126.85 | \$72.94 | \$55.50 | \$0.00 | \$0.00 |
| Subtotal Labor and Overhead | \$206.85 | \$118.94 | \$90.50 | \$0.00 | \$0.00 |
| Profit at 10% | \$20.69 | \$11.89 | \$9.05 | \$0.00 | \$0.00 |
| FCC at 0.661% | \$0.53 | \$0.30 | \$0.23 | \$0.00 | \$0.00 |
| Total Labor Rate | \$228.07 | \$131.14 | \$99.78 | \$0.00 | \$0.00 |

III. STANTEC DIRECT COSTS

| DESCRIPTION | Value | Unit | Unit Cost | Cost |
|------------------------------------|-------|-------|-----------|-----------------|
| Rental Car (per day) | | Sheet | 65.000 | \$0.00 |
| Hotel (per night) | | Sheet | 130.000 | \$0.00 |
| Flights (per) | | Sheet | 300.000 | \$0.00 |
| Plotting - Full E-Size 36x48 Color | | Sheet | 6.000 | \$0.00 |
| Mileage | 300 | Mile | 0.560 | \$168.00 |
| TOTAL DIRECT COSTS | | | | \$168.00 |

IV. SUBCONSULTANT FEES

| | |
|-------------------------|--------|
| | \$0.00 |
| | \$0.00 |
| Total Subconsultant Fee | \$0.00 |

V. TOTAL TASK COSTS

| | Stantec Labor | Stantec Expenses | Subconsultant FEES | Task Total |
|--|---------------|------------------|--------------------|--------------------|
| Task 3 - Baseline Conditions (Discovery) | \$32,049.10 | \$168.00 | \$0.00 | \$32,217.10 |

I. STANTEC LABOR COSTS & SUBCONSULTANT FEES

| TASK | Sr. Traffic Eng | Traffic Engineer | Traffic Analyst | | | Total By Task |
|---|-----------------|------------------|-----------------|----------|----------|--------------------|
| TASK 4 - DATA ANALYSIS | | | | | | |
| Traffic Analysis (20 locations) - base year and design year (build condition) | 12 | 36 | 72 | | | \$13,334.39 |
| Crash Analysis and Speed measurements (4) | 6 | 24 | 64 | | | \$10,019.66 |
| Pedestrian Safety Analysis and Crossings (4) | 4 | 20 | 24 | | | \$5,413.17 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| Subtotal | 22 | 80 | 160 | 0 | 0 | \$28,767.22 |

II. LABOR RATE DETAILS

| | Sr. Traffic Eng | Traffic Engineer | Traffic Analyst | | |
|-----------------------------|-----------------|------------------|-----------------|---------------|---------------|
| Direct Rate | \$65.00 | \$42.46 | \$32.90 | | |
| Overhead Cost at 158.566% | \$103.07 | \$67.33 | \$52.17 | \$0.00 | \$0.00 |
| Subtotal Labor and Overhead | \$168.07 | \$109.79 | \$85.07 | \$0.00 | \$0.00 |
| Profit at 10% | \$16.81 | \$10.98 | \$8.51 | \$0.00 | \$0.00 |
| FCC at 0.661% | \$0.43 | \$0.28 | \$0.22 | \$0.00 | \$0.00 |
| Total Labor Rate | \$185.30 | \$121.05 | \$93.79 | \$0.00 | \$0.00 |

III. STANTEC DIRECT COSTS

| DESCRIPTION | Value | Unit | Unit Cost | Cost |
|---------------------------|-------|--------------|-----------|-------------------|
| Rental Car (per day) | | Sheet | 65.000 | \$0.00 |
| Hotel (per night) | | Sheet | 130.000 | \$0.00 |
| Flights (per) | | Sheet | 300.000 | \$0.00 |
| Pedestrian Counts (4) | 4 | Intersection | 400.000 | \$1,600.00 |
| Turning Movement Counts | 8 | Intersection | 450.000 | \$3,600.00 |
| Mileage | 150 | Mile | 0.560 | \$84.00 |
| TOTAL DIRECT COSTS | | | | \$5,284.00 |

IV. SUBCONSULTANT FEES

| | |
|--------------------------------|---------------|
| | \$0.00 |
| Total Subconsultant Fee | \$0.00 |

V. TOTAL TASK COSTS

| | Stantec Labor | Stantec Expenses | Subconsultant FEES | Task Total |
|------------------------|---------------|------------------|--------------------|--------------------|
| Task 4 - Data Analysis | \$28,767.22 | \$5,284.00 | \$0.00 | \$34,051.22 |

I. STANTEC LABOR COSTS & SUBCONSULTANT FEES

| TASK | PIC/ Proj. Mgr. | Transp Eng./ Urban Designer | Transp Designer/ Planner | | | Total By Task |
|---|--------------------|--------------------------------|-----------------------------|----------|----------|--------------------|
| TASK 5 - CATALYST SITES | | | | | | |
| Three (3) Catalysts Sites, conceptual site plans, renderings, photosims | 16 | 78 | 48 | | | \$18,667.27 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
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| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| Subtotal | 16 | 78 | 48 | 0 | 0 | \$18,667.27 |

II. LABOR RATE DETAILS

| | PIC/PM | Transp. Eng./ Urban Des. | Transp. Designer/ Planner | | |
|-----------------------------|----------|-----------------------------|---------------------------------|--------|--------|
| Direct Rate | \$80.00 | \$46.00 | \$35.00 | | |
| Overhead Cost at 158.566% | \$126.85 | \$72.94 | \$55.50 | \$0.00 | \$0.00 |
| Subtotal Labor and Overhead | \$206.85 | \$118.94 | \$90.50 | \$0.00 | \$0.00 |
| Profit at 10% | \$20.69 | \$11.89 | \$9.05 | \$0.00 | \$0.00 |
| FCC at 0.661% | \$0.53 | \$0.30 | \$0.23 | \$0.00 | \$0.00 |
| Total Labor Rate | \$228.07 | \$131.14 | \$99.78 | \$0.00 | \$0.00 |

III. STANTEC DIRECT COSTS

| DESCRIPTION | Value | Unit | Unit Cost | Cost |
|------------------------------------|-------|-------|--------------|----------------|
| Rental Car (per day) | | Sheet | 65.000 | \$0.00 |
| Hotel (per night) | | Sheet | 130.000 | \$0.00 |
| Flights (per) | | Sheet | 300.000 | \$0.00 |
| Plotting - Full E-Size 36x48 Color | 8 | Sheet | 6.000 | \$48.00 |
| Mileage | | Mile | 0.560 | \$0.00 |
| TOTAL DIRECT COSTS | | | | \$48.00 |

IV. SUBCONSULTANT FEES

| | |
|-------------------------|--------|
| | \$0.00 |
| | \$0.00 |
| Total Subconsultant Fee | \$0.00 |

V. TOTAL TASK COSTS

| | Stantec Labor | Stantec Expenses | Subconsultant FEES | Task Total |
|-------------------------|------------------|---------------------|-----------------------|--------------------|
| Task 5 - Catalyst Sites | \$18,667.27 | \$48.00 | \$0.00 | \$18,715.27 |

I. STANTEC LABOR COSTS & SUBCONSULTANT FEES

| TASK | PIC/ Proj. Mgr. | Transp Eng./ Urban Designer | Transp Designer/ Planner | | | Total By Task |
|---|--------------------|--------------------------------|-----------------------------|----------|----------|--------------------|
| TASK 6 - ROADWAY AND CONCEPT | | | | | | |
| Preferred Access Plan (PAP) - 5.5 miles | 10 | 24 | 16 | | | \$7,024.46 |
| Concept Designs Revision (15% - 20% level of detail), streetscape - 5.5 miles | 24 | 120 | 36 | | | \$24,802.27 |
| 3D Cross sections, Visualization revisions, and Design Considerations | 16 | 48 | 26 | | | \$12,537.98 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| Subtotal | 50 | 192 | 78 | 0 | 0 | \$44,364.71 |

II. LABOR RATE DETAILS

| | PIC/PM | Transp. Eng./ Urban Des. | Transp. Designer/ Planner | | |
|-----------------------------|----------|-----------------------------|------------------------------|--------|--------|
| Direct Rate | \$80.00 | \$46.00 | \$35.00 | | |
| Overhead Cost at 158.566% | \$126.85 | \$72.94 | \$55.50 | \$0.00 | \$0.00 |
| Subtotal Labor and Overhead | \$206.85 | \$118.94 | \$90.50 | \$0.00 | \$0.00 |
| Profit at 10% | \$20.69 | \$11.89 | \$9.05 | \$0.00 | \$0.00 |
| FCC at 0.661% | \$0.53 | \$0.30 | \$0.23 | \$0.00 | \$0.00 |
| Total Labor Rate | \$228.07 | \$131.14 | \$99.78 | \$0.00 | \$0.00 |

III. STANTEC DIRECT COSTS

| DESCRIPTION | Value | Unit | Unit Cost | Cost |
|------------------------------------|-------|-------|--------------|-----------------|
| Rental Car (per day) | | Sheet | 65.000 | \$0.00 |
| Hotel (per night) | | Sheet | 130.000 | \$0.00 |
| Flights (per) | | Sheet | 300.000 | \$0.00 |
| Plotting - Full E-Size 36x48 Color | 20 | Sheet | 6.000 | \$120.00 |
| Mileage | | Mile | 0.560 | \$0.00 |
| TOTAL DIRECT COSTS | | | | \$120.00 |

IV. SUBCONSULTANT FEES

| | |
|-------------------------|--------|
| | \$0.00 |
| | \$0.00 |
| Total Subconsultant Fee | \$0.00 |

V. TOTAL TASK COSTS

| | Stantec Labor | Stantec Expenses | Subconsultant FEES | Task Total |
|-------------------------------------|------------------|---------------------|-----------------------|--------------------|
| Task 6 - Roadway and Concept Design | \$44,364.71 | \$120.00 | \$0.00 | \$44,484.71 |

I. STANTEC LABOR COSTS & SUBCONSULTANT FEES

| TASK | PIC/ Proj. Mgr. | Transp Eng./ Urban Designer | Transp Designer/ Planner | | | Total By Task |
|--|--------------------|--------------------------------|-----------------------------|----------|----------|--------------------|
| TASK 7 - PLAN REVEAL AND DOCUMENTATION | | | | | | |
| Quantities, cost estimates, phasing, Action Plan | 8 | 24 | 24 | | | \$7,366.56 |
| Workbook Report, Policy Recommendations | 16 | 40 | 60 | | | \$14,881.36 |
| StoryMap (online) and GIS database | 6 | 32 | 40 | | | \$9,556.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| | | | | | | \$0.00 |
| Subtotal | 30 | 96 | 124 | 0 | 0 | \$31,803.93 |

II. LABOR RATE DETAILS

| | PIC/PM | Transp. Eng./ Urban Des. | Transp. Designer/ Planner | | |
|-----------------------------|----------|-----------------------------|------------------------------|--------|--------|
| Direct Rate | \$80.00 | \$46.00 | \$35.00 | | |
| Overhead Cost at 158.566% | \$126.85 | \$72.94 | \$55.50 | \$0.00 | \$0.00 |
| Subtotal Labor and Overhead | \$206.85 | \$118.94 | \$90.50 | \$0.00 | \$0.00 |
| Profit at 10% | \$20.69 | \$11.89 | \$9.05 | \$0.00 | \$0.00 |
| FCC at 0.661% | \$0.53 | \$0.30 | \$0.23 | \$0.00 | \$0.00 |
| Total Labor Rate | \$228.07 | \$131.14 | \$99.78 | \$0.00 | \$0.00 |

III. STANTEC DIRECT COSTS

| DESCRIPTION | Value | Unit | Unit Cost | Cost |
|------------------------------------|-------|-------|--------------|---------------|
| Rental Car (per day) | | Sheet | 65.000 | \$0.00 |
| Hotel (per night) | | Sheet | 130.000 | \$0.00 |
| Flights (per) | | Sheet | 300.000 | \$0.00 |
| Plotting - Full E-Size 36x48 Color | | Sheet | 6.000 | \$0.00 |
| Mileage | | Mile | 0.560 | \$0.00 |
| TOTAL DIRECT COSTS | | | | \$0.00 |

IV. SUBCONSULTANT FEES

| | |
|-------------------------|--------|
| | \$0.00 |
| | \$0.00 |
| Total Subconsultant Fee | \$0.00 |

V. TOTAL TASK COSTS

| | Stantec Labor | Stantec Expenses | Subconsultant FEES | Task Total |
|--|------------------|---------------------|-----------------------|--------------------|
| Task 7 - Plan Reveal and Documentation | \$31,803.93 | \$0.00 | \$0.00 | \$31,803.93 |

Re-Imagining Ribaut Road Master Plan

Scope of Work

The following approach, based on our familiarity of the corridor and subsequent discussions with the Client, explains how the Stantec project team recommends operationalizing this planning and design process. As a key element of your previous Plans, we integrate the public's ideas effectively into the planning and design process to ensure long-term community support for all of the downstream decisions that will happen after the plan has been accepted.

Transportation Safety and Mobility. Ribaut Road (from Boundary Street to the Russell Bell Bridge – 5.5 miles) has to function as a street for a wide range of **safety, economic development and mobility** needs. Part of our work on Ribaut Road will be to gather horizontal cross sectional data to supplement available LiDAR/topo data to create a thorough understanding of the design challenges and opportunities leading up to the proposed multi-day Design Workshop (charrette) described in the following approach. The preferred design will consider ALL users and land uses along the street and create an implementation plan that leverages private and public sector involvement as part of a compelling re-imagination of Ribaut Road.

TASK 1: Meetings & Communication

The Consultant will meet with Beaufort County, City of Beaufort and the Town of Port Royal staff (in partnership with SCDOT) at specific milestones throughout the planning process. County/Port Royal staff (Client Team) will provide feedback and guidance throughout the duration of plan development and work on technical and non-technical issues that arise within the overall planning and design process. The Stantec PM will coordinate directly with the Client PM including coordination meetings (approximately bi-monthly) to keep team members focused on their assignments and the overall project schedule, and to address the myriad of issues that tend to pop up during a project.

The Consultant will provide the Client Team with a **Project Work Plan** and **Milestone Schedule** developed for the project at the beginning of the planning process that outlines the overall intent of the study, key contacts, and the planning schedule.

Advisory Committee (AC) – up to 6 mtgs (2 virtual). The Advisory Committee is a mix of staff and public representatives of approximately 10-12 members that will be formed to provide local knowledge, resources and guidance throughout the study. Members of the AC will be selected by Client Team and may include representation from Beaufort County, City of Beaufort, Town of Port Royal, SCDOT, the Low Country Area Transportation Study (LATS) Metropolitan Planning Organization (MPO), Bike/Ped Advocacy, Beaufort Memorial Hospital, Technical College of the Low Country (TCL), developers and property owners, neighborhoods, Chamber of Commerce, and local community groups. The AC will be updated regularly up to 4 times by the Project Team.

A project kickoff meeting with the AC will be facilitated by the Consultant at the inception of the Study. Meetings will occur at set milestones (refer to Project Milestone Schedule) in the planning process where the Consultant will present preliminary findings, coordinate discussion of big-item issues, and obtain feedback on draft materials prepared for the project.

It is anticipated that the duration of the study will be 6 months. Continuous communication through emails and phone calls with the Consultant and Client PM will occur throughout the duration of the planning process.

Deliverables: (1) Project Work Plan, as described; (2) project invoices and progress reports; (3) a project milestone schedule; (4) Up to 6 Advisory Committee meetings and materials as described; and (5) bi-weekly meetings/calls with the Client PM. Note: Tangible work products will be submitted by the Consultant to the Client PM for review and comment.

TASK 2: Stakeholder Outreach

Outreach will be a two-way communication process — we will work to educate the public on the interrelationship of streets, transit (future), bicycle and pedestrian facilities, built environment/land use, regulatory controls, and the natural environment, and the public/stakeholders will inform the planning and design process by communicating its core values and guiding principles. Our goal is to collaborate broadly with the City, County, Town, LATS MPO, SCDOT, stakeholders, and the public to ensure “ownership” of the study recommendations.

Descriptions of the key components of the community engagement approach are outlined below.

Project Symposium/Visioning Workshop. The Consultant will work with the Client Team to prepare a flier and personal email invitations to elected officials and their key staff, which substantially boosts attendance at the visioning *workshop*. This event may be conducted twice in one day (at the same venue) to encourage healthy community attendance and participation. Part of this event will include a visioning exercise using *instant polling* technology to energize participants and help them collaborate to develop the study’s guiding principles. The Consultant will also prepare a **Visual Preference Survey** exercise for people to participate in during the meeting. This will allow participants to identify key design treatments (modal and development) that they would like to see along the corridor. We will provide the Client PM with an agenda, exercises, and summaries prior to posting onto the project website for posterity. The timing of the visioning workshop will coincide with the second Advisory Committee meeting.

Note: The Guiding Principles will be created based on the results from the Public Survey, visioning workshop and interaction with the AC.

Walking/Riding Audit: The Consultant (working with the Client Team) will host and facilitate a Walking/Riding Audit of the corridor with the AC. This will include a brief survey of infrastructure and land use decision within proximity of the Ribaut Road corridor to better understand the multimodal and development needs of the study corridor. This event typically happens same day (earlier) as the AC meeting. The Client PM will coordinate the vanpool.

Focus Groups (up to 6 groups): The Client PM will work with the Consultant to schedule small group discussions (typically 1-hour meetings) focused on topics related to the context of the corridor and community. These in-person focus groups will be conducted during the design workshop/charrette and may include emergency services, bike/ped advocacy, utility providers, transit agency, schools, hospitals, development community, businesses, aesthetics/beautification, neighborhood HOAs, SCDOT, etc.

Multiday Design Workshop (4-day “in-person” Charrette). Our proposed workshop structure incorporates the rigor of a customary planning process with the creativity of a public “design charrette” to result in Complete Streets and urban designs that are both visionary and practical. This process imparts several advantages to the project. A significant amount of work will be completed during this multi-day event, concentrating efforts in a convenient

venue (i.e., preferably along Ribaut Road corridor, secured by the Client) for the community. This venue (e.g., vacant store front, studio space, community center, etc.) will act as a “design center” during the workshop, giving stakeholders easy access to the Project Team (planners, engineers, landscape architects and urban designers). The design workshop will produce a multitude of design concepts, visual simulations, photosims, development/redevelopment opportunities, multimodal treatments, etc. The following key elements will be integral to the success of the design workshop:

Open House #1: This occurs on the first evening of the 4-day Multiday Design Workshop. It provides a chance to validate or reaffirm the Vision/Guiding Principles for the project. This interactive public meeting will also reveal the results of the visual preference survey to identify key design treatments that participants would like to see along the Ribaut Road corridor.

Pin Up Session with Advisory Committee and Public: This event occurs on the evening of the second and third day (following the results of the design work studio) and involves a presentation and discussion with the AC regarding key design concepts, deliverables and ideas for the Ribaut Road corridor, including transportation infrastructure. These are valuable feedback loops for our design team to begin incorporating changes for the next day.

Closing Presentation “Grand Finale”: Day #4 will involve an intense design work studio followed by a closing presentation that provides a summary of efforts and products. Focused on key recommendations, this event will provide a great opportunity for interested stakeholders and general public to view and critique preliminary project recommendations and discuss next steps. As a part of Day #4 exercises, we will receive and incorporate feedback from Client Team, public participants and the Advisory Committee.

Open House Meeting #2 (“The Reveal” - Concept Designs and next steps). Following the Client Team/AC review and revisions to the concept designs and recommendations, the Client PM and Consultant will host a community meeting to walk through the findings and draft (revised) recommendations to the study, including 3-D renderings or example treatments/applications. This meeting typically occurs one month after the Multiday Design Workshop/Charrette. This meeting will allow the public and stakeholders the opportunity to better understand the draft recommendations and proposed changes to the corridor. This meeting will also include a proposed **Action Plan** (next steps) including construction quantities, cost estimates and potential phasing.

Website/Logo & Social Media Campaign. Early in the process, the Consultant will coordinate with the Client Team to include a webpage (tied to the Client’s preferred website) dedicated to the Ribaut Road Study. The Consultant will create a website or the Town can host a webpage on the Town’s existing website. The website may include materials provided by the Consultant past presentations, articles, concept designs, meeting schedules/agenda’s, project material, survey questions/results and links to other resources. The Client may also conduct social media posts such as Facebook or Twitter to enhance public awareness of the project.

Interactive Online Mapping. The Consultant will create an interactive online mapping exercise to solicit public input related to problem areas, needs and potential solutions along the corridor.

Public Survey. The Consultant will create and host an online (and hardcopy) survey during the outset of the project. The purpose of the survey is to collect information relative to corridor perception, issues, problem areas and desired outcomes. The Client Team/Consultant will administer hard copies of the survey at select meetings to enhance coverage.

Project Contact Database. An initial contact database should be created by the Client PM. This database will be maintained by the Client as the project progresses and additional individuals and stakeholders are added to the list.

Deliverables: (1) Project Symposia/Visioning Workshop (Mtg #1) (2) Multiday Design Workshop/Charrette (4 days); (3) Walking/Riding Audit; (4) Focus Group meetings; (5) Project Website/Page, Logo and Interactive Online Map; (6) Project Survey; and (7) Open House Meeting #2 (revised plans).

TASK 3: Baseline Conditions (Discovery)

Existing information (including adopted Plans such as the Beaufort County Connects Bike/Ped Study and the Port Royal Transportation Study) will be utilized as much as possible to make the most efficient use of in-field data collection efforts. Areas of study will include the following.

Identify Transportation Systems and Facilities. We will collect information on the following specific transportation components for the corridor (as available):

- Roadway characteristics: right-of-way, alignment, geometry, and field-located lighting, stormwater, drainage structures, sidewalks, trails,
- Available traffic AADT, turning movements, peak volumes, congestion current / forecasted, crash data and safety (SCDOT/LATS MPO and the Town)
- Crash data will be collected from SCDOT (3-year history) and analyzed as part of the intersection review, and/or for use in vision zero elements of the recommendations
- Pedestrian environment: sidewalks, crosswalks, pedestrian signals, Spanish Moss Trail (greenways) and street-side trails existing and planned
- Existing transit plans (if applicable)
- Emergency Services (vehicle), fire and rescue needs
- Truck Route and commuter info.
- This task will include a cursory review of human environment/Title VI elements of the corridor
- Security elements: corridor lighting, fencing, maintenance, delineation of public and private spaces
- Available - location, capacity, and availability of electric, water, and sewer utilities along the corridor, in GIS format (obtained from the County/Town)
- Land use recommendations along the corridor will be summarized from existing Comp Plans, and may including:
 - Generalized existing land use and recommended community types and urban design characteristics;
 - Land use categories;
 - Underdeveloped properties;
 - Open space, parks and conservation areas;
 - Historic and environmental resources; and
 - Planned/approved development (provided by the County/City/Town) and associated infrastructure improvements. This information will include adopted site plans (as of June 2022).

The existing infrastructure context will be documented to a summary of relevant portions of the local Comp Plans and applicable growth nodes/strategies. The Port Royal Transportation Plan recommends this study support increase safety for pedestrians and cyclists, and to develop an access management plan for properties along the corridor. This study will include recommendations for additional changes to land use and zoning policies in support of corridor redevelopment.

Multimodal Level-of-Service Analysis. The transportation analysis will include the evaluation of vehicular performance to provide a comprehensive focus on methods to improve the mobility and access of the corridor to all users. This will include v/c corridor analysis based on available count data. A Multimodal Level-of-Service Analysis (MMLoS) or Stress Analysis (i.e., service comfort) will be performed for bicycle and pedestrian users within proximity of the corridor. MMLoS (based on FHWA’s approved methodology) is a tool that can be used to show the difference between existing LOS by mode and future (i.e, with recommendations) LOS by mode. It is a great tool to show how the Plan recommendations are making a difference for each mode to those who tend to support non-vehicular modes as well as those who do not. The quality and potential of the bicycling and walking environments will be assessed as described in the previous task.

Multimodal Operations. Intersection crosswalks, signalization, and opportunities for traffic calming (select segments) and separated biking and walking facilities will be evaluated. All traffic calming opportunities will be coordinated with emergency response stakeholders. We will work collaboratively to understand the barriers and choices for active modes of travel throughout the corridor. Flexibility dictated by varying and sometimes “tight” rights-of-way will be necessary to create a cost-effective solution for the majority of pedestrians and cyclists. This will include an analysis of the interaction between and bicycle/pedestrian treatments, including linkages to off road greenway network and possible bikeshare opportunities. Each mode will be prioritized and evaluated against competing modes to determine how best to integrate specific treatments. This subtask will include a Corridor Profile deliverable.

Deliverables: (1) Transportation systems inventory (i.e., photographic inventory, crashes, traffic, human environment, etc.); (2) Mapping, infographics, charts and text to support the development of the Existing Conditions (documentation); (3) Corridor Profile; (4) MMLoS or Stress Analysis.

TASK 4: Data Analysis

Traffic Analysis: Through a separate signal timing project, Beaufort County will be collecting two (2) seven-day bidirectional traffic counts on Ribaut Road. They will also be collecting AM, midday, and PM peak period turning movement counts at each of the twelve (12) signalized intersections along Ribaut Road. Beaufort County will provide that traffic data. The Consultant will supplement that data with AM, midday, and PM peak period vehicular and pedestrian intersection turning movement counts at the following eight (8) Ribaut Road unsignalized intersections: Greene Street, Prince Street, Pine Court / Spanish Point Drive, Southside Boulevard, Casablanca Circle / Shell Road, Pinckney Boulevard, Richmond Avenue, and Vaigneur Road / Edinburgh Avenue. The Consultant will review the twenty (20) peak hour turning movement count traffic volumes and create exhibits to display this traffic volume data. The Consultant will utilize historical traffic growth, planned development information, and COG travel demand modeling to project horizon year turning movement count volumes. This scope assumes any known traffic studies in the area will be provided by the Client prior to the Consultant creating future year/forecast volumes. This includes KHA’s traffic scope. The Consultant has already obtained the Ribaut Road Traffic Study (Bihl) August 2021.

The Consultant will utilize the existing volumes and horizon year turning movement count projected volumes to perform intersection level of service analysis of the study area intersections under their existing geometric conditions utilizing the Transportation Research Board's *Highway Capacity Manual* methodologies of the *Synchro*, version 10 software. We will also utilize horizon year turning movement count projected volumes to identify potential roadway and traffic operations improvements and mitigation measures for consideration and will analyze one corridor-wide improvement strategy, with variations at some intersections as determined during the design process.

Safety Analysis: Based on the crash data obtained in Task 3, we will organize the crash data by appropriate categories (including type of collision, time of collision, severity, and probable cause of collision) and analyze the data for observable crash patterns and crash hot spots. We will provide tables and graphs that clearly convey the data.

The Consultant will utilize the crash history review and speed data (spot speed data at up to 4 locations along the corridor) to identify potential safety improvement and mitigation measures to be considered. We will evaluate pedestrian, bicycle, and vehicular crashes separately, to identify improvements for each mode of travel. This includes an analysis of mid-block pedestrian or HAWK signal recommendations. This assumes up to four (4) 6-hr pedestrian crossing counts and analysis. Traffic calming measures to regulate speeds, if needed, will be explored. Safety recommendations will incorporate both the needs and preferences of the local community that travel the corridor and SCDOT practices.

Deliverables: (1) V/C and vehicular LOS/Synchro Analysis; (2) Crash analysis and Safety Analysis; (3) Up to four (4) 6-hr pedestrian crossing counts and analysis

TASK 5: Catalyst Sites

Three (3) Catalyst Sites (conceptual site plans) will be developed along the corridor as informed by the Client. A Preferred Development Strategy (plan view and representative imagery) will be developed for each site that represents best urban design principles and place-making opportunities including development locations, scale, character, and intensities favored in the study area. Possible design characteristics may include the contextual needs presented by the potential location of commercial/office development; the desire to cross Ribaut Road on foot by children and parents; and support of existing and desirable future business developments. Input used to develop the plan will be sought throughout the planning process, including stakeholder interviews; public interaction at work sessions; and interaction with the Advisory Committee.

Throughout the urban design process, we will utilize compelling and accessible means of visual communication and documentation, including highly legible analytical diagrams, hand sketches, and computer renderings and animations.

Deliverables: (1) Three Catalyst Site plans (development and/or redevelopment).

TASK 6: Roadway & Concept (Design and Discuss)

The Consultant will balance the Ribaut Road corridor needs relative to development, design and transportation to create a Complete Streets corridor concept that supports a healthy, attractive and active environment. This effort will include developing the transportation recommendations that respond to community needs and the associated anchor areas and street typology.

Utilities along the corridor will be identified (as provided by Client), but generally consist of overhead power poles, aerial telecommunication, underground water and sewer, located in

close proximity of the roadway. Turn lane, side street adjustments, or other improvements beyond the existing travel lanes warrant careful consideration of potential utility and right-of-way impacts and therefore significant costs.

Preferred Access Plan (PAP). This subtask involves analysis and mapping of existing data, field measurements, traffic operational/safety analysis, and identification of potential design constraints. Corridor context may include items listed below:

- Streetscape character
- Connectivity
- Circulation of traffic patterns and volume
- Sidewalk continuity
- Lighting and security concerns
- Stormwater drainage, infrastructure, and water quality
- Corridor assets
- Greenway connections (i.e., Spanish Moss Trail)
- Utilities infrastructure
- Safety analysis including frequency, severity, and contributing factors
- Topography constraints
- Access Management
- Median locations
- Traffic control signals
- Freight mobility and routing, including state route designations

The **Preferred Access Plan** (Ribaut Road from Boundary Street to the Russell Bell Bridge – 5.5 miles) is represented through a schematic mapping to identify the fundamental street network improvements needed to support multimodal connections, access considerations, connectivity, management of access, and alternative intersection treatments. A combination of ArcGIS and Photoshop are utilized to develop this feasibility-level schematic illustration, which allow the team to ‘test-fit’ a range of alternatives and receive feedback from stakeholders. Incorporating feedback and direction from the Client Team, we will advance to concept design.

Concept Design. The Consultant proposes to work with the Client Team to develop an initial Concept Design for 5.5 mile segment of Ribaut Road. This includes developing CAD designs (15-20%) level of detail for the corridor. We will also use 3D visualization techniques to supplement the design concepts and help stakeholders better understand the physical recommendations. Some elements, like bicycle and access management treatments may be appropriate for the entire corridor; others like gateways, pedestrian accommodations, or innovative stormwater management (green infrastructure), will be more context sensitive to their immediate surroundings. Design features may include:

- Potential road diet (specific segments) to accommodate greater sidewalk width and/or bicycle treatments.
- Sidewalk, street trees, and intersection treatments to make them more pedestrian-friendly.
- Repurposing asphalt
- Field-verify the concept design with drainage, utilities, property and right-of-way impacts in mind.
- Vehicular travel delay reduction strategies such as turn lanes, traffic calming, and access management techniques, among others.
- Connectivity improvements, cross-access and back door access recommendations.
- Pedestrian and bicycling delay and crash reduction measures including crosswalk treatments, signalization, turn restrictions, and speed controls.
- Gateway treatments, beautification, and streetscape improvements.

- Placement of landscaping, pedestrian-scale lighting, street furniture, fencing, retaining structures (general location), public space development and other opportunities to enhance the visual environment.

Design Considerations. Each alternative will consider issues such as right-of-way needs, connections to nearby areas, access and circulation, natural and historic sites, transitions between adjoining land uses, gateways, focal points and views. These alternatives will look at functional and physical relationships among different land uses, and the aesthetic character and contextual themes of development in and around the corridor area. We will evaluate existing plans, policies, and ordinances administered in the study area and recommend changes to support the integrated design principles and Complete Streets Concept Design recommendations for the corridor. Additional consideration will be given to Smart Corridor opportunities as well. A brief narrative will summarize the evaluation and identify a list of rules, policies, or standards that may be in conflict with recommendations for the corridor.

Deliverables: (1) Preferred Access Plan (PAP); (2) Concept Design (CAD designs (15-20%) level of detail):

- Draft edge of pavements (turn lanes, driveways, etc.)
- Cross sections
- Bike and Pedestrian treatments
- Built in traffic calming (speed countermeasures)
- Identify potential locations for retaining walls and right-of-way

(3) Visualization – Photosims, 3D Cross sections, etc. (4) Design considerations.

TASK 7: Reveal of the Plan (Documentation)

Implementation and Success. The following are key components of this final, and perhaps most important, part of the plan and planning process.

- The Consultant will provide effective transportation and land use planning that will dovetail seamlessly with preliminary engineering to “tee up” the Ribaut Road Complete Streets Corridor project for LATS MPO, Beaufort County or SCDOT prioritization. We will cost out the project using unit cost values provided by SCDOT. The Concept Design will allow us to develop quantities for this construction cost estimate and identify logical phases and project limits for future programming.
- A brief narrative will summarize the evaluation and identify a list of policies that may be in conflict with recommendations for the corridor.
- Part of our work will include identifying and costing out separate, “stand-alone” project elements that can be done in partnership with private development / redevelopment actions.

Separate presentations (i.e., Board Briefings) to elected/appointed boards with the County, City or Town will be conducted by Client Team with a PPT provided by the consultant.

Documentation and Suggested Report Contents. The Project Workbook report and online StoryMap (visual-based) will be graphically oriented to explain key concepts clearly and be based on the short- and long-term recommendations, but also how those recommendations were formed and informed by the Advisory Committee, public, and technical components of the planning process.

Part of this task will include the development of report and mapping templates to be used for public presentations and reporting. We will revise the draft Workbook and draft StoryMap based on one set of combined comments from the Client Team. Work will be completed in

InDesign and CADD, primarily, and the Client PM will be provided with the associated electronic files at the conclusion of the project.

Deliverables: (1) Prioritized or phasing of project recommendations and cost estimates; (2) Implementation/Action Plan; (3) Policy (in conflict) recommendations; (4) One PPT presentation provided to the Client PM for elected/appointed board(s); (5) Project Workbook report (one draft and revised final report); (6) StoryMap (online) visual and interactive graphics; (7) digital copies of data (GIS), design concepts and Project Workbook.

OPTIONAL ADDITIONAL TASKS: Market Analysis

Market Analysis (\$20K) – The market analysis task addresses the questions of designing infrastructure to accommodate projected growth and to encourage sustainable development. As a mobility corridor, there will be places along Ribaut Road where context-sensitive solutions will be required as well as places that are ripe for walkable, mixed-use development. The market analysis will delineate these locations, project the mix of land uses, and identify the transportation initiatives needed to support redevelopment and economic sustainability.

This task will include identifying potential future development sites and activity nodes. Given the developable land along this corridor and increasing demand for affordable housing options, key land use and redevelopment considerations must be made with the intent to create a walkable, accessible, and connected network.

This analysis identifies existing real estate market conditions and development patterns, as well as quantifies key demand segments that could drive the local economy moving forward, including residents, workforce, businesses, and visitors/tourists.

We will consider regional and national trends that could inform future development opportunities as they pertain to shifting demographics and changes in housing, retail, and employment preferences. The Real Estate and Demographic Analysis will be more than just a document of numbers—it will inform future planning strategies as they relate to the linkages between segments of demand (people), their preferred types of real estate and services (products), and the appropriate areas for these types of development along the corridor (places).

- 1.1 *Location Quotient.* The initial step of the assessment will be to develop a Location Quotient for major employment sector for the Town of Port Royal as a whole. This analysis will include a gap assessment of what goods and services are potential customers going outside of the study area to obtain and how the potential needs related to retail, commercial, and residential can be fulfilled within this corridor study area.
- 1.2 *Review and Validation.* The second task will be to interview developers and land planners in the region to understand viability of various types of development appropriate for the primary study area. This sub-task also includes identifying three (3) or more properties that have been developed recently as case comparisons. Development types, quantities, and site characteristics will be evaluated.
- 1.3 *Report and Review.* The consultant will prepare one draft and, upon review and comments provided by the Client, one final report that summarizes all of the preceding tasks. This document will also present guidance for preparing the sketch planning scenario to be prepared by others.



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

| |
|---|
| ITEM TITLE: |
| Recommendation of Change Order Design for Near-Term Intersection Improvements to include the intersections of SC 170 & Del Webb Blvd/Seagrass Station Rd and SC 170 & Oldfield Way to the SC 170 Design Contract (Near Term Improvements) (\$507,850) |
| MEETING NAME AND DATE: |
| Public Facilities Committee – August 22, 2022 |
| PRESENTER INFORMATION: |
| Jared Fralix, Assistant County Administrator – Infrastructure (5 mins) |
| ITEM BACKGROUND: |
| On April 19, 2021, the Public Facilities Committee discussed and approved staff to move forward with the design of the near-term roadway improvements along SC 170 (from US 278 to SC 462) as identified in the SC 170 Access Management Study. The approval level was up to a cost of \$300,000. The item was later approved at the County Council meeting on April 26 th , 2021. This Change Order will provide the design for the additional two intersections that will have direct benefit in conjunction with the previous Near-Term design. |
| PROJECT / ITEM NARRATIVE: |
| In 2019, LATS commissioned the SC 170 Access Management Study that was performed by AECOM. In the report, AECOM identified near-term, intermediate-term, and long-term improvements to address the needs of the corridor. This project will provide an additional phase to the near-term improvements by addressing congestion and safety concerns at the SC 170 & Del Webb Blvd/Seagrass Station Rd and SC 170 & Oldfield Way intersections. |
| FISCAL IMPACT: |
| AECOM has provided a fee of \$210,750 for the design of the SC 170 & Del Webb Blvd/Seagrass Station Rd and SC 170 & Oldfield Way intersections. This Change Order and a 20% contingency of \$42,150 will be added to the previous contract amount of \$254,950, bringing the total contract amount to \$507,850. The project is to be funded from the Bluffton Road Impact Fees account 23020011-51160 with a balance of \$3,317,153. |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Staff recommends approval of the change order to include the intersections of SC 170 & Del Webb Blvd/Seagrass Station Rd and SC 170 & Oldfield Way to the SC 170 Design Contract (<i>Near-term Improvements</i>). |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve/deny the recommendation of change order to the SC 170 Design Contract (<i>Near-term Improvements</i>) to AECOM. (Next Step: Move forward to County Council for recommendation of change order to the SC 170 Design Contract (Near-term Improvements) to AECOM. |



April 22, 2022

Mr. Jared Fralix, PE
 Assistant County Administrator
 Beaufort County
 100 Ribaut Road
 Beaufort, SC 29902

Subject: SC 170 Implementations Near-Term Recommendations - @ Del Webb

Dear Mr. Fralix:

AECOM Technical Services Inc. (AECOM) is pleased to be working with you on the implementation of the Near-Term Improvements on SC 170. Based on a conference call in April 2022 it was discussed that additional improvements along SC 170 just south of the existing project corridor are recommended by Beaufort County and the Town of Bluffton. These improvements include installation of an RCUT at the intersection of Del Webb Boulevard and SC 170, a U-turn area just north of the project and a U-turn area just south of the project as illustrated on the graphics below.



An existing study dated 3-8-2022 recommended the RCI and therefore additional studies will not be prepared. Our proposal and scope of services are limited to the following tasks and descriptions:

AECOM
 10 Patewood Drive
 Building 6, Suite 500
 Greenville, SC 29615
 Tel: 864.234.3000
 Fax: 864.609.9069
www.aecom.com

- Task 1: Project Management
- Task 2: Field Surveys
- Task 3: Construction Plans and Permitting
- Task 4: Encroachment Permit
- Task 5: Right of Way Acquisition

Task 1: Project Management

This task also covers overall project management and administration including County coordination, general project correspondence and project QA/QC activities.

Deliverables: Monthly Invoices will be submitted with original contract invoices.

TASK 2: Field Surveys

Field surveys will be performed to determine accurate elevations and locations of existing facilities, as needed for design and to provide ground controls for base mapping and all design surveys. AECOM survey limits will include areas as shown below. It is approximately 2,500 linear feet and a 200 ft wide swath:



Survey will include:

- a. Horizontal and vertical control will be utilized from existing control set throughout the project. Boundary and Topographic surveying services shall be to the requirements of the Minimum Standards Manual for the Practice of Land Surveying in South Carolina.
- b. Cross-section the edge of pavement/roadway, centerline, and ditches. Cross section will be done at approximately 50-ft intervals.
- c. Locate site features on the two foot contour interval topo the with additional spot elevations as necessary to accurately depict the existing drainage patterns of the area. Horizontally and vertically locate all potential outfall drainage ditches and streams. At all outfalls obtain cross-sections 50 feet wide and 100 feet upstream and 100 feet downstream from the centerline of the roadway.
- d. Locate all visible drainage and gravity sewer structures within the corridor and one structure beyond the corridor limit. Information shall include top and invert elevations as well as pipe location, size and material.
- e. Location of all visible existing above ground utility structures such as telephone pedestals, water valves, water meters, gas valves, fire hydrants, and visible existing utility designations by others will be shown. No connectivity of underground non-gravity utilities will be shown except as marked by PUPS.
- f. Survey Control Points shall be provided throughout the project outside the physical limits of construction at 500' intervals.
- g. Surveyed property corners along with available records will be utilized to compute property lines. Records for determining property lines and right of way will be provided.
- h. Include utilities in public roads along with storm drain pipes (sizes) and collection structures. Leave at least two Bench Marks on/near site (in what one could assume to be a protected area) with the State Plane coordinates and elevation. Topo only what is necessary) to complete the project design. Of course, include all existing utilities and anything that might affect the design and construction.
- i. Provide existing property lines, right of way lines, and current property owners.
- j. Develop Existing Centerline and if possible this should be based off old SCDOT plans.
- k. Prepare a Digital Terrain Model (DTM) or TIN file and combine it with existing model from the corridor.

Deliverables:

- 1) *Drawing(s) compatible with AutoCAD 2009 and or Microstation v8i.*
- 2) *DTM or TIN file.*
- 3) *"ASCII" file formatted as, Point Number, Northing, Easting, Elevation, Description.*
- 4) *Copies of plats and deeds to verify the Right of Way*

Task 3: Construction Plans

Concept Design: The Consultant will develop geometric design criteria and prepare a preferred conceptual typical section and geometric layout for the recommended improvements; this work will be shown on survey data.

Conceptual plans will include estimated limits of construction, estimated right-of-way and property impacts and will be based on the proposed typical sections and field conditions. The conceptual designs along with cost estimates will be submitted to Beaufort County for review and approval.

Deliverables: AECOM will provide a PDF copy in 22" x 36" printable format of the concept layouts.

AECOM will prepare final roadway plans for the construction of the road based on the approved concept and survey information. The design relating to the following activities will be developed:

Geometric Design - AECOM will develop and finalize the roadway typical sections, horizontal alignment, and profile.

Hydraulic Designs - AECOM will develop and finalize the drainage design and incorporate into the roadway plans for construction. The drainage design will include removing as necessary existing structures, piping and ditches as well as the installation of new structures, piping and ditches.

Erosion Control Design/Permitting - Design for minimizing erosion and off-site sedimentation during construction will be developed. The location and type of erosion control devices will be shown on the construction plans. The plan should identify the need to maintain, clean, and relocate these erosion control measures as the project progresses. Removal of temporary erosion control devices following construction shall be addressed. Standard erosion control details will be included. It is anticipated that the work for this improvement will disturb less than ½ acre and will not require OCRM coordination. It is anticipated this project will be coordinated with Beaufort County as the Municipal Separate Storm Sewer Systems (MS4s) for approval.

Utility Impacts - AECOM will make a concerted effort to design around and try to avoid unnecessary relocations of utilities. If absolutely necessary, AECOM will coordinate with Utility Providers to develop a plan for relocation and will provide Beaufort County the proposed recommendations. The CONTRACTOR will be responsible for ensuring that utilities are relocated satisfactorily for construction to proceed.

Traffic Control/Detour Plans - AECOM will discuss with the County to determine the best path forward in regards to traffic control and will either prepare traffic control plans for staged construction or will include SCDOT guidance.

Right of Way Exhibits - It is anticipated right-of-way acquisition will be required at up to two parcels and temporary easements or permissions will be required at two parcels. AECOM engineering staff will prepare and submit a right-of-way exhibit for each parcel affected by the project. The exhibits will be prepared on a legal (8 ½ X 14”) sheet size. Should the county require more detailed Right of Way Plats showing the metes and bounds, this is not included in the scope, but can be provided at an additional cost per parcel. It is assumed up to four exhibits would be required.

Construction Plans - will be developed and included with existing plans being prepared for the project and will not be a standalone set. AECOM will submit electronic plans for 95% plan review and comment by the County and a PDF copy plans for the final submittal. It is anticipated that plans will include and/or address the following at a minimum:

- a. Title Sheet
- b. General Notes Sheet
- c. Summary of Quantities, Removal & Disposal Items
- d. Typical Sections
- e. Detailed Construction plan sheets
- f. Detailed profile sheets
- g. Driveway locations, types, and dimensions
- h. Limits of existing right-of-way, easements and adjacent properties
- i. Storm drainage plans (may be included on roadway plan)
- j. Erosion control Plans (may be included on roadway plan)
- k. Utility conflicts
- l. Traffic Control Plans
- m. Pavement Marking and Signing Plans
- n. Cross-sections at 50 foot interval.
- o. Construction limits
- p. Property lines, property parcel number, and ownership
- q. Geometric control (vertical and horizontal)
- r. Roundabout/Intersection Layout

Assumptions:

- 1) *A standalone set of plans will be prepared that could be bid out independently from the larger project or change ordered with the contractor after the initial letting of the project.*

Deliverables:

- 1) *It is assumed that AECOM will provide an electronic PDF set of plans for review at concept level and 95% Plan Level.*
- 2) *It is assumed Electronic and Hard Copies of plans will be provided to Utility Companies at 65% Plan Level for Review/Relocation Sketches/Cost Estimates.*
- 3) *AECOM will provide Final Construction Plans at a scale of 1”=50’ which will include all of the items listed above.*

Task 4: SCDOT Encroachment Permit

AECOM will coordinate with SCDOT to obtain an encroachment permit for the work. It is anticipated that submittals of the plans will be submitted to SCDOT for Review at concept and Final plan stages. This scope includes preparing checklists and supporting documentation required by SCDOT to process encroachment permit application to include Sight Distance Calculations, Functional Classifications, driveway profiles, drainage calculations/statements, etc. and up to one (1) meeting with SCDOT at District office or on-site.

Task 5: Right of Way Acquisition

AECOM will Acquire in accordance with all state laws and regulations, both Federal and State and in the name of Beaufort County, the right of way necessary to construct the project. Title shall be in fee simple absolute and have a recordable warranty deed unless otherwise authorized by the County. All titles shall be filed with the Clerk of Court Office once payment is made to the landowner, in respective Beaufort County and the original file stamped instrument will be returned to Beaufort County. AECOM is responsible for all costs associated with recording of instruments. The acquisition of property shall follow the guidelines as established by Beaufort County other State and Federal guidelines considered by the County to be appropriate. AECOM shall have the authority to make Administrative Adjustments as directed and approved by the County.

In the event of condemnation, the necessary documents as required by Eminent Domain Procedure Act Sections 28-2-10 et. Seg., South Carolina Code of Laws (1976) as amended will be prepared and submitted electronically on disk leaving the attorney's name off of the document and leaving names off all other documents necessary for filing the case with the Clerk of Court. The procedure for condemnation shall be by way of trial after rejection of the amount tendered as provided in Section 28-2-240.

Retain all records dealing with property acquisition and all other costs associated with this project for three (3) years after final phase of construction work on project. Such records will be made available for audit and review by the County or County authorized representative upon request.

AECOM is responsible for establishing and maintaining Quality Control and Quality Assurance procedures for the entire right of way acquisition process. Corrections or requests for additional information shall be due within 10 working days of written request unless otherwise specified.

It is assumed Right of Way will be required from up two parcels.

Assumptions:

- 1) *Assumed up to two appraisals.*
- 2) *Assumed up to two appraisal reviews.*
- 3) *Assumed up to two Title Reports.*
- 4) *Appraisals and Appraisal Reviews will be requested if there are damages to the property and just compensation exceeds \$20,000.00 or if no agreement can be reached and file will need to be submitted for condemnation.*
- 5) *Assumes the checks for acquisition will come from the County.*

Cost & Schedule

| Task | Cost |
|----------------------------------|-----------------|
| Task 1: Project Management | \$11,000 |
| Task 2: Survey | \$16,820 |
| Task 3: Construction Plans | \$47,960 |
| Task 4: Encroachment Permit | \$3,520 |
| Task 5: Right of Way Acquisition | \$17,520 |
| Total Design | \$96,820 |


Note that if a purchase order is issued as an authorization to proceed; this proposal is incorporated by reference. Where the terms and conditions stated in the purchase order conflict with terms references in the existing agreement, the terms in the existing agreement shall take precedence.

Specific Exclusions and Clarifications: Items specifically excluded from this scope of work include geotechnical explorations or design, Wetland/Stream Delineations or Permitting, FEMA Coordination, Utility Agreement Coordination or preparation, Right of Way Appraisals and Appraisal Reviews other than what is noted, Traffic Signal Designs.

We are pleased to have the opportunity to propose to complete this work on your behalf and look forward to working with you and your staff on this project. Should you have any questions or need any additional information please do not hesitate to contact me. We are prepared to begin work immediately upon receiving authorization from Beaufort County. If you have any questions or require additional information, please contact me at (803) 331-9717 or emily.swearingen@aecom.com.

Sincerely,

AECOM



Emily Swearingen, PE
 SC Transportation Leader



June 23, 2022

Mr. Eric Claussen, P.E., PTOE
 Director of Engineering
 Beaufort County
 100 Ribaut Road
 Beaufort, SC 29902

Subject: SC 170 Implementations Near-Term Recommendations - @ Oldfield Way

Dear Mr. Claussen:

AECOM Technical Services Inc. (AECOM) is pleased to be working with you on the implementation of the Near-Term Improvements on SC 170. Based on a conference call in May 2022 it was discussed that additional improvements along SC 170 at Oldfield Way are recommended by Beaufort County as there is a large development that will be adding a fourth leg to the existing intersection. In an effort to address traffic concerns in the short term it is desired to install a Reduced Conflict Intersection. This RCI will allow for left turning vehicles into the new development and onto Oldfield Way, but it will not allow a left turning movement out of the development. This will require people who desire to turn left to make a right and then make a U-Turn 600 to 800 ft away from the intersection. The layout below illustrates this but also shows improvements to make the new development approach dual right lanes, with a signalized dual U-turn on SC 170. It is assumed there will only be one right turn lane required from Oldfield Way and a single U-Turn Lane.



An existing study was completed to recommend the RCI and therefore additional studies will not be prepared, but can be added as an additional service. Our proposal and scope of services are limited to the following tasks and descriptions:

Task 1: Project Management

Task 2: Field Surveys

Task 3: Construction Plans and Permitting

AECOM
 10 Patewood Drive
 Building 6, Suite 500
 Greenville, SC 29615
 Tel: 864.234.3000
 Fax: 864.609.9069
www.aecom.com

Task 4: Encroachment Permit
Task 5: Right of Way Acquisition

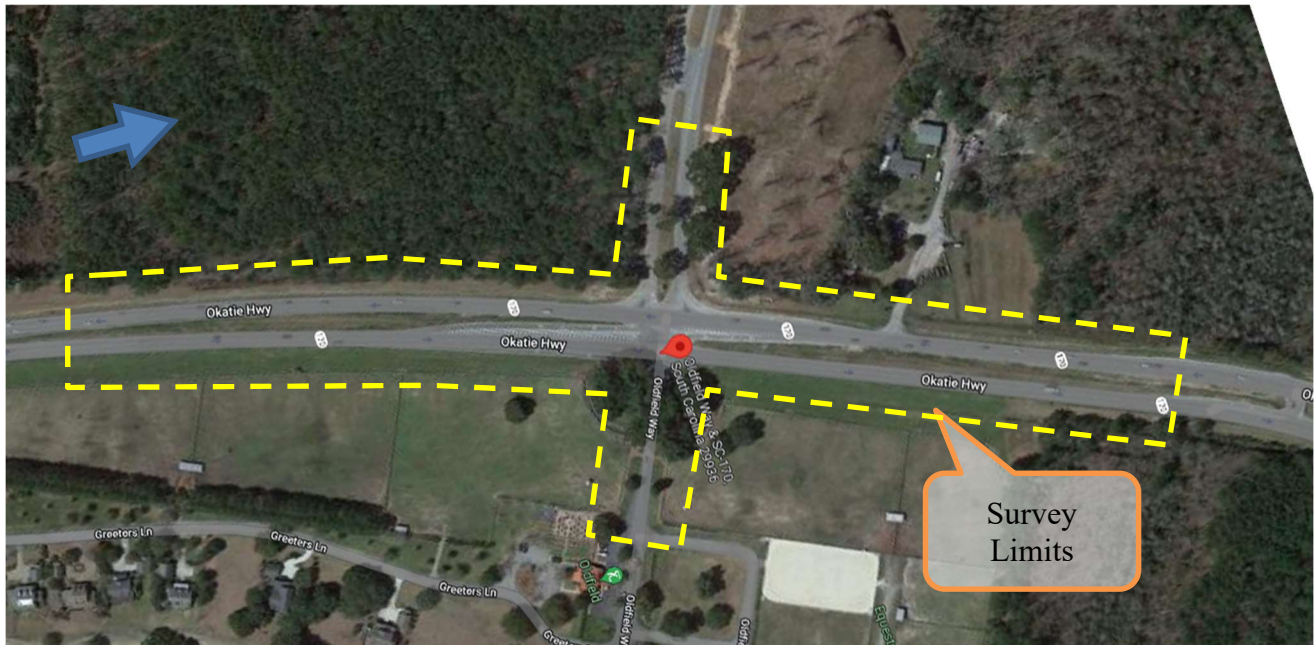
Task 1: Project Management

This task also covers overall project management and administration including County coordination, general project correspondence and project QA/QC activities.

Deliverables: Monthly Invoices will be submitted with original contract invoices.

TASK 2: Field Surveys

Field surveys will be performed to determine accurate elevations and locations of existing facilities, as needed for design and to provide ground controls for base mapping and all design surveys. AECOM survey limits will include areas as shown below. It is approximately 2,200 linear feet along SC 170 and approximately 300 ft down each approach. The swath is approximately 250 ft wide:



Survey will include:

- a. Horizontal and vertical control will be utilized from existing control set throughout the project. Boundary and Topographic surveying services shall be to the requirements of the Minimum Standards Manual for the Practice of Land Surveying in South Carolina.
- b. Cross-section the edge of pavement/roadway, centerline, and ditches. Cross section will be done at approximately 50-ft intervals.

- c. Locate site features on the two foot contour interval topo the with additional spot elevations as necessary to accurately depict the existing drainage patterns of the area. Horizontally and vertically locate all potential outfall drainage ditches and streams. At all outfalls obtain cross-sections 50 feet wide and 100 feet upstream and 100 feet downstream from the centerline of the roadway.
- d. Locate all visible drainage and gravity sewer structures within the corridor and one structure beyond the corridor limit. Information shall include top and invert elevations as well as pipe location, size, and material.
- e. Location of all visible existing above ground utility structures such as telephone pedestals, water valves, water meters, gas valves, fire hydrants, and visible existing utility designations by others will be shown. No connectivity of underground non-gravity utilities will be shown except as marked by PUPS.
- f. Survey Control Points shall be provided throughout the project outside the physical limits of construction at 500' intervals.
- g. Surveyed property corners along with available records will be utilized to compute property lines. Records for determining property lines and right of way will be provided.
- h. Include utilities in public roads along with storm drain pipes (sizes) and collection structures. Leave at least two Bench Marks on/near site (in what one could assume to be a protected area) with the State Plane coordinates and elevation. Topo only what is necessary) to complete the project design. Of course, include all existing utilities and anything that might affect the design and construction.
- i. Provide existing property lines, right of way lines, and current property owners.
- j. Develop Existing Centerline and if possible, this should be based off old SCDOT plans.
- k. Prepare a Digital Terrain Model (DTM) or TIN file and combine it with existing model from the corridor.

Deliverables:

- 1) *Drawing(s) compatible with AutoCAD 2009 and/or Microstation v8i.*
- 2) *DTM or TIN file.*
- 3) *"ASCII" file formatted as, Point Number, Northing, Easting, Elevation, Description.*
- 4) *Copies of plats and deeds to verify the Right of Way*

Task 3: Construction Plans

Concept Design: The Consultant will develop geometric design criteria and prepare a preferred conceptual typical section and geometric layout for the recommended improvements; this work will be shown on survey data.

Conceptual plans will include estimated limits of construction, estimated right-of-way and property impacts and will be based on the proposed typical sections and field conditions. The conceptual designs along with cost estimates will be submitted to Beaufort County for review and approval.

Deliverables: AECOM will provide a PDF copy in 22" x 36" printable format of the concept layouts.

AECOM will prepare final roadway plans for the construction of the road based on the approved concept and survey information. The design relating to the following activities will be developed:

Geometric Design - AECOM will develop and finalize the roadway typical sections, horizontal alignment, and profile.

Hydraulic Designs - AECOM will develop and finalize the drainage design and incorporate into the roadway plans for construction. The drainage design will include removing as necessary existing structures, piping and ditches as well as the installation of new structures, piping and ditches.

Erosion Control Design/Permitting - Design for minimizing erosion and off-site sedimentation during construction will be developed. The location and type of erosion control devices will be shown on the construction plans. The plan should identify the need to maintain, clean, and relocate these erosion control measures as the project progresses. Removal of temporary erosion control devices following construction shall be addressed. Standard erosion control details will be included. It is anticipated that the work for this improvement will disturb less than ½ acre and will not require OCRM coordination. It is anticipated this project will be coordinated with Beaufort County as the Municipal Separate Storm Sewer Systems (MS4s) for approval.

Utility Impacts - AECOM will make a concerted effort to design around and try to avoid unnecessary relocations of utilities. If absolutely necessary, AECOM will coordinate with Utility Providers to develop a plan for relocation and will provide Beaufort County the proposed recommendations. The CONTRACTOR will be responsible for ensuring that utilities are relocated satisfactorily for construction to proceed.

Traffic Control/Detour Plans - AECOM will discuss with the County to determine the best path forward in regard to traffic control and will either prepare traffic control plans for staged construction or will include SCDOT guidance.

Signal Plans - AECOM will develop a signal plan for the U-turn area south of the intersection. This will include Dual U-Turn Lanes. Signal design will be coordinated with Beaufort County.

Right of Way Exhibits - It is anticipated right-of-way acquisition will be required at up to two parcels and temporary easements or permissions will be required at two parcels. AECOM engineering staff will prepare and submit a right-of-way exhibit for each parcel affected by the project. The exhibits will be prepared on a legal (8 ½ X 14") sheet size. Should the county require more detailed Right of Way Plats showing the metes and bounds, this is not

included in the scope, but can be provided at an additional cost per parcel. It is assumed up to four exhibits would be required.

Construction Plans - will be developed and included with existing plans being prepared for the project and will not be a standalone set. AECOM will submit electronic plans for 95% plan review and comment by the County and a PDF copy plans for the final submittal. It is anticipated that plans will include and/or address the following at a minimum:

- a. Title Sheet
- b. General Notes Sheet
- c. Summary of Quantities, Removal & Disposal Items
- d. Typical Sections
- e. Detailed Construction plan sheets
- f. Detailed profile sheets
- g. Driveway locations, types, and dimensions
- h. Limits of existing right-of-way, easements, and adjacent properties
- i. Storm drainage plans (may be included on roadway plan)
- j. Erosion control Plans (may be included on roadway plan)
- k. Utility conflicts
- l. Traffic Control Plans
- m. Pavement Marking and Signing Plans
- n. Cross-sections at 50 foot interval.
- o. Construction limits
- p. Property lines, property parcel number, and ownership
- q. Geometric control (vertical and horizontal)
- r. Roundabout/Intersection Layout

Assumptions:

- 1) *A standalone set of plans will be prepared that could be bid out independently from the larger project or change ordered with the contractor after the initial letting of the project.*

Deliverables:

- 1) *It is assumed that AECOM will provide an electronic PDF set of plans for review at concept level and 95% Plan Level.*
- 2) *It is assumed Electronic and Hard Copies of plans will be provided to Utility Companies at 65% Plan Level for Review/Relocation Sketches/Cost Estimates.*
- 3) *AECOM will provide Final Construction Plans at a scale of 1"=50' which will include all of the items listed above.*

Task 4: SCDOT Encroachment Permit

AECOM will coordinate with SCDOT to obtain an encroachment permit for the work. It is anticipated that submittals of the plans will be submitted to SCDOT for Review at concept and Final plan stages. This scope includes preparing checklists and supporting

documentation required by SCDOT to process encroachment permit application to include Sight Distance Calculations, Functional Classifications, driveway profiles, drainage calculations/statements, etc. and up to one (1) meeting with SCDOT at District office or on-site.

Task 5: Right of Way Acquisition

AECOM will Acquire in accordance with all state laws and regulations, both Federal and State and in the name of Beaufort County, the right of way necessary to construct the project. Title shall be in fee simple absolute and have a recordable warranty deed unless otherwise authorized by the County. All titles shall be filed with the Clerk of Court Office once payment is made to the landowner, in respective Beaufort County and the original file stamped instrument will be returned to Beaufort County. AECOM is responsible for all costs associated with recording of instruments. The acquisition of property shall follow the guidelines as established by Beaufort County other State and Federal guidelines considered by the County to be appropriate. AECOM shall have the authority to make Administrative Adjustments as directed and approved by the County.

In the event of condemnation, the necessary documents as required by Eminent Domain Procedure Act Sections 28-2-10 et. Seg., South Carolina Code of Laws (1976) as amended will be prepared and submitted electronically on disk leaving the attorney's name off of the document and 18 leaving names off all other documents necessary for filing the case with the Clerk of Court. The procedure for condemnation shall be by way of trial after rejection of the amount tendered as provided in Section 28-2-240.

Retain all records dealing with property acquisition and all other costs associated with this project for three (3) years after final phase of construction work on project. Such records will be made available for audit and review by the County or County authorized representative upon request.

AECOM is responsible for establishing and maintaining Quality Control and Quality Assurance procedures for the entire right of way acquisition process. Corrections or requests for additional information shall be due within 10 working days of written request unless otherwise specified.

It is assumed Right of Way will be required from up two parcels.

Assumptions:

- 1) *Assumed up to two appraisals.*
- 2) *Assumed up to two appraisal reviews.*
- 3) *Assumed up to two Title Reports.*
- 4) *Appraisals and Appraisal Reviews will be requested if there are damages to the property and just compensation exceeds \$20,000.00 or if no agreement can be reached and file will need to be submitted for condemnation.*
- 5) *Assumes the checks for acquisition will come from the County.*

Cost & Schedule

| Task | Cost |
|----------------------------------|------------------|
| Task 1: Project Management | \$11,460 |
| Task 2: Survey | \$20,040 |
| Task 3: Construction Plans | \$59,880 |
| Task 4: Encroachment Permit | \$4,700 |
| Task 5: Right of Way Acquisition | \$17,850 |
| Total Design | \$113,930 |

Note that if a purchase order is issued as an authorization to proceed; this proposal is incorporated by reference. Where the terms and conditions stated in the purchase order conflict with terms references in the existing agreement, the terms in the existing agreement shall take precedence.

Specific Exclusions and Clarifications: Items specifically excluded from this scope of work include geotechnical explorations or design, Wetland/Stream Delineations or Permitting, FEMA Coordination, Structural Design, Utility Agreement Coordination or preparation, Right of Way Appraisals and Appraisal Reviews other than what is noted.

We are pleased to have the opportunity to propose to complete this work on your behalf and look forward to working with you and your staff on this project. Should you have any questions or need any additional information please do not hesitate to contact me. We are prepared to begin work immediately upon receiving authorization from Beaufort County. If you have any questions or require additional information, please contact me at (803) 331-9717 or emily.swearingen@aecom.com.

Sincerely,

AECOM



Emily Swearingen, PE
SC Transportation Leader



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

Item 11.

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|--|
| ITEM TITLE: |
| Recommendation to Award IFB#050622E Airport Frontage Road Phase I Project (\$2,434,778.00) |
| MEETING NAME AND DATE: |
| Public Facilities Committee – August 22, 2022 |
| PRESENTER INFORMATION: |
| Jared Fralix, Assistant County Administrator – Infrastructure (5 mins) |
| ITEM BACKGROUND: |
| On April 6, 2022, Beaufort County published a solicitation for construction services for the 2018 One Cent Sales Tax project Airport Frontage Road Phase I. |
| PROJECT / ITEM NARRATIVE: |
| On May 13, 2022, Beaufort County received one (1) bid from APAC Atlantic for \$2,434,778.00. After a review, APAC Atlantic’s bid appears to be responsive. |
| FISCAL IMPACT: |
| APAC Atlantic provided a bid of \$2,434,778.00. With a 20% contingency of \$486,957.60, the total project cost is \$2,921,745.60 to be funded from the 2018 One Cent Sales Tax account number 47050011-54505 with a balance of \$23,619,391.52. |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Staff recommends approval to award IFB#050622E Airport Frontage Road Phase I Project to APAC Atlantic. |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve/deny recommendation to award IFB#050622E Airport Frontage Road Phase I Project to APAC Atlantic. <i>Next Step: Move forward to County Council for recommendation to award IFB#050622E Airport Frontage Road Phase I Project to APAC Atlantic.</i> |

PRELIMINARY BID TABULATION
PURCHASING DEPARTMENT

Item 11.



| | |
|---------------------------|-------------------------------|
| Project Name: | Airport Frontage Road Phase 1 |
| Project Number: | IFB 050622E |
| Project Budget: | |
| Bid Opening Date: | 13-May-22 |
| Time: | 3:00:00 PM |
| Location: | Beaufort County |
| Bid Administrator: | Dave Thomas |
| Bid Recorder: | Victoria Moyer |

The following bids were received for the above referenced project:

| BIDDER | BID FORM | BID BOND | ALL ADDENDA | SCH OF VALUES | SUB LISTING | SMBE DOCS | Grand Total Price |
|---------------|----------|----------|-------------|---------------|-------------|-----------|-------------------|
| APAC Atlantic | X | X | X | X | X | X | \$2,434,778.00 |
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Beaufort County posts PRELIMINARY bid tabulation information within 2 business days of the advertised bid opening. Information on the PRELIMINARY bid tabulation is posted as it was read during the bid opening. Beaufort County makes no guarantees as to the accuracy of any information on the PRELIMINARY tabulation. The bid results indicated here do not necessarily represent the final compliance review by Beaufort County and are subject to change. After the review, the final award will be made by Beaufort County Council and a certified bid tab will be posted online.

David L. Thomas
Bid Administrator Signature

Victoria Moyer
Bid Recorder



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

| |
|--|
| ITEM TITLE: |
| Recommendation of Change Order to ICE, PLLC. for RFP#053019E Pathways Project Design Services (\$3,230,518.48) |
| MEETING NAME AND DATE: |
| Public Facilities Committee – August 22, 2022 |
| PRESENTER INFORMATION: |
| Jared Fralix, Assistant County Administrator – Infrastructure |
| ITEM BACKGROUND: |
| On December 9, 2019, Beaufort County Council was presented a contract award of \$3,120,862.80 to ICE, PLLC. though awarded a not to exceed amount of \$750,000 for the 2018 Pathways Project Design Services, which would allow us to proceed with 6 out of the 14 priority projects. |
| PROJECT / ITEM NARRATIVE: |
| On May 23, 2022, Beaufort County Council pass Ordinance 2022/26 to appropriate excess funds collected from the sales tax to the Sidewalks and Multi-Use Pathways program in the amount of \$15,449,734.75. With an increase in the program funding, the Engineering Department negotiated with ICE, PLLC. for the cost of services for the remaining priority projects in Resolution 2019/22. |
| FISCAL IMPACT: |
| ICE, PLLC. provided an original fee of \$2,255,016.80 to complete the design of the 14 priority projects (\$747,383.01 + \$1,507,633.79). This change order and a 10% contingency of \$225,501 will be added to the current contract valued at \$750,000, bringing the total contract to \$3,230,518.48. The contract is to be funded from the 2018 One Cent Sales Tax – Sidewalk and Multi-Use Pathways account 47050011-54510 with a balance of \$23,590,165.74. |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Staff recommends approval of the change order to ICE, PLLC. for RFP#053019E Pathways Project Design Services. |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve/deny recommendation to approval the change order to ICE, PLLC. for RFP#053019E Pathways Project Design Services. <i>(Next Step: Move forward to County Council for recommendation to approval the change order to ICE, PLLC. for RFP#053019E Pathways Project Design Services.)</i> |

May 18th, 2022

Brittane Fields
Capital Projects Coordinator
2266 Boundary Street
Beaufort, SC 29902

Re: County Pathway Projects

Dear Ms. Fields:

I am pleased to offer the following proposal to provide engineering design services for the County Pathways Project. Our firm is prepared to begin work immediately upon your authorization.

PURPOSE:

The previous fee proposal provided on 8/6/19 for Beaufort County Pathways Project RFP #053019E, with a contract value of \$3,120,862.80, was submitted to County Council for approval and award. Rather than approve the entire value, Council approved a contract value of \$750,000 and tasked staff to work as far down the list of 14 pathways as possible with the available funding. ICE then provided a fee proposal on 1/29/2020 for \$750,000 to complete the design on 6 pathways (Bluffton Parkway, Burton Hill/Old Salem Road, Depot Road, Ribaut Road to Parris Island Gateway, Dr. Martin Luther King, Jr Drive, and Big Estate Road). Since this proposal was executed some of the pathways have been re-prioritized due to public comment and the design process has been started or completed on 7 pathways (Alljoy Road, Bluffton Parkway, Dr. Martin Luther King, Jr Drive, Middle Road, Salem Road, Ribaut Road, and Stuart Point). With pathways being re-prioritized a revised fee was sent to the county for the pathways on 8/3/2020. Based on discussions with staff, this scope is to illustrate how we plan to finish the design and permitting of the current pathways and the remaining 8 pathways.

Infrastructure Consulting & Engineering, PLLC (Consultant) shall perform the following scope of work at the direction of the County to begin the Project.

SCOPE OF SERVICES OUTLINE:

The scope of services is listed below and more fully detailed in the RFP and prior proposals.

- Task 1 – Data Collection & Field Surveys
- Task 2 – Wetland Permitting
- Task 3 – Preliminary Design
- Task 4 – Final Construction Plans
- Task 5 – Final Drainage Design & Stormwater Permitting
- Task 6 – Right of Way Acquisition
- Task 7 – Utility Coordination

Original Pathways

| Roadway | Task | Cost | Total |
|---|---|--------------|----------------------|
| Bluffton Parkway | | | \$ 53,499.98 |
| | Data Collection & Field Survey | \$ 5,650.00 | |
| | Wetland Permitting | \$ 11,928.55 | |
| | Preliminary Design | \$ 4,397.07 | |
| | Final Construction Plans | \$ 16,986.09 | |
| | Final Drainage Design & Stormwater Permit | \$ 8,341.43 | |
| | Right of Way Acquisition | \$ 400.00 | |
| | Utility Coordination | \$ 5,796.84 | |
| Burton Hill/Old Salem Road | | | \$ 201,001.68 |
| | Data Collection & Field Survey | \$ 30,528.00 | |
| | Wetland Permitting | \$ 10,000.00 | |
| | Preliminary Design | \$ 27,837.72 | |
| | Final Construction Plans | \$ 83,699.10 | |
| | Final Drainage Design & Stormwater Permit | \$ 29,890.68 | |
| | Right of Way Acquisition | \$ 260.00 | |
| | Utility Coordination | \$ 18,786.18 | |
| Depot Road | | | \$ 87,954.93 |
| | Data Collection & Field Survey | \$ 11,520.00 | |
| | Wetland Permitting | \$ 10,000.00 | |
| | Preliminary Design | \$ 10,504.80 | |
| | Final Construction Plans | \$ 33,343.33 | |
| | Final Drainage Design & Stormwater Permit | \$ 12,565.60 | |
| | Right of Way Acquisition | \$ 1,800.00 | |
| | Utility Coordination | \$ 8,221.20 | |
| Ribaut Rd to Parris Island Gateway | | | \$ 63,427.30 |
| | Data Collection & Field Survey | \$ 5,760.00 | |
| | Wetland Permitting | \$ 11,928.55 | |
| | Preliminary Design | \$ 9,252.40 | |
| | Final Construction Plans | \$ 24,092.95 | |
| | Final Drainage Design & Stormwater Permit | \$ 6,282.80 | |
| | Right of Way Acquisition | \$ 2,000.00 | |
| | Utility Coordination | \$ 4,110.60 | |
| Dr. Martin Luther King, Jr. Road | | | \$ 161,051.11 |
| | Data Collection & Field Survey | \$ 24,480.00 | |
| | Wetland Permitting | \$ 10,000.00 | |
| | Preliminary Design | \$ 20,322.70 | |
| | Final Construction Plans | \$ 65,324.75 | |
| | Final Drainage Design & Stormwater Permit | \$ 23,053.61 | |
| | Right of Way Acquisition | \$ 3,400.00 | |
| | Utility Coordination | \$ 14,470.05 | |

| Big Estate Road | | | \$ 269,408.69 |
|------------------------|--|---------------|----------------------|
| | <i>Data Collection & Field Survey</i> | \$ 40,320.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 36,766.80 | |
| | <i>Final Construction Plans</i> | \$ 115,829.00 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 40,404.89 | |
| | <i>Right of Way Acquisition</i> | \$ 4,350.00 | |
| | <i>Utility Coordination</i> | \$ 21,738.00 | |
| | | | |

Re-Prioritized Pathways

| Roadway | Task | Cost | Total |
|--------------------------|--|---------------|----------------------|
| Bluffton Parkway | | | \$ 53,499.98 |
| | <i>Data Collection & Field Survey</i> | \$ 5,650.00 | |
| | <i>Wetland Permitting</i> | \$ 11,928.55 | |
| | <i>Preliminary Design</i> | \$ 4,397.07 | |
| | <i>Final Construction Plans</i> | \$ 16,986.09 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 8,341.43 | |
| | <i>Right of Way Acquisition</i> | \$ 400.00 | |
| | <i>Utility Coordination</i> | \$ 5,796.84 | |
| | | | |
| Stuart Point Road | | | \$ 386,958.00 |
| | <i>Data Collection & Field Survey</i> | \$ 57,600.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 52,524.00 | |
| | <i>Final Construction Plans</i> | \$ 165,470.00 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 62,828.00 | |
| | <i>Right of Way Acquisition</i> | \$ 7,600.00 | |
| | <i>Utility Coordination</i> | \$ 30,936.00 | |
| | | | |
| Middle Road | | | \$ 451,173.25 |
| | <i>Data Collection & Field Survey</i> | \$ 69,120.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 63,028.80 | |
| | <i>Final Construction Plans</i> | \$ 190,564.00 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 75,393.60 | |
| | <i>Right of Way Acquisition</i> | \$ 4,000.00 | |
| | <i>Utility Coordination</i> | \$ 39,066.85 | |
| | | | |

| | | |
|---|---------------|----------------------|
| Ribaut Rd to Parris Island Gateway | | \$ 63,427.30 |
| Data Collection & Field Survey | \$ 5,760.00 | |
| Wetland Permitting | \$ 11,928.55 | |
| Preliminary Design | \$ 9,252.40 | |
| Final Construction Plans | \$ 24,092.95 | |
| Final Drainage Design & Stormwater Permit | \$ 6,282.80 | |
| Right of Way Acquisition | \$ 2,000.00 | |
| Utility Coordination | \$ 4,110.60 | |
| Dr. Martin Luther King, Jr. Road | | \$ 161,051.11 |
| Data Collection & Field Survey | \$ 24,480.00 | |
| Wetland Permitting | \$ 10,000.00 | |
| Preliminary Design | \$ 20,322.70 | |
| Final Construction Plans | \$ 65,324.75 | |
| Final Drainage Design & Stormwater Permit | \$ 23,053.61 | |
| Right of Way Acquisition | \$ 3,400.00 | |
| Utility Coordination | \$ 14,470.05 | |
| Salem Road | | \$ 177,847.31 |
| Data Collection & Field Survey | \$ 27,072.00 | |
| Wetland Permitting | \$ 10,000.00 | |
| Preliminary Design | \$ 24,686.28 | |
| Final Construction Plans | \$ 72,770.90 | |
| Final Drainage Design & Stormwater Permit | \$ 25,958.31 | |
| Right of Way Acquisition | \$ 2,040.00 | |
| Utility Coordination | \$ 15,319.82 | |
| Alljoy Road | | \$ 289,769.75 |
| Data Collection & Field Survey | \$ 43,200.00 | |
| Wetland Permitting | \$ 10,000.00 | |
| Preliminary Design | \$ 39,393.00 | |
| Final Construction Plans | \$ 118,066.25 | |
| Final Drainage Design & Stormwater Permit | \$ 47,121.00 | |
| Right of Way Acquisition | \$ 1,160.00 | |
| Utility Coordination | \$ 30,829.50 | |

Difference in Total Cost: **\$747,383.01**

Additional Pathways

| Roadway | Task | Cost | Total |
|------------------------------------|--|---------------|----------------------|
| Big Estate Road | | | \$ 269,408.69 |
| | <i>Data Collection & Field Survey</i> | \$ 40,320.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 36,766.80 | |
| | <i>Final Construction Plans</i> | \$ 115,829.00 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 40,404.89 | |
| | <i>Right of Way Acquisition</i> | \$ 4,350.00 | |
| | <i>Utility Coordination</i> | \$ 21,738.00 | |
| Meridian Road | | | \$ 310,000.67 |
| | <i>Data Collection & Field Survey</i> | \$ 46,080.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 38,019.20 | |
| | <i>Final Construction Plans</i> | \$ 126,954.27 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 47,262.40 | |
| | <i>Right of Way Acquisition</i> | \$ 8,800.00 | |
| | <i>Utility Coordination</i> | \$ 32,884.80 | |
| Broad River Drive | | | \$ 189,328.00 |
| | <i>Data Collection & Field Survey</i> | \$ 28,800.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 23,262.00 | |
| | <i>Final Construction Plans</i> | \$ 76,735.00 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 29,698.00 | |
| | <i>Right of Way Acquisition</i> | \$ 2,280.00 | |
| | <i>Utility Coordination</i> | \$ 18,553.00 | |
| Broad River Blvd/Riley Road | | | \$ 208,877.14 |
| | <i>Data Collection & Field Survey</i> | \$ 31,680.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 25,888.20 | |
| | <i>Final Construction Plans</i> | \$ 86,008.50 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 32,432.14 | |
| | <i>Right of Way Acquisition</i> | \$ 260.00 | |
| | <i>Utility Coordination</i> | \$ 22,608.30 | |
| Burton Hill | | | \$ 201,001.68 |
| | <i>Data Collection & Field Survey</i> | \$ 30,528.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 27,837.72 | |
| | <i>Final Construction Plans</i> | \$ 83,699.10 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 29,890.68 | |
| | <i>Right of Way Acquisition</i> | \$ 260.00 | |
| | <i>Utility Coordination</i> | \$ 18,786.18 | |

| | | | |
|-----------------------|--|--------------|----------------------|
| Ulmer Road | | | \$ 139,600.29 |
| | <i>Data Collection & Field Survey</i> | \$ 21,024.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 21,750.97 | |
| | <i>Final Construction Plans</i> | \$ 59,441.48 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 14,452.51 | |
| | <i>Right of Way Acquisition</i> | \$ 2,200.00 | |
| | <i>Utility Coordination</i> | \$ 10,731.33 | |
| <hr/> | | | |
| Shad Road | | | \$ 106,829.42 |
| | <i>Data Collection & Field Survey</i> | \$ 15,264.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 13,918.86 | |
| | <i>Final Construction Plans</i> | \$ 39,849.55 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 13,703.92 | |
| | <i>Right of Way Acquisition</i> | \$ 3,200.00 | |
| | <i>Utility Coordination</i> | \$ 10,893.09 | |
| <hr/> | | | |
| Old Salem Road | | | \$ 82,587.90 |
| | <i>Data Collection & Field Survey</i> | \$ 10,368.00 | |
| | <i>Wetland Permitting</i> | \$ 10,000.00 | |
| | <i>Preliminary Design</i> | \$ 10,454.32 | |
| | <i>Final Construction Plans</i> | \$ 32,657.46 | |
| | <i>Final Drainage Design & Stormwater Permit</i> | \$ 11,309.04 | |
| | <i>Right of Way Acquisition</i> | \$ 400.00 | |
| | <i>Utility Coordination</i> | \$ 7,399.08 | |

Additional Pathway Total Cost: \$1,507,633.79

Total Cost: \$747,383.01 + \$1,507,633.79 = \$2,255,016.80

Summary of Labor Rates

| STAFF CLASSIFICATION | UNIT RATES |
|--|-------------------|
| Project Administration | |
| Project Manager | \$207.00 |
| Document Control | \$80.00 |
| Public Outreach/Community Involvement/Pubic Meetings | \$125.00 |
| Preconstruction/Design | |
| Design Manager | \$200.00 |
| Utility Coordination | \$195.00 |
| Roadway Engineer | \$175.00 |
| Roadway Designer/EIT | \$135.00 |
| Drainage Engineer | \$175.00 |
| Drainage Designer/EIT | \$135.00 |
| Traffic Engineer/Designer | \$175.00 |
| Landscape Architect | \$185.00 |
| Land Surveyor | \$160.00 |
| Survey Technician | \$95.00 |
| Environmental | |
| Environmental Specialist | \$200.00 |
| Wetland Permitting & Mitigation | \$125.00 |
| HAZMAT Environemtnal Assessments | Site Specific |
| Construction Management | |
| Pavement Design | \$230.00 |
| Construction Administration | \$207.00 |
| Senior Inspector | \$100.00 |
| Junior Inspector | \$70.00 |



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

| | | | | | | | | |
|---|--|----------------------|--------------------------|--|--------------------------|--------------------------------------|---|------------|
| ITEM TITLE: | | | | | | | | |
| Recommendation to Award RFQ#051922E On-Call Transportation Engineering Services | | | | | | | | |
| MEETING NAME AND DATE: | | | | | | | | |
| Public Facilities Committee – August 22, 2022 | | | | | | | | |
| PRESENTER INFORMATION: | | | | | | | | |
| Jared Fralix, Assistant County Administrator – Infrastructure (5 mins) | | | | | | | | |
| ITEM BACKGROUND: | | | | | | | | |
| On April 19, 2022, Beaufort County Transportation Engineering Department published a solicitation to contract with up to 8 qualified consultants experienced in providing transportation engineering design services. | | | | | | | | |
| PROJECT / ITEM NARRATIVE: | | | | | | | | |
| 17 responsive submissions were received on May 19, 2022, and reviewed by an evaluation team which determined the most qualified firms to be: <table><tr><td>1. AECOM Technical Services, Inc.</td><td>5. Mead & Hunt, Inc.</td></tr><tr><td>2. CONSOR Engineers, LLC</td><td>6. SEPI Engineering & Construction, Inc.</td></tr><tr><td>3. HDR Engineering, Inc.</td><td>7. Stantec Consulting Services, Inc.</td></tr><tr><td>4. Infrastructure Consulting & Engineering, LLC</td><td>8. WSP USA</td></tr></table> | 1. AECOM Technical Services, Inc. | 5. Mead & Hunt, Inc. | 2. CONSOR Engineers, LLC | 6. SEPI Engineering & Construction, Inc. | 3. HDR Engineering, Inc. | 7. Stantec Consulting Services, Inc. | 4. Infrastructure Consulting & Engineering, LLC | 8. WSP USA |
| 1. AECOM Technical Services, Inc. | 5. Mead & Hunt, Inc. | | | | | | | |
| 2. CONSOR Engineers, LLC | 6. SEPI Engineering & Construction, Inc. | | | | | | | |
| 3. HDR Engineering, Inc. | 7. Stantec Consulting Services, Inc. | | | | | | | |
| 4. Infrastructure Consulting & Engineering, LLC | 8. WSP USA | | | | | | | |
| FISCAL IMPACT: | | | | | | | | |
| The on-call consultants will provide proposals for each project they are assigned and will be brought before Committee and Council as outlined in the Beaufort County Procurement Code. The project will determine the funding source which could include, but not limit to, Road Use Fees, Impact Fees, C-Funds, Grants, Sales Tax, and any future funding source available for traffic and transportation projects. | | | | | | | | |
| STAFF RECOMMENDATIONS TO COUNCIL: | | | | | | | | |
| Staff recommends approval to award RFQ#051922E On-Call Transportation Engineering Services. | | | | | | | | |
| OPTIONS FOR COUNCIL MOTION: | | | | | | | | |
| Motion to approve/deny recommendation to award RFQ#051922E On-Call Transportation Engineering Services. <i>Next Step: Move forward to County Council for recommendation to award RFQ#051922E On-Call Transportation Engineering Services.</i> | | | | | | | | |

On-Call Transportation Engineering Design Services
Summary Score Sheet

| Evaluators | AECOM | A. Morton Thomas and Associates | Conсор | Davis & Floyd | HDR | Holt | ICE | JMT | Kimley-Horn | Mead & Hunt | Michael Baker International | Parrish and Partners | RK&K | SEPI | Stantec | Thomas & Hutton | WSP |
|---------------|------------|---------------------------------|------------|---------------|------------|------------|------------|------------|-------------|-------------|-----------------------------|----------------------|------------|------------|------------|-----------------|------------|
| B.Fields | 90 | 76 | 85 | 72 | 91 | 71 | 94 | 76 | 69 | 93 | 73 | 92 | 77 | 93 | 92 | 57 | 87 |
| E.Claussen | 96 | 85 | 84 | 86 | 95 | 76 | 98 | 86 | 94 | 90 | 81 | 80 | 87 | 90 | 94 | 80 | 88 |
| D.Wilhelm | 86 | 78 | 85 | 78 | 91 | 72 | 85 | 78 | 77 | 86 | 71 | 76 | 76 | 78 | 86 | 77 | 80 |
| H.Amundson | 86 | 80 | 89 | 73 | 92 | 71 | 91 | 71 | 80 | 92 | 78 | 80 | 76 | 84 | 94 | 79 | 82 |
| M.Meetze | 95 | 70 | 85 | 65 | 90 | 70 | 95 | 70 | 60 | 85 | 75 | 75 | 65 | 80 | 90 | 60 | 80 |
| TOTAL: | 453 | 389 | 428 | 374 | 459 | 360 | 463 | 381 | 380 | 446 | 378 | 403 | 381 | 425 | 456 | 353 | 417 |
| RANK: | 4 | 10 | 6 | 15 | 2 | 16 | 1 | 11 | 13 | 5 | 14 | 9 | 11 | 7 | 3 | 17 | 8 |



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

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|--|
| ITEM TITLE: |
| A Resolution to Consider Adjusting the Scope of the US 278 Corridor Project |
| MEETING NAME AND DATE: |
| Public Facilities Committee – August 22, 2022 |
| PRESENTER INFORMATION: |
| Jared Fralix, Assistant County Administrator – Infrastructure (15 mins) |
| ITEM BACKGROUND: |
| The US 278 Corridor Project is part of the 2018 Sales Tax Program and is currently under preliminary design and working through the Environmental Assessment process. |
| PROJECT / ITEM NARRATIVE: |
| In an effort to move the project forward and mitigate potential schedule delays and cost overruns, a reduction in scope may prove beneficial to simplify the project. The new scope would include the bridge replacements and bridge abutments only. The bridge would be a single structure as represented in the refined, preferred alternative. The new project termini would be from the Moss Creek intersection to the newly consolidated Windmill Harbor intersection |
| FISCAL IMPACT: |
| Any fiscal impacts to the project attributed to the potential change in scope would first be contemplated with SCDOT and the State Infrastructure Bank. |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Staff recommends approval of the resolution to adjust the scope of the US 278 Corridor Project. |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve/deny a resolution to adjust the scope of the US 278 Corridor Project <i>Next Step: Move forward to County Council for approval of the resolution.</i> |

RESOLUTION 2022/ _____

US 278 CORRIDOR PROJECT SCOPE ADJUSTMENT

WHEREAS, the US 278 Corridor Traffic Improvements, further known as the “Project”, is a Beaufort County Project and is part of the 2018 Sales Tax program; and

WHEREAS, the project limits for the project is from Moss Creek intersection to Spanish Wells Road Intersection; and

WHEREAS, the Project is currently in the preliminary design stage and is working through the Environmental Assessment process; and

WHEREAS, as part of the Environmental Assessment process a preferred alternative for the Project was identified and presented at a public hearing held on July 22, 2021; and

WHEREAS, due to comments from the public and the Town of Hilton Head, the project plans were updated and incorporated into the refined preferred alternative. The updated plans were presented in a follow-up public information meeting held on March 3, 2022; and

NOW, THEREFORE, BE IT RESOLVED, that in an effort to move the Project forward and mitigate potential schedule delays and costs overruns, Beaufort County Council hereby supports the reduction in the Project scope to only the bridge replacements and bridge abutments. The new project termini would be from the Moss Creek intersection to the newly consolidated Windmill Harbor intersection so long as:

- SCDOT, State Infrastructure Bank, and FHWA are agreeable to the scope reduction
- The proposed changes do not jeopardize the established funding for the Project

The Project, as amended, is not subject to municipal consent pursuant to SC Code Sections 57-5-820 and 830.

This Resolution shall be effective immediately upon approval.

Dated this _____ day of _____, 2022.

COUNTY COUNCIL OF BEAUFORT COUNTY

Joseph F. Passiment

Attest:

Sarah W. Brock, Clerk to Council



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

| |
|--|
| ITEM TITLE: |
| Discussion of Ordinance to provide maintenance work on private roads. |
| MEETING NAME AND DATE: |
| Public Facilities Committee Meeting – August 22, 2022 |
| PRESENTER INFORMATION: |
| Neil J. Desai, P.E., Public Works Director Jared Fralix, P.E., Assistant County Administrator, Engineering (5 Minutes) |
| ITEM BACKGROUND: |
| Per direction from the County Administrator, Public Works & Legal Department were tasked with creating a one-time work effort on private roads. |
| PROJECT / ITEM NARRATIVE: |
| Based on research from public works departments throughout the state and from various statewide municipal and county attorneys, both the Public Works Department and the Legal Department created the proposed ordinance that allows maintenance work efforts on countywide private roads. Originally, brought to Public Facilities Committee in April, the committee request to come back to in a few months after revisiting this issue. |
| FISCAL IMPACT: |
| Fiscal impact to the County will vary from situation to situation. For example, a small fallen tree will require minimum effort and expenditure of County funds versus a private road needing crusher run or gravel. |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Public Works Director recommends approval of Ordinance. |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to either accept/deny the recommendation to approve new Ordinance for work on private roads. <i>Next Steps – A majority vote for acceptance by Committee would move item forward to final acceptance by full County Council vote.</i> |

ORDINANCE 2022/_____

AN ORDINANCE TO PROVIDE FOR LIMITED CIRCUMSTANCES WHERE COUNTY
STAFF MAY PERFORM WORK ON PRIVATE PROPERTY

WHEREAS Beaufort County Council hereby finds that under limited circumstances, public resources may be properly used on private property; and

WHEREAS County Council wishes to define the circumstances and limitations under which such resources may be used;

NOW, THEREFORE, be it ordained by Beaufort County Council, in meeting duly assembled, as follows:

I. Emergency maintenance of roads.

(a) No work may be performed on any roadway not already maintained by the County unless the county administrator determines that access to such roadway is necessary for the performance of one or more public functions, that the work would constitute a public purpose that and the following conditions exist:

(1) Such a roadway is the only access for one (1) or more property owners or residences, and

(2) Emergency medical services, sheriff department vehicles and other County vehicles cannot, in the lawful performance of their duties, gain full and immediate access to at least one (1) residence unless road scraping is performed, and

(3) At least one (1) of the properties to be accessed is used as a primary residence.

(b) Any work pursuant to this section will be done on a one-time basis only. In such cases, the County Department of Public Works is limited to the minimum improvements that will allow full and immediate access to the affected residences. Crusher run, gravel, pipe or other materials will not be routinely provided.

II. Other use of public resources on ostensibly private property.

The County Administrator may also direct the use of public forces and resources if he makes a finding that such is necessary in the following circumstances:

(a) In the event of a declared national emergency or natural disaster such as floods, tornadoes, hurricanes, earthquakes, or other acts of God or manmade disasters of similar consequences, such as explosions, fires, pollution, and other dangerous conditions; and

(b) For use upon borrow pits purchased, donated, or leased to the county for construction materials, and roads providing access thereto; and

- (c) To clean up, repair or resurface property which has been damaged or altered by the parking, storage, or transporting of county equipment or material; and
- (d) To settle or compromise litigation that is threatened or instituted because of some condition created by or for which the County is legally responsible or liable; and
- (e) For temporary detours or bypasses while County roads or bridges are being constructed, repaired, resurfaced, or maintained; and
- (f) To aid municipalities, special purpose districts, and special tax districts within Beaufort County in the construction, repair, or maintenance of roadways or other projects located within municipal or district boundaries; and
- (g) To provide minimally necessary ingress and egress, such determination to be made at the sole discretion of either the prevailing Fire Chief within that district or the EMS Director or his/her designee, when a public health or medical emergency exists or upon request and certification signed by licensed medical doctor that an urgent medical need exists or by a licensed funeral director that a need exists for receiving or burial of a deceased person. The Fire Chief or EMS Director is to furnish to the County Administrator a statement showing the name of the property owner, the property address, the request, and certification from the licensed professional, and the materials, labor, and equipment used within five business days of completing such work.
- (h) With the exception of the above seven instances, no use of County equipment upon private property shall be permitted, and any County official or employee violating these rules and regulations shall be subject to disciplinary action by the County Administrator and any violations of the rules and regulations contained herein shall be reported to County Council by the County Administrator, provided, however, nothing contained herein shall be construed or interpreted in any manner to restrict the use of County equipment for the ordinary County purposes as provided by law.

IT IS SO ORDAINED this _____ day of ____, 2022.

Joseph Passiment, Council Chair

Attest:

Sarah Brock, Clerk to Council



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

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| ITEM TITLE: |
| AN ORDINANCE AUTHORIZING THE CONVEYANCE OF RIGHT OF WAY KNOWN AS 16TH STREET EXTENSION AND A RELATED DRAINAGE EASEMENT TO THE TOWN OF PORT ROYAL |
| MEETING NAME AND DATE: |
| Public Facilities Committee; August 22,2022 |
| PRESENTER INFORMATION: |
| Brittany Ward, Deputy Attorney; and Patty Wilson, Right of Way Manager (5 Minutes) |
| ITEM BACKGROUND: |
| |
| PROJECT / ITEM NARRATIVE: |
| Beaufort County (“County”) currently owns a portion of 16 th Street located in the Town of Port Royal (“Town”). The Town desires to address certain drainage issues in this area and has requested the County to convey via quit claim deed the right of way and the associated easements. |
| FISCAL IMPACT: |
| Conveyance will have no monetary compensation |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Staff recommends approval of the conveyance |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve/deny an ordinance authorizing conveyance of right of way and related drainage easements known as 16 th street to the Town of Port Royal Move forward to Council for first reading on September 12, 2022. |

ORDINANCE 2022/____

**AN ORDINANCE AUTHORIZING THE CONVEYANCE OF RIGHT OF WAY
KNOWN AS 16TH STREET EXTENSION AND A RELATED DRAINAGE EASEMENT
TO THE TOWN OF PORT ROYAL**

WHEREAS, Beaufort County (“County”) had a full title search completed on right of way known as 16th Street Extension in 1999 which yielded no definitive public ownership of the road and communication with the Town of Port Royal (“Town”) claimed the road public from Old Shell Road to the high-water mark; and

WHEREAS, the County Transportation Committee selected 16th Street Extension to be paved as part of the Beaufort County Road Paving Program upon the approval of the Town; and

WHEREAS, the County obtained ownership of a portion of 16th Street when being conveyed 40’ Right of Way Deeds from Mary Ann Gray (R110-001-000-0112-0000), Ann S. Ritter (R110-011-000-0111-0000) and Delta-Beaufort Partnership C/O Mary Ellen D. Blanding (R110-011-000-0113-0000) recorded in Deed Book 1674 at pages 5054, 5056, and 5058 respectively on 12/04/2002 at the Beaufort County Register of Deeds Office; collectively hereinafter referred to as the “ROW”; and

WHEREAS, the County also obtained a 30ft drainage easement (“Easement”) from Mary Ellen D. Blanding (R110-011-000-0113-0000) recorded in Deed Book 1674 at page 5060 on 12/04/2002; and

WHEREAS, the Town desires to address certain drainage issues in the area and requested that the County convey all interest in the ROW and Easement to the Town via quit claim deed in order to be able to provide ongoing drainage maintenance; and

WHEREAS, Beaufort County Council has determined that it is in its best interest to convey the ROW and Easement to the Town and authorize the execution and delivery of the requested quit claim deed and easement; and

WHEREAS, S.C. Code Ann. §4-9-130 requires that the transfer of any interest in real property owned by the County must be authorized by the adoption of an Ordinance by Beaufort County Council.

NOW, THEREFORE, BE IT ORDAINED by Beaufort County Council as follows:

1. the County Administrator is hereby authorized to execute the quit claim deed referenced herein; and
2. the County Administrator is hereby authorized to take all actions as may be necessary to complete the conveyance of the ROW and drainage easement to the Town of Port Royal.

DONE this ____ day of _____ 2022.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Joseph Passiment, Chairman

ATTEST:

Sarah W. Brock, Clerk to Council

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



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

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| ITEM TITLE: |
| An ordinance providing authorization for golf carts to use multi-use trails and paths |
| MEETING NAME AND DATE: |
| Public Facilities Committee August 22, 2022 |
| PRESENTER INFORMATION: |
| Eric Greenway <i>5 minutes</i> |
| ITEM BACKGROUND: |
| n/a |
| PROJECT / ITEM NARRATIVE: |
| Councilmember Cunningham requested that the appropriate ordinance be drafted to allow for golf carts to be able to use the County's multi-use trail and paths |
| FISCAL IMPACT: |
| n/a |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Adopt the ordinance |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve/deny An ordinance providing authorization for golf carts to use multi-use trails and paths Move forward to Council for First Reading |

ORDINANCE No. 2022/_____

AN ORDINANCE AMENDING BEAUFORT COUNTY CODE CHAPTER 90, ARTICLE V, TO ALLOW FOR GOLF CARTS TO USE MULTI USE TRAILS

WHEREAS, §56-2-105 of the South Carolina Code of Laws refers, at Section (B) to “a vehicle commonly known as a golf cart”; and

WHEREAS, the same section 56-2-105 (F)(2) provides “A political subdivision may, on primary highways, secondary highways, streets, or roads within the political subdivision's jurisdiction, create separate golf cart paths on the shoulder of its primary highways, secondary highways, streets and roads for the purpose of golf cart transportation, if:

(a) the political subdivision obtains the necessary approvals, if any, to create the golf cart paths; and

(b) the golf cart path is:

(i) separated from the traffic lanes by a hard concrete curb;

(ii) separated from the traffic lanes by parking spaces; or

(iii) separated from the traffic lanes by a distance of four feet or more.”

WHEREAS, Beaufort County ordinance Chapter 90, Article V entitled “Multi Use Recreation Trails” provides that “Multi-use trail” means any trail or path designated by county council to be used for pleasure or as an alternative mode of transportation for use by walking, jogging, inline skating, rollerblading, skate boarding, bicycling, and other non-motorized recreation.”; and

WHEREAS, the Spanish Moss Trail, and the Bluffton Parkway and Buckwalter Parkway multi use trails meet the definition of “Multi Use Trail” and also “golf cart path”; and

WHEREAS, Sec. 90-101 provides the definition of “motorized vehicle” which specifically includes golf carts; and

WHEREAS, Sec. 90-102 prohibits the use of “motorized vehicle of any kind or nature over, through, across or upon the multi-use trail...”; and

WHEREAS, County Council wishes to amend Section 90-102 to allow for golf carts to be able to use the Spanish Moss Trail, and designated portions of the Bluffton Parkway and the Buckwalter Parkway;

NOW, THEREFORE, be it ordained by Beaufort County Council, in meeting duly assembled, as follows:

1. Beaufort County Code Section 90-102(1) is hereby amended to read as follows:” *Vehicles.* No person shall operate a motorized vehicle of any kind or nature over, through, across or upon the multi-use trail, provided that county vehicles operated while cleaning or working

on the trail and law enforcement and emergency vehicles shall be exempt from the application of this section. Low speed vehicles known as golf carts may be used on the Spanish Moss Trail, Buckwalter Parkway multi-use path and the Bluffton Parkway multi-use path, provided that the golf carts and operators comply with SC Code sections 56-2-100, 56-2-105 56-2-110, and 56-2-120.”

IT IS SO ORDAINED.

Attest: Sarah Brock, Clerk to Council

Joe Passiment, Chair of Council

First Reading:_____

Second Reading:_____

Third Reading:_____



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

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| ITEM TITLE: |
| Beaufort High School Access Realignment |
| MEETING NAME AND DATE: |
| Public Facilities Committee - February 2, 2020 |
| PRESENTER INFORMATION: |
| Jared Fralix, Assistant County Administrator – Engineering Jennifer Bragg, 2018 One Cent Sales Tax Program Manager Brittane Fields, CIP Coordinator (Alternate) (15 mins) |
| ITEM BACKGROUND: |
| The realignment of the Beaufort High School access was identified as a project from the 2017 Lady’s Island Corridor Study and is currently funded through the 2018 One Cent Sales Tax Referendum. In February 2021, Beaufort County contracted with Stantec for design and engineering services for the US 21, US 21 Business and SC 802 mainline corridor improvements and the Beaufort High School Access Realignment. Design plans are currently at approximately 30%. |
| PROJECT / ITEM NARRATIVE: |
| Beaufort High School Access Realignment project includes a new roadway from the Carolyn Drive/Youmans Road intersection to US 21 (Lady’s Island Drive), connecting to the existing Hazel Farm Road intersection. This option was selected based on public comments and coordination with a variety of organizations. The roadway will include pedestrian and bicycle facilities on both sides, one side of Youmans Drive from Carolyn Drive to Meridian Road. Roundabouts are proposed at the Meridian Road/Youmans Drive intersection and Carolyn Drive/Youmans Drive intersection. The existing entrance on Sea Island Parkway will be converted to right-in, right-out and the signal will be removed. The project has been coordinated with the City of Beaufort, SCDOT, Northern Regional Plan Implementation Committee, Lady’s Island Plan Implementation Committee, Lady’s Island Village Center Task Force, Beaufort County School District and Beaufort County internal staff and Council. |
| FISCAL IMPACT: |
| The proposed plan is currently estimated at \$7,085,000 which is funded from the 2018 One Cent Sales Tax Referendum Lady’s Island Traffic Corridor Improvements. |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Staff recommends moving forward with design of the current proposed project. |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve/deny moving forward with design of the current proposed project. <i>Next Step: Move forward to County Council to approve/deny moving forward with the design of the current proposed project.</i> |