

# **TRANSPORTATION ELEMENT**

## **Inventory of Existing Conditions**

### **Physical Setting**

As noted in the previous Chapter 7, Clarendon County occupies 599 square miles or about 388,612 acres. In addition, Lake Marion occupies 95 square miles, or 60,800 acres of land area. There are four incorporated municipalities within the County. The City of Manning, the County seat and largest city, is located in the center. The Town of Summerton is situated in the southern boundary near Lake Marion. The Town of Turbeville lies to the north, and the Town of Paxville is near the western border of the County.

The topography of Clarendon County is characterized by its flat, slightly sloping terrain, ranging from 38 feet above mean sea level (MSL) in the floodplain of the Santee River near the Williamsburg County line to 188 feet MSL in the Paxville portion of the planning area.

Significant commercial development has occurred within the County, mainly related to I-95, the focus of most of the development in Clarendon County in the last two decades. This commercial development is associated with the I-95 tourist trade, i.e., gas stations, restaurants, and hotel/motels. The majority of the interchange development is at the US 301 and SR 261 interchanges with I-95. There are approximately 300 acres in such uses.

Within Clarendon County, there are extensive areas of active agriculture. Actively farmed fields and forestlands are intermixed with isolated residential development, usually in one tier of lots along the roads. There are also numerous poultry farms that often include 1000 or more birds in a very small area.

The shoreline of Lake Marion has developed largely for recreation and residential purposes. The majority of the property surrounding Lake Marion is owned and controlled by the South Carolina Public Service Authority, which leases property for residential and commercial development. Of the 138 miles of shoreline in Clarendon County, four miles are commercial; four miles are public; 38 miles are residential; 48 miles are reserved for fish and wildlife; and 26 miles are reserved for forestry and natural resources. The recent proposed development of the Cantey Plantation will impact greatly the area south of Summerton to the lake and to I-95 with its proposed residential and commercial development. This could also include a new interchange on I-95.

One of the predominant land uses in Clarendon County is residential. Residential development in the County generally consists of single-family conventional homes and manufactured homes. The greatest concentration of residential land use is in the City of Manning and the towns of Turbeville, Summerton, and Paxville.

The commercial areas are generally confined to the urban area and to major traffic routes such as U. S. 301, 378 (recently improved to 4 lanes), and 521; S. C. 58, 260, 261, and 527 and the I-95 interchanges. Although there are numerous isolated commercial ventures scattered throughout the County, there are no new commercial projects away from I-95 and the urban areas.

### **Population**

As noted in Chapter 3, population in Clarendon County decreased from 31,500 in 1940 to 25,604 in 1970, representing a 23 percent reduction during those 30 years. This trend was reversed during the

1970 to 2000 period resulting in a 2000 population of 32,502, or 21.2 percent increase for the 30-year period. Clarendon County has seen a 9.4% population increase over the 10-year period of 1990 to 2000. Table VIII-1 depicts the population estimates from 1940 to 2000.

**TABLE VIII-1  
Population Estimates**

<b>Year</b>	<b>Population</b>	<b>% Change</b>
1940	31,500	NA
1950	32,215	2.2
1960	29,940	-7.5
1970	25,604	-16.9
1980	27,464	6.8
1990	29,450	6.7
2000	32,502	9.4

Source: US Census Bureau & SC Budget and Control Office, 2003

The 2000 Census reported that a total of 26,355, or 81.1 percent of the County’s residents were born in South Carolina, while 24,376, or 85.7 percent of the County’s residents were born in South Carolina in the 1990 Census. According to the census, Clarendon County experienced a net migration of 3,106 persons or a 9.6% change due to migration.

**Environmental Conditions**

Environmental analysis is a requirement under the National Environmental Policy Act (NEPA). Because of this environmental assessment will be a part of any transportation project. Given the number of wetlands, the rapidly increasing conservation properties noted in Chapter 7, the extensive shoreline of Lake Marion, the historically significant properties, and other environmentally sensitive areas with in the county this issue can be significant.

**Transportation Systems**

Major thoroughfares include principal roadways and arterial roadways. Both types of roads are designed to carry traffic through the County. The basic difference in the classification is that principal roadways have a federal designation and arterial roadways have a state designation. The principal roadways in the County are I-95, US 301, US 15, US 521 and US 378 and the arterial roadways are S 261, S 527 and S 58. Table VIII 1 shows the South Carolina Department of Transportations Accelerated Construction projects for Clarendon County. Table VIII 2 shows the Clarendon County Legislative Delegation's C-Fund Construction projects. Table VIII 3 shows the South Carolina Department of Transportations District Maintenance projects.

A collector road is one that collects traffic from local streets and roads and provides a connection to an arterial or principal roadway. Examples of collector roads are S 260, Governor Richardson Road, Moss Davis Road, Bloomville Road and Brewington Road.

It is a critical need to protect the traffic carrying capacity of principal, arterial and collector roadways. The most effective way to protect the capacity is to control the access to these roadways, i.e., limit the number and location of curb cuts and driveways. The County will enact access management standards based on proven traffic engineering principles.

Another method of protecting the traffic carrying capacity is to require a traffic study for certain types

of projects on arterial and collector roadways. Such standards are typically based on a sliding scale that considers the traffic carrying design capacity of the subject road and the magnitude of the proposed project. The results of the traffic studies and regular traffic counts are part of the information used to prepare the County's annual capital improvement program.

The County is evaluating the possibility of creating an arterial roadway connection between SR 261 and SR 260, generally along the Raccoon Road alignment. The segment between SR 261 and US 301 is a high priority for improvement due to the availability of central water and sewer service in the area.

Although an active track owned by CSX Railroad passes through the County, Clarendon County has no direct rail service. Bus service is available in Manning, Summerton and Turbeville. There are three commercial and two private airport facilities located in and around Clarendon County. The Florence Municipal Airport is approximately 45 miles from Manning, while the Columbia Metropolitan Airport is approximately 60 miles, and Charleston Municipal Airport is 70 miles away. The Columbia Metropolitan Airport is designated a foreign trade zone. The two private aircraft facilities are the Santee Cooper Regional Airport and the Sumter Municipal Airport located 20 miles from Central Clarendon County.

The Santee Cooper Regional Airport, formerly the Clarendon County Airport is located approximately eight miles south of the City of Manning and adjacent to Lake Marion on a 75 acre site. The Santee Cooper Regional Airport is currently served by a 3,600 x 75 foot asphalt runway. There are plans to extend the runway to 4,200 feet as funds become available. The runway is in good condition with a load bearing capacity of 30,000 pounds and is equipped with medium intensity runway lights (MIRL). Runway 19 provides a visual approach while Runway 1 provides a non-precision instrument approach; both slopes being 20:1. The Santee Cooper Regional Airport is owned and maintained by Clarendon County Council. It is governed by the Clarendon County Aeronautics Commission.

The Santee Cooper Regional Airport is completing an upgrade of facilities in conjunction with the South Carolina Aeronautics Commission. This facilities upgrade includes the installation of a hanger.

### **Highway Construction and Resurfacing Projects**

The following tables depict projects that are currently planned by the South Carolina Department of Transportation (SCDOT). The administration of these projects is mainly through the SCDOT District # 7 office.

**TABLE VIII 2**  
**Accelerated Construction**  
**SC DOT**

**Santee Lynches COG Projects**

<b><u>Project</u></b>	<b><u>Description</u></b>	<b><u>Budget</u></b>	<b><u>Status</u></b>
<u>US 521 – Resurfacing (Church Street) from SC 261 to US 521/US 301</u>	<u>Resurfacing, restriping, and rehabilitation of 0.653 miles of existing road.</u>	<u>\$295,000 Construction Cost</u>	<u>Construction complete. Waiting on final estimate.</u>
<u>US 521 (Bridges from US 301 to North of Pocotagligo Swamp)</u>	<u>Replace 8 Bridges</u>		<u>Construction complete. Project part of US 521 widening from I-95 to US 301/521)</u>
<u>US 521 (From S-93(Depot St.) to SC 261</u>	<u>Widen 2.9 miles to 5 lanes</u>		<u>Project is in STIP for Santee Lynches COG but is unfunded.</u>
<u>US 521 Part 1 Beginning I 95 Ending west of S-401</u>	<u>Widen to 5 lane section from I 95 to west of road S-401 for 2.98 miles.</u>	<u>\$10,587,000 Construction Cost</u>	<u>Construction complete.</u>

**System Upgrade projects**

<b><u>Project</u></b>	<b><u>Description</u></b>	<b><u>Budget</u></b>	<b><u>Status</u></b>
<u>US 378 (Section 1) Beginning US 301 Turbeville Ending East of S-595</u>	<u>Road widening 6 miles to 5 lanes with curb and gutter in populated areas.</u>	<u>\$27,771,000 Total Cost</u>	<u>Construction complete 1/3/2007.</u>
<u>US 378 (Section 2) Beginning west of S-595 Ending East of US 378</u>	<u>Widening 6.6 miles to 5 lanes undivided rural section with paved median, and also includes some urban sections with curb and gutter.</u>	<u>\$25,778,000 Total Cost</u>	<u>Construction completed 7/31/2007.</u>
<u>US 521 Part 2 Beginning west of S-401 Ending Sumter Co. line</u>	<u>Widening 1.94 miles to a 5 lane section from west of road S-401 to the Sumter County line</u>	<u>\$10,472,00 estimated construction cost</u>	<u>Construction 90% complete.</u>
<u>US 521 (Section 1) Beginning west of SC 261 Ending west of Road S-50</u>	<u>Widen 7.5 miles for capacity and improve intersections.</u>	<u>\$20.8 million estimated construction cost. Project is unfunded.</u>	<u>ROW acquisition is complete. Project On Hold due to funding.</u>

<u>US 521 (Section 2b) Beginning west of S-50 Ending Road S-746 in Williamsburg County</u>	<u>Widen 3.3 miles for capacity and improve intersections.</u>	<u>No funds are available for construction</u>	<u>Preparation of Construction Plans has been initiated.</u>
<u>US 521 Widening From I-95 to US 301/521</u>	<u>Widen 2.53 miles of US 521 to five lanes.</u>	<u>\$14,793,000 Construction Cost</u>	<u>Construction complete.</u>

### High Priority Projects

<u>Project</u>	<u>Description</u>	<u>Budget</u>	<u>Status</u>
<u>Briggs-DeLaine-Pearson Connector Calhoun, Clarendon, and Sumter Counties</u>	<u>New location construction of a two-lane roadway and bridge between Lone Star and Remini</u>	<u>\$150 million estimated construction cost \$26.5 million has been obligated as of February 2007.</u>	<u>The final EIS was Approved by FHWA on Dec. 5, 2002. Project is pending due to Environmental lawsuit.</u>

### Safety Project Priority List

<u>Project</u>	<u>Description</u>	<u>Budget</u>	<u>Status</u>
<u>S-14/25/62/127 at S-64</u>	<u>Intersection Improvement at Davis Station (Safety Project)</u>	<u>\$1,000,000 estimated construction cost</u>	<u>Fall/2008 Let date.</u>
<u>US 301 at S-63</u>	<u>Construct left turn lane. (Safety Project)</u>	<u>\$1,300,000 estimated construction cost</u>	<u>Plans complete. Project set to be let in Federal Fiscal Year 2009.</u>

### Interstate Rehabilitation Priority List

<u>Project</u>	<u>Description</u>	<u>Budget</u>	<u>Status</u>
<u>I-95 NB rehabilitation</u>	<u>Various sections in North Bound direction will be patched and resurfaced.</u>	<u>Estimated construction cost \$38,000,000</u>	<u>Project in the process of development.</u>

### Enhancement Projects

<u>Project</u>	<u>Description</u>
<u>ENH 11-04</u>	<u>Town of Turbeville Revitalization Phase II</u>
<u>ENH 68-05</u>	<u>City of Manning/Mill Street Revitalization</u>
<u>ENH 61-05</u>	<u>Clarendon County Courthouse Square</u>
<u>ENH 14-05</u>	<u>Town of Summerton Streetscape</u>
<u>ENH 43-05</u>	<u>Town of Turbeville Revitalization Phase II</u>
<u>ENH 106-07</u>	<u>City of Manning/Revitalization Phase VI</u>
<u>ENH 68-07</u>	<u>Town of Turbeville/Main Street Streetscape</u>

**TABLE VIII 3**  
**C-fund Construction**  
**SC DOT**

<u>Project</u>	<u>Description</u>	<u>Budget</u>	<u>Status</u>
<u>S-540(Felton Rd), S-549(Flynn Rd)</u>	<u>Resurfacing 3.39 miles.</u>	<u>\$435,424.98 programmed</u> <u>\$430,568.97 expended</u>	<u>Construction Complete.</u>
<u>2005 -2006 25%-Additional CTC funds for S-664 (Oaks Road) Ext from S-440 to S-373</u>	<u>Resurface and full depth patch</u>	<u>\$119,814 programmed</u> <u>\$10,183 expended</u>	<u>Project Closed.</u>
<u>US 378 (Section 1) Beginning US 301 Turbeville Ending East of S-595</u>	<u>Widening. Participation with Federal Project. See project in Table VIII 1 above.</u>	<u>\$368,000 programmed</u> <u>\$275,915.85 expended</u>	<u>Construction complete</u> <u>Waiting on final plans and final estimate.</u>
<u>US 378 (Section 1) Beginning US 301 Turbeville Ending East of S-595</u>	<u>Widening. Participation with Federal Project. See project in Table VIII 1 above.</u>	<u>\$72,420 programmed</u> <u>\$54,315 expended.</u>	<u>Final quarterly payment due July 2008 for \$18,105.</u>

**TABLE VIII 4**  
**Maintenance Projects**  
**SC DOT**

<u>Project</u>	<u>Description</u>
<u>US 301 from US 15 to S-14-514</u>	<u>Resurfacing 4.87 miles</u>
<u>S-76 from S-26 to 1.72 miles N of S-128</u>	<u>Resurfacing 3.67 miles</u>

**Santee Lynches Long Range Transportation Plan**

The South Carolina Department of Transportation designated Santee Lynches Regional Council of Governments (SLRCOG) as the planning body for the rural portions of their region. This included the entire area of Clarendon County.

The Santee Lynches Regional Council of Governments completed their long range plan for the region, including Clarendon County, May 1, 2006. The completion of this plan included many public hearing in the region, including Clarendon County.

The following information is pertinent information from the plan.

As a part of their planning process, SLRCOG conducted several public hearings in their region. The

first was held in Clarendon County on Tuesday, March 22, 2005. This public hearing was held in the City of Manning at the Clarendon County Emergency Services Complex. At this public hearing three issues were discussed by the public: the need for sidewalks along major thoroughfares, the need to improve the radius at the intersection of 301 and 261, and the need for improved transit.

As follow up to the above public hearing, the SLRCOG held a meeting of the Clarendon County Transportation Sub Group on Wednesday, April 12, 2006. This meeting was also held at the Clarendon County Emergency Services Complex. This committee was made up of Brian Jarvis, The Manning Times, William Houser, Clarendon County Administrator, Paul Bjorkman, City of Manning Administrator, and Maria Rose, Clarendon County Planning Director. At this meeting the participants raised the following concerns and recommendations: Raccoon Road needs widening due to development and heavy traffic, the intersection of 301 and Raccoon Road needs improvement, Higgins/Silver and Raccoon Road intersection needs improvement, Bloomville Road and 521 intersection needs improvement, and there is a need for a public transit system in the county for those persons without a vehicle.

The following table VIII 5 is a recommendation from this report that deals with intersection improvements and signalization that has not been addressed previously in this report.

**TABLE VIII 5**  
**Intersection and Signalization**

<i><u>Project</u></i>	<i><u>Description</u></i>
US 301 & SC Highway 261	Improve radius to handle truck traffic
Intersection of Raccoon Road and Huggins/Silver Road	Signalization and intersection improvements
US 301 and Raccoon Road	Signalization and intersection improvements
US 521 & Bloomville Road	Signalization and intersection improvements
Highway 400/Dingle's Pond Road	Lake Marion access road improvements
Highway 664/Oaks Road	Lake Marion access road improvements
Highway 127/Bill Davis Road & Highway 25/Moses Dingle Road	Lake Marion access road improvements
County Road 64/Rickenbacker Road	Lake Marion access road improvements
County Road 419/Nelson Ferry Road	Lake Marion access road improvements
County Road 419/Jackson Creek Road	Lake Marion access road improvements

**Public Transportation**

The Santee Wateree Regional Transportation Authority (SWRTA) is the public transportation provider in Clarendon, Kershaw, Lee and Sumter counties. SWRTA also provides Medicaid transportation services in Calhoun, Clarendon, Kershaw, Lee, Orangeburg and Sumter counties. They provide commuter services to Myrtle Beach from Clarendon. SWRTA provides demand response (paratransit service), which operates in the urban and rural areas of the counties they serve. Paratransit service offers county residents accessible transportation options to ride any of these county routes on a space available basis as a cash client.

## **A Statement of Needs**

The provision of adequate community transportation systems and facilities is a basic function of government. The systematic review and assessment of these needs and facilities is a responsibility that must be a part of meeting the challenge of providing this function. There is a need for the county to be aware of various other governmental and quasi-governmental agencies and their activities in this area in order not to duplicate those other agencies efforts. It is also a need of the county to be aware of those other agencies efforts in order to ensure that the transportation needs of the citizens of Clarendon County are being met.

### **Objective A Within five years, the County will increase the ability of the road network to accommodate future development.**

Policy A-1 The County will implement roadway access management standards for arterial and collector roads in the Unified Development Code.

Policy A-2 The County adopts the following road improvement priorities:

- a. Widening SR 260 to four lanes from Manning to Lake Marion
- b. Widening Raccoon Road to four lanes from SR 261 to 260
- c. Widening US 301 to four lanes from Manning to Summerton
- d. Widening US 521 to four lanes from Andrews to I-95
- e. Widening Kenwood Road to four lanes from SR 260 to Williamsburg County

Policy A-3 The County will evaluate the need to create an arterial roadway between the SR 261/I-95 interchange and SR 260, approximately along the Raccoon Road corridor.

Policy A-4 The Capital Improvement Program will include provisions for paving dirt roads based on the travel demand, cost and other pertinent factors.

Policy A-5 The County hereby adopts the roadway classification depicted in Figure V-2 of this Element.

Policy A-6 As soon as possible, the County will initiate a traffic data collection program in cooperation with SCDOT.

Policy A-7 The County will begin a traffic impact evaluation and financing program.

Policy A-8 The County shall oppose widening of streets that are predominantly residential in character unless there is no other fiscally or environmentally acceptable alternative.

### **Objective B The County shall continue to improve the facilities and appearance of the Airport.**

Policy B-1 The Unified Development Code will be amended to ensure that the approach zones are adequately protected from encroachment by incompatible land uses.

Policy B-2 The County shall ensure the general appearance of the airport is improved, and will complete the expansion of the runways.

### **Objective C The County shall work with others to improve the public transit system and**

**facilities available to citizens in the County.**

Policy C-1 The County will work with the Santee Wateree Regional Transportation Authority (SWRTA) to provide a fixed route service in Manning.

Policy C-2 The County will work with SWRTA to assure that the needs of persons with disabilities, low income persons and the elderly are being met with flex route and fixed route services.

Policy C-3 The county will work with the South Carolina Department of Transportation and others on Smart Ride and Active Lifestyles facilities such as: Park and Ride areas, shelters for passengers, bike paths, bike racks on public transportation, and sidewalks

**Objective D The County will encourage developers to construct “Transportation Oriented Development” or TOD's in order to provide the county with livable communities in the future.**

Policy D-1 The County will look to provide incentives through the Priority Investment Zones or other specially designated zoning areas to encourage communities that are village type or self-contained concepts.