

St. George (843) 563-0100
St. George Fax: 563-0137
Summerville (843) 832-0100
Summerville Fax: 832-0137
E-mail: wardj@dorchestercounty.net



JASON L. WARD
County Administrator

OFFICE OF THE DORCHESTER COUNTY ADMINISTRATOR
201 JOHNSTON STREET
ST. GEORGE, SOUTH CAROLINA 29477

September 15, 2009

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Dear Secretary LaHood:

Dorchester County is respectfully requesting a grant in the amount of \$43,000,000 for the widening and resurfacing of US Highway 78. These improvements will promote safety and accommodate increasing westbound industrial traffic.

This project is vitally important to Dorchester County, our region, and our state. US Highway 78 is a hurricane evacuation route that connects the South Carolina Lowcountry to the I-95 corridor. Additionally, US Highway 78 is a commercial shipping route and the most direct route between the port of Charleston and Atlanta, Georgia. This road is number 11 on the SCDOT Statewide Priority List, and is included in the CHATS Long Range Transportation Plan.

Thank you for your consideration of our request.

Best regards,

A handwritten signature in blue ink that reads "Jason L. Ward". The signature is fluid and cursive, with a long horizontal line extending to the right.

Jason L. Ward
County Administrator

Dorchester County, South Carolina

Transportation Investment Generating Economic Recovery Grant (TIGER) Application

US Highway 78 Road Improvements

September 15, 2009

Type of Project: Highway

Location: Dorchester County, South Carolina
Congressional District
US District 6 Representative James E. Clyburn
US District 1 Representative Henry E. Brown, Jr.

Area of Impact: Rural

Grant Request: \$43,100,000 TIGER Grant Request
\$22,800,000 Dorchester County Investment
\$65,900,000 Project Total

DUNNS: 045674322 (Central Contractor Registration is current)

Contact Information: Jason L. Ward, Dorchester County Administrator
(843) 563-0100
wardj@dorchestercounty.net
201 Johnston Street
St. George, South Carolina 29477

Ron Mitchum, Executive Director
Berkeley-Charleston-Dorchester Council of Governments
(843) 529-0400
ronm@bcdcog.com
1362 McMillian Avenue, Suite 100
North Charleston, South Carolina 29405

Federal Wage Rate Requirement/American Recovery and Reinvestment Act Guidelines Statement

Dorchester County is committed to US Highway 78 road improvements and has designated a significant portion of the Dorchester County One-Cent Sales Tax Revenue toward the completion of this project. However, USDOT Transportation Investment Generating Economic Recovery funds are necessary to complete the project.

Please accept this statement as certification that the infrastructure investment has received the full review and vetting required by law and that Dorchester County accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars. A project description, estimated total cost, and amount of requested TIGER funds will be posted on www.dorchestercounty.net immediately upon project award and linked to <http://recovery.gov/>.

Furthermore, Dorchester County is aware of and is fully prepared to abide by the American Recovery and Reinvestment Act guidelines for reporting requirements related to funds received and spent pursuant to this application, as well as any other projects for which Recovery Act funds are expended or obligated.

Dorchester County is prepared to begin the project immediately upon award and will be substantially complete on or before February 17, 2012. Construction documents will appropriately reflect the "Buy American" Restrictions and Davis-Bacon Wage Rate Requirements. Dorchester County will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the Recovery Act and project administration will report accordingly.



Jason L. Ward, Dorchester County Administrator

9/15/09

Date

Project Description:

Dorchester County is located approximately 30 miles from the coast of South Carolina. The county is mostly rural in character with urbanized areas including the town of Summerville and a portion of the incorporated area of North Charleston. Dorchester County is one of the fastest growing counties in the state. Between 1990 and 2001, the population increased from 83,060 to 96,413; an increase of 16.1%. Population projections indicate that the county will continue to experience rapid growth over the next several years. The projected population in 2030 is 156,747, an increase of 62.6% over the 2000 census.

The proposed project is located along existing US Highway 78 beginning in northeast Summerville at W. Richardson Avenue and continuing northwest along the existing alignment to secondary road S-18-167 in St. George. The purpose of the proposed project is to improve safety conditions, increase traffic capacity and improve traffic flow in order to provide adequate transportation for employment opportunities and to provide a primary means of hurricane evacuation for citizens in the region.

Specific details of the improvements include:

- Resurface existing US Highway 78 and widen shoulders to provide 4' paved and 6' grass shoulders from S-18-167 to approximately 0.3 miles east of the railroad spur.
- Passing Area: Widen US Highway 78 from 2-lanes to 5-lanes with 4' paved and 6' grass shoulders from approximately 0.3 miles east of the railroad spur to approximately 2.6 miles east of the railroad spur.
- Resurface existing US Highway 78 and widen shoulders to provide 4' paved and 6' grass shoulders from approximately 2.6 miles east of railroad spur to approximately 1.3 miles west of SC-27 North.
- Passing Area: Widen US Highway 78 from 2-lanes to 5-lanes with 4' paved and 6' grass shoulders from approximately 1.3 miles west of SC-27 North to approximately 0.5 miles east of SC-173.
- Resurface existing US Highway 78 and widen shoulders to provide 4' paved and 6' grass shoulders from approximately 0.5 miles east of SC-173 to approximately 0.5 miles west of S-22.
- Widen US Highway 78 from 2-lanes to 5-lanes and install curb and gutter from approximately 0.5 miles west of S-18-22 (Orangeburg Rd) to S-18-65 (W. Richardson Ave). Provide a 14' shared-use outside lane (bicycles and cars). Provide a sidewalk on one side only (business side).
- Intersection improvements at the entrance to the landfill and US-178. Other intersection improvements are incorporated in the 5-lane widening.

The US Highway 78 Construction project addresses the resurfacing and widening of 24.5 miles of US Highway 78 from near S-18-167 (Sugarhill Road) in St. George to Richardson Avenue to improve safety, relieve traffic congestion and support economic development. The US Highway 78 and Jedburg Road area is home to Dorchester County's major industries. Current industries are expanding and new industries are locating in the area's fast-growing industrial parks. The urban portion of US Highway 78 is currently at Level of Service D and is projected to drop to Level of Service F in 2030 if the widening to five lanes is not completed. This project is listed

among the top priorities for the Charleston Area Transportation Study (CHATS). This organization provides recommendations for the State's Strategic Transportation Infrastructure Plan (STIP) Project Funding Priority List. The US Highway 78 project is listed as priority number 14 on this list. [Exhibit A-Project Detail Map, Exhibit B-US Highway 78 Corridor Map, Exhibit C-Industry Proximity to US Highway 78 Map, Exhibit D-Strategic Transportation Infrastructure Plan Project Priority Funding List]

Project Parties:

- Dorchester County
- Dorchester County Sales Tax Transportation Authority
- Charleston Area Transportation Study (CHATS)
- Berkeley-Charleston-Dorchester Council of Governments
- South Carolina Department of Transportation
- Dorchester County Economic Development Board

In early 2004 Dorchester County officials and concerned citizens recognized the need to improve transportation in Dorchester County. In May of 2004, the Dorchester County Citizens Committee was appointed to study needed transportation improvements and establish highway construction and maintenance requirements for roads, except interstate routes, in Dorchester County. The membership of the committee was established by the Dorchester County Council and Mayors of towns and cities within the county. The membership was composed of one member from each district and one member from each town and city.

At the June 27, 2004 meeting the committee unanimously agreed upon a list of 22 identified road projects to be undertaken at an estimated cost of \$163.1 million dollars. This list of projects, along with a One-Cent proposed sales tax increase, was presented to the Dorchester County voters. The referendum passed and was projected to generate \$114.6 million. [<http://www.dorchesterroadstax.org/>]

Since the One-Cent sales tax referendum passed in 2004, Dorchester County established the Dorchester County Sales Tax Transportation Authority. This group executes the development, design and construction of the 22 projects. During this process the Authority partnered with the SCDOT in the development of an Inter-Governmental Agreement (IGA) in 2006 since a majority of the projects involved improvements to state owned roads. [Exhibit E-Inter-Governmental Agreement]

Since early 2005, the Authority and the design team have been diligently working on all 22 projects. During the project development process, detailed studies have been performed and show that some of the 22 projects, as originally scoped, will not provide acceptable results. Due to increased traffic projections, design modifications and construction escalation, the estimated cost to complete the 22 projects on the list is now \$363.4 million, which creates a significant shortfall in funding.

The One-Cent Sales Tax referendum allows the sale of bonds to generate a maximum of \$125 million for the Dorchester County Sales Tax Transportation Authority road improvement

program. The Charleston Area Transportation Study (CHATS) has identified a total of \$25.2 million for Dorchester County, \$2.5 million of which is for US Highway 78 improvements. The One-Cent Sales Tax referendum combined with the CHATS funding yields \$150.2 million in funding for the program. Therefore, Dorchester County has a \$213.2 million shortfall in the transportation program. As a result, the US Highway 78 project was divided into three phases in an attempt to better manage completion of the project without compromising the overall goals of providing adequate transportation for employment opportunities and providing a primary means of hurricane evacuation for citizens in the region by improving safety conditions, increasing traffic capacity and improving traffic flow. A description of the three phases and cost for each is as follows:

US Highway 78 Phase 1

From near S-18-167 (Sugarhill Road) in St. George to approximately 0.8 miles west of US-178, resurface and provide 4-foot paved and 6-foot grass shoulders.

Construct 3-lane section with curb & gutter on both sides and sidewalk on one side (resident side) through town of Dorchester.

Length – 11.47 miles.

Phase 1 Estimate:

Preliminary Engineering =	\$ 0.9 million
Right of Way =	\$ 0.4 million
Construction Cost Estimate =	<u>\$12.0 million</u>
Total =	\$13.3 million

US Highway 78 Phase 2

From approximately 0.8 miles west of US-178 to approximately 0.5 miles west of SC-27 North, resurface and provide 4-foot paved and 6-foot grass shoulders. (approximately 3.1 miles)

From approximately 0.5 miles west of SC-27 North to approximately 0.25 miles west of SC-173, widen from 2 to 5 lanes, and provide 4-foot paved and 6-foot grass shoulders. (approximately 2.2 miles)

From approximately 0.25 miles west of SC-173 to approximately 0.7 miles east of S-18-630 (Campbell Thicket Road) construct a 3-lane section with 4-foot paved and 6-foot grass shoulders. (approximately 1.6 miles)

From approximately 0.7 miles east of S-18-630 (Campbell Thicket Road) to approximately 0.8 miles east of S-18-630 (Campbell Thicket Road) resurface and provide 4-foot paved and 6-foot grass shoulders. (approximately 0.1 miles)

Also, realign intersection with US 178, providing left and right turn lanes for both roads.

Length – 7.0 miles.

Phase 2 Estimate:

Preliminary Engineering =	\$ 1.2 million
Right of Way =	\$ 3.0 million
Construction Cost Estimate =	<u>\$14.4 million</u>
Total =	\$18.6 million

US Highway 78 Phase 3

From approximately 0.8 miles east of S-18-630 to approximately 0.5 miles west of S-18-22 (Orangeburg Road), resurface and provide 4-foot paved and 6-foot grass shoulders. (approximately 1.1 miles)

From approximately 0.5 miles west of S-18-22 to approximately 0.2 miles west of S-18-58 (Jedburg Road), widen from 2 to 5 lanes with 4-foot paved and 6-foot grass shoulders. (approximately 1.7 miles)

From approximately 0.2 miles west of S-18-58 to S-18-165 (W. Richardson Avenue), widen from 2 to 5 lanes with curb & gutter. 4-foot paved and 6-foot grass shoulder will be used instead of curb and gutter on the side adjacent to Norfolk Southern R/R. Sidewalk will be provided only on the side away from Norfolk Southern R/R. (approximately 3.35 miles)

Also, there will be significant intersection improvements at S-22, S-58, and S-165.

Length – 6.15 miles.

Phase 3 Estimate:

Preliminary Engineering =	\$ 2.0 million
Right of Way =	\$ 7.0 million
Construction Cost Estimate =	<u>\$25.0 million</u>
Total =	\$34.0 million

Total Project Estimate = \$65.9 million

The One-Cent Sales Tax referendum allowed for the sale of bonds to generate a maximum of \$125 million for all 22 transportation projects. In 2006, a \$68 million bond was issued to begin funding projects with an additional \$57 million pending issuance in September 2009. The US Highway 78 project ranks 4th in priority on the County’s list of projects and is the best candidate for TIGER funding due to the overall and immediate economic impact it would have on Dorchester County and the region. The project can begin immediately and will be complete by February 17, 2012. [Exhibit F-Project Schedule]

Grant Funds and Sources and Uses of Project Funds:

Sources

USDOT TIGER Request	\$43,000,000
SCDOT ARRA Funds	\$ 1,000,000
Dorchester County	<u>\$21,000,000</u>

Total **\$65,900,000**

Uses

Engineering \$ 4,100,000

Right of Way Acquisition \$10,400,000

Construction \$51,400,000

Total **\$65,900,000**

The total cost of the project is \$65.9M. The request is for \$43 M or approximately 66% of the total project cost. Currently, \$2,784,000 has been provided for the project with revenues from a local One-Cent sales tax for planning design and environmental permitting. Also, the \$1,000,000 received from the South Carolina Department of Transportation through ARRA will be allocated directly to Phase I. Dorchester County has applied for financial assistance from the South Carolina State Infrastructure Bank. At this point in time, the State Infrastructure Bank has no funds available for disbursement. The project is not eligible for any other funding and cannot be completed without TIGER assistance.

SELECTION CRITERIA:

Primary Selection Criteria

a) Long-Term Outcomes

i) State of Good Repair:

This project minimizes overall life-cycle costs and improves the condition of the existing transportation and emergency evacuation system in Dorchester County. It merits priority consideration based on the long-term impacts on Dorchester County and extending beyond to the region and the nation as transportation, logistics and distribution corridor vital to the accessibility of sea, rail and road commerce. The inclusion of the US Highway 78 Improvement project in the South Carolina STIP (March 19, 2009) and in South Carolina's Statewide Multimodal Transportation Plan (May 14, 2008) indicates the project's consistency with state and local efforts to maintain the state transportation system in good repair. [http://www.scdot.org/inside/multimodal/multimodal_transplan.shtml]

The project will ensure that the limitations of the current highway do not hinder economic development throughout the county and the region. The project area is listed as a “deficient” segment designated by South Carolina Department of Transportation as part of the “Best Friend of Charleston Corridor” in the South Carolina Strategic Corridor System Plan. This study identified corridor issues, deficiencies and potential solutions necessary to support future economic growth and stability. Identified segment issues that threaten long-term economic growth include but are not limited to future congestion, high truck volumes and connection to the Port of Charleston. The proposed US Highway 78 improvements are listed in that study.

The Dorchester County Transportation Authority contracted with SRS Engineering, LLC to complete a traffic and transportation review/assessment for the US Highway 78 project. The purpose of the study was to address current condition and performance and address how the proposed improvements would improve the condition of the corridor. [Exhibit F-SRS Transportation Planning Study]

ii) Economic Competitiveness:

The proposed project will provide more efficient and safe transportation for the existing industries along US Highway 78. The improvements will increase competitiveness by creating opportunities for new employers to create jobs where they are currently not accessible due to road conditions. According to data released on June 19, 2009 by the Department of Labor's Bureau of Labor Statistics, the State of South Carolina has the second highest unemployment rate in the nation, with 12.1% of the workforce being unemployed. As of August 2009, Dorchester County had an unemployment rate of 10.1% according to the Department of Labor. This area is located in close proximity both to I-95 and the Port of Charleston giving it high potential for further growth as the intermodal transportation hub envisioned for this portion of the I-95 Corridor becomes a reality. The US Highway 78 and Jedburg Road area is home to Dorchester County's major industries. Current industries are expanding and new industries are establishing themselves in the county's fast-growing industrial parks. The improvements to US Highway 78 will support existing industries and industrial parks as well as provide needed infrastructure to attract new businesses. The Jedburg Road exit will soon be home to a large distribution center, and the traffic from this facility will feed onto US Highway 78. Widening of the road will accommodate this additional traffic, while improving safety.

The US Department of Commerce, Economic Development Administration, in cooperation with Orangeburg and Dorchester Counties, sponsored a Study and Preliminary Design of Infrastructure in the Vicinity of the Intersection of I-26 and I-95 in Orangeburg and Dorchester Counties (EDA Study) [Exhibit H-EDA Summary/Excerpts]. The study revealed the vast potential of this currently undeveloped area to support intermodal transport of goods from the Ports of Charleston and Savannah throughout the nation. Additionally, because of the current lack of development in the area, any improvements in infrastructure that attract industry, such as the US Highway 78 improvements, will alleviate the current poverty that envelops many South Carolinians living in this region of the state. This area is considered an Economically Distressed Area with unemployment and poverty numbers two to three times the rate of the other block groups in the county [Exhibit I-Map, Unemployment by Census Block Group]

Not only will this investment help to stabilize the existing tax base, but it will provide opportunities for high-skilled jobs well above the County's average wage. The potential success of infrastructure to support investment in industrial development in this area has generated the support of local school districts, Trident Technical College and the Trident Workforce Investment Board in the form of long-term plans for higher education and job training facilities. This project is consistent with County and regional strategic plans and advances economic growth by creating an environment that fosters innovation, promotes

entrepreneurship and will attract increased private capital investment. The benefits of which will be realized beyond Dorchester County and the Berkeley-Charleston-Dorchester region to the entire state of South Carolina as served by the US Highway 78 corridor.

The South Carolina Department of Transportation recently developed a Corridor Action Plan related to the importance of specific highways as they relate to economic development, efficient movement of freight, overall congestion, the amount of truck traffic and operational constraints which determined issues and/or deficiencies.

[<http://www.scdot.org/inside/multimodal/pdfs/StrategicCorridorPlan.pdf>]

That study evaluated the US Highway 78 corridor which provides an important route connecting the Port of Charleston to I-26, I-95 and I-20. The Port of Charleston is one of the busiest ports on the Atlantic and Gulf coasts, moving almost two million containers and over 533,000 tons of break-bulk cargo in 2006. The top commodities moving through the port include agricultural products, consumer goods, machinery, metal and vehicles. The port is one of South Carolina's primary economic engines, contributing about \$23 billion to the state's economy and generating about \$2.5 billion in tax revenue.

Results of the study indicate that the majority of the corridor currently functions at Level of Service C, however a significant portion located within Dorchester currently operates at Level of Service D. In addition, six of the 13 identified trucking or intermodal facilities located along the corridor are also in Dorchester County. This segment of the corridor includes two-lane undivided and four-lane divided sections and is projected to operate at Level of Service F by 2030 if improvements are not made. One section of this segment currently operates at Level of Service F already with a crash rate of (208.89).

In addition to the projected traffic levels related to residential and commercial development in 2030, this segment experiences a high volume of truck traffic due to the industrial growth north of the city of Summerville and the proximity to I-26 and the Port of Charleston. The Berkeley-Charleston-Dorchester region is also experiencing a high rate of residential and commercial growth, which adds to the projected future congestion and heightens the safety concerns related to US Highway 78 as an evacuation route.

iii) Livability:

The widening of US Highway 78 will significantly reduce congestion and increase the ease with which travelers access existing modes of transportation. Additionally, the project is the result of a planning process which coordinated transportation and land-use planning decisions. The proximity of the widening to currently expanding industrial areas demonstrates the importance of the project to the local business community. Completion of this improvement will allow Dorchester County, working with partners along the I-95 corridor, to address critical needs including transportation, water and wastewater, education and job training, and general quality of life issues. The town of St. George in upper Dorchester County, which will directly benefit from this project, has a total population of 2,092 (51.2% white, 47.2% black, and 0.9% Hispanic) persons residing in 804 households according to the 2000 census. Of the 760 homes evaluated for income level, 50.8% had an

annual income of less than \$25,000. Racial disparities exist with 34.4% of blacks and 5.9% of whites living below the poverty level. Similarly, unemployment rates for whites were at 2.9% while the black population suffered a staggering rate of 22% unemployment. Educational opportunities are similarly limited with only 37.9% of whites and 26.4% of blacks earning a high school diploma. The use of federal funds to spur economic growth in this area through the US Highway 78 project will address these substantial barriers to economic success for the population of Dorchester County. [Exhibit I-Map, Unemployment by Census Block Group]

Because the county's tax base represents the primary source of funds available to support quality of life improvements, there is a danger that without additional assistance, the county will remain trapped in a cycle of poverty. One of the primary ways to break this cycle is by improving the infrastructure. This is the key to eliminating the negative education, health and employment situations that are strangling the counties along the I-95 corridor. Each of these problems is a piece to a larger puzzle that cannot be effectively solved by addressing the issues in isolation. The community must, with federal, state, local and private investments, address these issues systematically. The first important piece of this puzzle is the improvement of the infrastructure necessary to attract new industry and grow existing industry. The US Highway 78 widening project is a key piece of this infrastructure need.

iv) Sustainability:

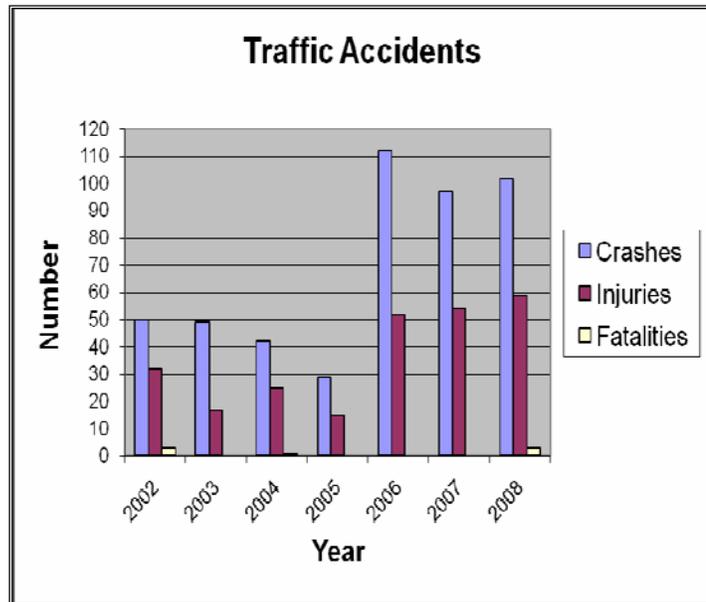
This highway improvement, from Summerville to Jedburg, will provide for smoother traffic flow with less congestion and dwell time on the roadway. By eliminating delays, it will lead to improved air quality by decreasing the emissions from vehicles that are held for long periods of time in traffic queues. The reduction in queues will reduce the use of fossil fuels in transporting people and goods throughout the community while simultaneously achieving broad goals of reducing greenhouse gas emissions, thus protecting the local environment. The urgency for this project is high as Dorchester County is expected to grow by 40,000 people over slightly more than the next two decades. **The State considers the US Highway 78 project a necessary infrastructure investment to meet the needs of the current and future populations.**

The I-95 Corridor and its residents are vital to South Carolina's economic future. After years of neglect, regional cooperation and collective vision to develop this corridor will be the economic engine that drives the state forward, rather than an anchor that continues to weigh the entire state down. This project reflects a strategic planning process undertaken through partnerships with Orangeburg County and others, the goal of which is to create economic change, while addressing infrastructure and environmental concerns, through a thoughtful regional approach. An important part of this approach is ensuring that the population has adequate infrastructure to sustain economic growth while controlling and reducing negative impacts on the environment. This project will have a minimal effect on the surrounding environment due to the fact that it is an expansion of an existing roadway. An environmental assessment has been conducted and completed for Phase I with a finding of No Significant Impact. The 404 Permit is also in place as well as a Categorical Exclusion letter. The South Carolina State Historic Preservation Office also determined that the project will have no

adverse affect as demonstrated in the attached letter. These determinations are evidence of the extent to which this project mitigates adverse environmental impacts by enhancing an existing transportation asset. [Exhibit J-Categorical Exclusion Letter & Finding of No Significant Impact, Exhibit K-404 Permit, Exhibit L-State Historic Preservation Office letter]

v) Safety:

This road segment in Dorchester County will add four feet of additional paved shoulders and six feet of earthen shoulders as well as some five lane sections for passing. The project will also improve access for trucks associated with local industry. Current accident report information from SCDOT suggests an exponential increase in the number of crashes and injuries along this section of US Highway 78. This increase parallels the growth experienced in the county over the past several years. The data indicates that many accidents are due to the inability to recover from situations requiring the use of a shoulder or safe means of recovering from emergency situations. The proposed improvements will result in increased safety, and long term reduction in injuries.



Additionally, because of the proximity of St. George to the Port of Charleston, the balance of emergency preparedness, national security and commerce is critical. Meeting this goal whereby the port and surrounding areas provide adequate infrastructure to meet projected freight volume to remain competitive and at the same time be prepared to respond to troop deployment needs underscores the importance of this project. As addressed in the Report to Congress on the Performance of Ports and the Intermodal System, June 2005, U.S. Department of Transportation's Maritime Administration, local communities are developing strategies to address the National Freight Action Plan, along with the Maritime Administration (MARAD). It is necessary to seek ways to improve intermodal connections and consider alternative ways of moving commercial freight to support the nation's growing economy while minimizing related congestion.

As one of the primary deployment ports in the country, infrastructure in the surrounding communities and the Port of Charleston remains critical as our nation addresses the challenges posed by troop deployments and national emergencies. Dorchester County, because of its critical access to the Port of Charleston and the I-95/I-26 Corridor remains critical as the port meets the expectations of expansion and contraction based on response needs during natural disaster and emergency preparedness.

The US Highway 78 project addresses South Carolina's need for emergency preparedness. Because of a number of memorable hurricane threats and strikes, including Hurricanes Hugo in 1989, Bertha and Fran in 1996, and Floyd in 1999, emergency preparedness officials in South Carolina continue to prepare for more active hurricane seasons as addressed in South Carolina's Hurricane Evacuation Restudy Technical Data Report.

For future hurricane threats, South Carolina faces evacuations of vulnerable populations and a limited road network that provides insufficient westbound roadway capacity for evacuation movements. The difficulties for evacuees will be during peak tourist seasons where inland hotel/motel space is occupied and where many out-of-county evacuees try to load the road network in a short period of time. Simultaneous evacuations of the Florida, Georgia and North Carolina coasts make such evacuations more challenging. Infrastructure improvements such as the widening of US Highway 78 can help reduce the burden of poor roadways experienced by the Gulf Coast in the aftermath of Hurricane Katrina.

During a hurricane evacuation of South Carolina, a significant number of vehicles have to be moved across the local and regional road network. The magnitude of evacuating vehicles will vary depending upon the intensity of the hurricane, publicity and warnings given about the storm, and certain behavioral response characteristics of the vulnerable populations. During a typical evacuation, vehicles enter the road network at different times depending on the evacuees' response relative to an evacuation order or storm advisory. Conversely, vehicles leave the road network depending both on planned destinations of evacuees and the availability of acceptable destinations such as public shelters, hotel/motel units, and friends' and relatives' residences in non-surge prone areas. Vehicles move across the road network from trip origin to destination at a speed dependant on the rate of traffic loadings on various roadway segments and the ability of the segments to handle a certain volume of vehicles each hour. Estimates of evacuation clearance times for the area must include the effects of evacuation traffic generated by neighboring counties and states.

Primary evacuation routes modeled in the South Carolina Hurricane Evacuation Restudy Technical Data Report were those provided by the state for the 1999 hurricane season. Traffic control points and assigned responsibilities are also being modified to reflect lessons learned during the Hurricane Floyd evacuation. (For example, the plan for the 2000 hurricane season by SC DOT and South Carolina Highway Patrol (SCHP) directed Dorchester Road traffic onto S-22 and then to US Highway 78 in Dorchester County. US Highway 78 through Summerville was also added as a route.)

b) Job Creation and Economic Stimulus

As of May 2009, Dorchester County had an unemployment rate of 10.2% according to the Department of Labor. The US Highway 78 improvement project will provide both short-term and long-term job creation, as well as facilitating economic stimulus. Project engineers, Davis and Floyd, Inc., determined that this project will create an estimated 457 jobs related to construction based upon engineering and construction work required (\$65.9M / \$35,000). Additionally, improvement of this road segment will provide safe and efficient truck routing from the Jedburg area along US Highway 78 and the industrial growth experienced along

that corridor. This increased efficiency and eventual improvement in truck routing will allow for the continued economic development and the required movement of goods and persons in and out of the area.

U.S. Interstate I-26 is an East-West corridor that cuts through the heart of the "Corridor of Shame." The I-95 Corridor is a major thoroughfare running from Maine to Florida, but the 200 miles it travels through South Carolina are the least developed of the 1,800 mile route. Along this corridor lie upper Dorchester County and St. George.

Just 50 miles from Charleston, South Carolina, the second busiest port on the east coast, exist the communities with the worst quality of life statistics in the state: low educational achievements, chronic health conditions, high unemployment and prevalent poverty. The lack of infrastructure water, sewer, roads and bridges underlies and reinforces this area's underdevelopment.

Basic needs in the area have long gone unmet despite the critical role the region plays in areas such as emergency preparedness (related to natural disasters such as hurricanes), defense (Charleston is a major port of deployment), and commercial access to Charleston.

Through a strategic regional partnership with federal, state and local governments, as well as private industry, Jafza South Carolina LLC has committed to develop an intermodal logistics and distribution center in the region. The US Highway 78 project will address some of the area's challenges while at the same time ensuring adequate infrastructure for projected economic development.

As noted in the recent EDA Study, the proximity of the project to the Port of Charleston, the potential for enhanced intermodalism (as evidenced by the intersections of I-26 and I-95 and the close proximity of two rail lines and Ports of Charleston and Savannah), makes this area of South Carolina one of the most promising as far as capturing the economic benefits of moving goods from global trade partners to consumers throughout the State of South Carolina, the eastern seaboard, and the entirety of the United States. The US Highway 78 Improvements would provide the type of infrastructure necessary to continue the growth of industry, and associated economic drivers, in upper Dorchester County.

Secondary Selection Criteria

c) Innovation

On November 2, 2004, Dorchester County voters approved a One-Cent Sales Tax Referendum; included were 22 transportation projects and authority for the County to sell a maximum of \$125 million in bonds to construct these projects. Among them was the US Highway 78 improvement project.

In addition, Dorchester County has submitted an application for funding from the State Infrastructure Bank. Because this funding is currently unavailable, the County must seek

more traditional funding channels, while at the same time seeking federal, state, local and private sources of funding.

Dorchester County has also partaken in innovative partnerships to develop the plans that have led to the prioritization of the US Highway 78 project. Included in this collaboration are not only surrounding counties, like the County of Orangeburg, and more traditional partners like the SCDOT, but also entities like the Lake Marion Regional Water Authority. This consortium of five counties and nine municipalities has developed an initiative that will spur economic growth by improving the availability of clean drinking water to these communities while ensuring that this water is provided in an environmentally sustainable manner. The strategic planning initiatives undertaken by Orangeburg and Dorchester Counties, as recommended in the EDA study, focus on a regional effort to improve and promote multimodal shipment of goods throughout the state of South Carolina and the nation as a whole.

In addition, the County has purchased the town of St. George's wastewater system with plans to upgrade to one million gallon per-day capacity in order to provide sewer service to new industries on the I-95 corridor and surrounding transportation corridors. Recent certification of a 700 acre industrial site in coordination with the South Carolina Department of Commerce is designed to encourage private investment and job creation in the project area. The certified site and a 1,000 acre site privately held by MeadWestvaco Corporation are located along US Highway 78 approximately three miles and 14 miles from the intersection of US Highway 78 and I-95 respectively. It is critically important that upgrades in US Highway 78 compliment the investment in water and wastewater capacity in order to generate private investment and create jobs in an area of the county experiencing the highest levels of poverty and unemployment due to the lack of available infrastructure [Exhibit M-Map, Dorchester County Poverty by Census Block Group]. Estimates are that these two parcels will lead to the creation of approximately 3,060 new jobs in the manufacturing and the materials handling and distribution sectors.

This innovation in the multimodal shipment of goods follows closely with the recommendations made by the U.S. Department of Transportation's Maritime Administration in its Report to Congress on the Performance of Ports and the Intermodal System, June 2005. By bringing to bear the improvements to the shipment of goods possible from effective and innovative coordination of the waterways, highways and rail lines in close proximity to the I-95 and I-26 corridors, this project provides guidance for future attempts at multimodal coordination in an effort to enhance shipping throughout the United States, while also providing much needed economic development of an economically distressed area. Furthermore, the gains made through increased multimodal shipment of goods will reduce congestion by increasing the use of rail and limiting congestion on the roadways in and around Dorchester County.

d) Partnership

i) Jurisdictional and Stakeholder Collaboration:

This project represents a collaboration of state and local officials as noted in the attached letters of support. [Exhibit N-Letters of Support: US Senator Jim DeMint, Congressman Henry E. Brown, Jr., Dorchester County Legislative Delegation, BCD Council of Governments Executive Director and CHATS MPO Ronald E. Mitchum, Dorchester County Sales Tax Transportation Authority, Dorchester County Council, Greater Summerville/Dorchester County Chamber of Commerce and Jim Hill, Vice President of MeadWestvaco Corporation] The South Carolina Department of Transportation, the County of Dorchester and the Charleston Area Transportation Study (CHATS) Policy Committee, an MPO, support the use of federal funds for this project. The financing structure of the project demonstrates this collaboration. Currently, the stakeholders in this project have made significant financial pledges to the completion of this project totaling \$2,784,000. The use of revenues generated from a one-cent local sales tax further demonstrates the importance of this project to travelers in and through Dorchester County.

This request for funding also reflects a strategic planning process undertaken through partnerships with the County of Orangeburg and others, the goal of which is to create change through a thoughtful regional approach. Orangeburg County, Dorchester County and the Economic Development Agency have jointly funded a strategic planning study for the I-26/I-95 area. The EDA has provided a planning grant of \$100,000 and the two counties have each provided \$50,000. This multi-phase effort for infrastructure improvements is part of the regional plan for the I-95 area. ARRA funds of \$1,000,000 have been received for Phase I of the US Highway 78 project.

ii) Disciplinary Integration:

The US Highway 78 project is part of a larger regional initiative to promote economic development and remove the burdens of poverty from the inhabitants of the "Corridor of Shame." Dorchester County has pursued a variety of non-transportation related initiatives to promote this development. These initiatives include the EDA study ongoing with Orangeburg County, the continuing efforts of the Lake Marion Regional Water Authority to provide these areas with sustainable drinking water, and the continued encouragement of an intermodal transportation infrastructure in the I-26/I-95 area, better known as the "Global Logistics Triangle."

Committed multi-jurisdictional support from leaders across all sectors:

The project has formal support from the following jurisdictions and organizations:

- Dorchester County Government (Public)
- Dorchester County Development Corporation (Non-Profit)
- Berkeley/Charleston/Dorchester Council of Governments (Non-Profit)
- Charleston Regional Development Alliance (Non-Profit)
- Trident Technical College (Institutional)
- Dorchester School District 2 (Public)
- Greater Summerville/Dorchester Chamber of Commerce (Public)
- Mead Westvaco Corporation (Private)
- AT&T (Private)
- Congressman James E. Clyburn, SC District 6 (Project Area, Public)

Congressman Henry E. Brown Jr., SC District 1 (Project Area, Public)

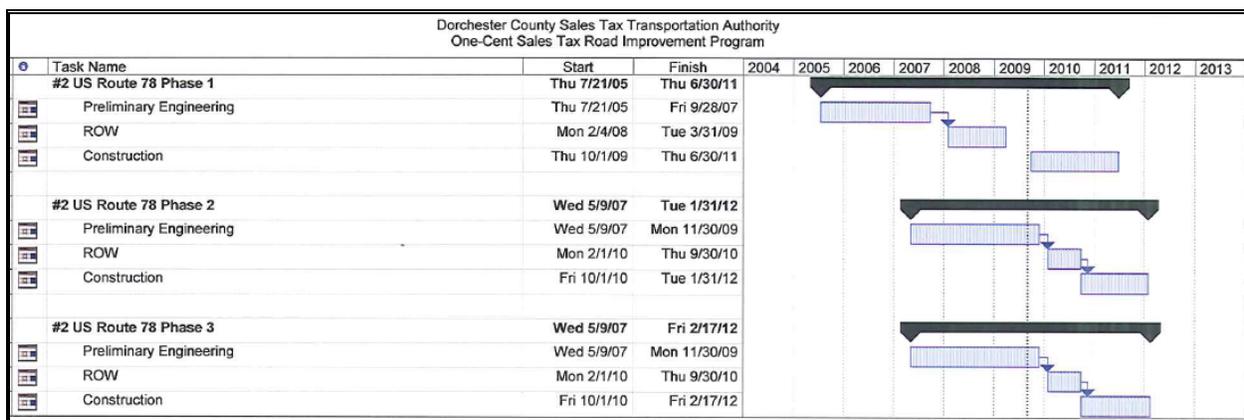
Federal Wage Rate Requirement: The federal wage rate will apply for this project.

Benefit and Cost Analysis: Benefit and Cost Analysis attached.

e) Quick Start Evidence:

i) Project Schedule:

The project is ready to be built and will be complete within three years of receipt of funding.



ii) Environmental Approvals

For Phase I, an environmental assessment has been completed, as well a Finding of No Significant Impact and a 404 Permit. An environmental assessment has been conducted and completed for Phase I with a finding of No Significant Impact. The 404 Permit is also in place as well as a Categorical Exclusion letter. The South Carolina State Historic Preservation Office also determined that the project will have no adverse affect as demonstrated in the attached letter. These determinations are evidence of the extent to which this project mitigates adverse environmental impacts by enhancing an existing transportation asset.

iii) Legislative Approvals:

Requests have been made for inclusion of the project in the upcoming reauthorization of the Surface Transportation Bill, SAFETEA-LU.

iv) State and Local Planning:

The project is both a part of South Carolina's Statewide Multimodal Transportation Plan and the State Transportation Improvement Plan, demonstrating coordination at the state and local levels in pursuing the project. The US Highway 78 project is also ranked at number 11 on the

SCDOT Statewide Priority Funding List. This project represents a collaboration of state and local officials. The South Carolina Department of Transportation, the County of Dorchester, and the Charleston Area Transportation Study (CHATS) Policy Committee, an MPO, support the use of federal funds for this project. The financing structure of project demonstrates this collaboration. The stakeholders in this project have made financial pledges to the completion of this project, totaling \$2,784,000. The use of revenues generated from a One-Cent local sales tax further demonstrates the importance of this project to travelers in and through Dorchester County. \$1,000,000 has been received from ARRA funds for Phase I of the US Highway 78 project.

This request for funding also reflects a strategic planning process undertaken through partnerships with the County of Orangeburg, and others, the goal of which is to create change through a thoughtful regional approach. Orangeburg County, Dorchester County and the Economic Development Agency have jointly funded a strategic planning study for the I-26/I-95 area. The EDA has provided a planning grant of \$100,000 and the two counties have each provided \$50,000. As noted in the EDA Study, the proximity of the project to the Port of Charleston, the potential for enhanced intermodalism (as evidenced by the intersections of I-26 and I-95 and the close proximity of two rail lines and Ports of Charleston and Savannah), makes this area of South Carolina one of the most promising as far as capturing the economic benefits of moving goods from global trade partners to consumers throughout the State of South Carolina, the eastern seaboard and the entirety of the United States.

v) Technical Feasibility:

No new technology will be required. The project can be constructed with standard highway practices. All right-of-ways have been acquired and engineering and permitting have been completed for Phase 1. Preliminary engineering for Phases 2 and 3 is scheduled to be complete in November 2009.

vi) Financial Feasibility:

Pursuant to S.C. Code 4-37-10(A), January 10, 2005, by Dorchester County Ordinance No. 2005-03[Exhibit G], Dorchester County established the Dorchester County Sales Tax Transportation Authority to administer the sales tax program. This sales tax program has been successful in meeting the current obligations to service bonds issued to fund a limited number of transportation projects prioritized and approved by a county-wide referendum. The US Highway 78 project is listed as priority number four on this list and will continue to receive funding.

**Benefit Cost Analysis
Dorchester County, South Carolina
Highway 78 Infrastructure Improvements**

In order to better capture the dynamic effects that the Highway 78 improvement project has on Dorchester County and the regional economy the following benefit cost analysis includes both quantitative and qualitative measures. To the extent possible monetization and discounting of costs and benefits to a common unit of measurement in present day dollars demonstrates the urgency of TIGER investment in the project. The project eligibility is significant in the impact it will have connecting the Port of Charleston with a vital transportation network of highway and rail well suited for manufacturing, distribution and logistics. This location is currently the focus of several very significant public private partnerships. These partnerships are dependent on the completion of Highway 78 improvements to provide residents with access to job opportunities and businesses with efficiency of freight movement to and from the port. The corridor also has significant safety implications as a primary emergency evacuation route for the residents of Dorchester County and the region. The benefit cost analysis will demonstrate that the TIGER investment requested completes the overall infrastructure financing package which includes Dorchester County one-cent sales tax revenue and has the highest impact on areas of the county most impacted by the recent economic downturn. The project has been through extensive local, MPO and State Department of Transportation review for both planning and approval. It has the support of local, state, and congressional delegation, and has completed a significant portion of the engineering and environmental requirements. Without TIGER investment this project is limited by the volume of sales tax revenue required to complete the project efficiently and therefore jeopardizes employment opportunities in some of the most impoverished areas of the county and region.

TIGER Funds Requested: \$43,100,000
Portion of total project: 66%

Analysis

Net Present Value of “Base Case” (existing project based on limited local funding)

Net Present Value of “TIGER” (Dorchester one-cent sales tax revenue w/TIGER Investment)

	Base Case	TIGER
Construction and Maintenance	657,753.45	964,685.09
Wages	507,148.72	130,773,399.74
Travel Time	(14,052.96)	(3,513.24)
Total	\$1,150,849.21	\$131,734,571.59

The Net Present Value of TIGER investment in the Highway 78 Improvement project yields a benefit of \$114.45 for every \$1.00 in USDOT funds invested.

The benefit cost analysis evaluated the following list of benefits related to the long-term priority outcomes. Qualitative and quantitative benefits are listed as appropriate for each priority. To the extent possible available data was used to assign a monetary value to project benefits, however, due to limited information where a value could not be assigned the qualitative benefit was listed.

Priority Benefits Realized Related to Long Term Outcomes

- Create and preserve jobs that benefit economically distressed areas
- Improve the condition of existing transportation facilities and systems
- Promote greater mobility a cleaner environment and more livable communities
- Provide greater mobility by increasing the level of service
- Ensure a cleaner environment by expansion of an existing road to reduce drive time
- Improve energy efficiency
- Reduce dependence on oil
- Reduce greenhouse gas emissions
- Improve the quality of living and working environments
- Ensure long-term economic success through diversification of the local economy
- Invest in transportation infrastructure that will provide long-term economic benefits
- Assist those most affected by the current economic downturn
- Connect ports to other modes of transportation and improve the efficiency of freight movement
- Achieve economic stimulus by optimizing economic activity and the number of jobs created or saved in relation to the federal dollars obligated
- Invest in transportation that will provide long-term economic benefits that will improve quality of life for communities and region

State of Good Repair

Goal- Improve condition of existing transportation facilities and systems (minimize life-cycle costs)

The Highway 78 Project is consistent with relevant state local or regional efforts to maintain transportation facilities in a state of good repair. It includes financial investment or commitments from local, regional, state levels. This project is appropriately capitalized up front with one- cent sales tax revenue and would have the optimal long term cost effectiveness with TIGER investment rather than long term state of construction.

Year	Capital Cost		Maintenance Cost		Total Annual Cost	
	Base Case	TIGER	Base Case	TIGER	Base Case	TIGER
2009	\$ 4,001,000	\$ 4,001,000	\$ 72,775	\$ -	\$ 4,073,775	\$ 4,001,000.00
2010	\$ 9,000,000	\$ 25,499,000	\$ 73,503	\$ -	\$ 9,073,503	\$ 25,499,000.00
2011	\$ 3,000,000	\$ 33,500,000	\$ 74,238	\$ -	\$ 3,074,238	\$ 33,500,000.00
2012	\$ 2,626,263	\$ 2,900,000	\$ 74,980	\$ -	\$ 2,701,243	\$ 2,900,000.00
2013	\$ 2,626,263	\$ -	\$ 75,730	\$ 15,000	\$ 2,701,993	\$ 15,000.00
2014	\$ 2,626,263	\$ -	\$ 76,487	\$ 15,150	\$ 2,702,750	\$ 15,150.00
2015	\$ 2,626,263	\$ -	\$ 77,252	\$ 15,302	\$ 2,703,515	\$ 15,301.50
2016	\$ 2,626,263	\$ -	\$ 78,025	\$ 15,455	\$ 2,704,288	\$ 15,454.52
2017	\$ 2,626,263	\$ -	\$ 78,805	\$ 15,609	\$ 2,705,068	\$ 15,609.06
2018	\$ 2,626,263	\$ -	\$ 79,593	\$ 15,765	\$ 2,705,856	\$ 15,765.15
2019	\$ 2,626,263	\$ -	\$ 80,389	\$ 15,923	\$ 2,706,652	\$ 15,922.80
2020	\$ 2,626,263	\$ -	\$ 81,193	\$ 16,082	\$ 2,707,456	\$ 16,082.03
2021	\$ 2,626,263	\$ -	\$ 82,005	\$ 16,243	\$ 2,708,268	\$ 16,242.85
2022	\$ 2,626,263	\$ -	\$ 82,825	\$ 16,405	\$ 2,709,088	\$ 16,405.28
2023	\$ 2,626,263	\$ -	\$ 83,653	\$ 16,569	\$ 2,709,916	\$ 16,569.33
2024	\$ 2,626,263	\$ -	\$ 84,490	\$ 16,735	\$ 2,710,753	\$ 16,735.03
2025	\$ 2,626,263	\$ -	\$ 85,334	\$ 16,902	\$ 2,711,598	\$ 16,902.38
2026	\$ 2,626,263	\$ -	\$ 86,188	\$ 17,071	\$ 2,712,451	\$ 17,071.40
2027	\$ 2,626,263	\$ -	\$ 87,050	\$ 17,242	\$ 2,713,313	\$ 17,242.11
2028	\$ 2,626,263	\$ -	\$ 87,920	\$ 17,415	\$ 2,714,183	\$ 17,414.53
2029	\$ 2,626,263	\$ -	\$ 88,799	\$ 17,589	\$ 2,715,062	\$ 17,588.68
2030	\$ 2,626,263	\$ -	\$ 89,687	\$ 17,765	\$ 2,715,950	\$ 17,764.57
Total	\$ 65,900,000	\$ 65,900,000	\$ 1,780,920	\$ 294,221	\$ 67,680,920	\$ 66,194,221.21
				NPV	\$657,753.45	\$964,685.09

Economic Competitiveness

Goal- Long term growth in employment, production or other high value economic activity. This project creates 1,883 construction related jobs and will create an additional 3,060 jobs based on new private investment.

Jobs resulting from the completed project were estimated based on a review of all manufacturing/industrial activity in the county to determine a reasonable expectation of jobs created per acre. The ability to diversify the local economy and create jobs immediately upon construction completion is critical to the economic competitiveness of the county and region. Indirect jobs which were not calculated as part of this analysis are anticipated as a result of increased services that will lower the overall cost of business in the area.

Calculation

Construction Jobs

1 job created per \$35,000 in construction cost

$\$65,900,000 / \$35,000 \text{ per job} = 1,883 \text{ jobs}$

New Direct Jobs

1,700 acres in project area with approved plans for development X 1.8 employees per acre = 3060 new jobs

3,060 new jobs X \$27,289.60 average annual wage = \$83,506,176 total earnings

The following cost benefit chart provides Net Present Value of Construction and Direct Jobs Created based on Base Case and TIGER scenarios. Total build out for new private investment is estimated over a 15 year period once construction is complete.

Year	New Direct Jobs Created		Construction Jobs Created		Avg Wage	Net Impact on Wages	
	Base	TIGER	Base	TIGER		Base Case	TIGER
2009	0	0	114	114	\$ 27,289.60	\$ 3,119,591.13	\$ 356,613,831.91
2010	0	0	257	729	\$ 27,835.39	\$ 7,157,672.23	\$ 5,214,670,975.90
2011	0	0	86	957	\$ 28,392.10	\$ 2,433,608.56	\$ 2,329,311,048.10
2012	0	204	75	83	\$ 28,959.94	\$ 2,173,040.81	\$ 623,352,278.16
2013	0	204	75	0	\$ 29,539.14	\$ 2,216,501.63	\$ 452,166,331.81
2014	0	204	75	0	\$ 30,129.92	\$ 2,260,831.66	\$ 461,209,658.45
2015	0	204	75	0	\$ 30,732.52	\$ 2,306,048.29	\$ 470,433,851.62
2016	0	204	75	0	\$ 31,347.17	\$ 2,352,169.26	\$ 479,842,528.65
2017	0	204	75	0	\$ 31,974.12	\$ 2,399,212.64	\$ 489,439,379.23
2018	0	204	75	0	\$ 32,613.60	\$ 2,447,196.90	\$ 499,228,166.81
2019	0	204	75	0	\$ 33,265.87	\$ 2,496,140.83	\$ 509,212,730.15
2020	0	204	75	0	\$ 33,931.19	\$ 2,546,063.65	\$ 519,396,984.75
2021	0	204	75	0	\$ 34,609.81	\$ 2,596,984.92	\$ 529,784,924.44
2022	0	204	75	0	\$ 35,302.01	\$ 2,648,924.62	\$ 540,380,622.93
2023	0	204	75	0	\$ 36,008.05	\$ 2,701,903.11	\$ 551,188,235.39
2024	0	204	75	0	\$ 36,728.21	\$ 2,755,941.18	\$ 562,212,000.10
2025	0	204	75	0	\$ 37,462.77	\$ 2,811,060.00	\$ 573,456,240.10
2026	0	204	75	0	\$ 38,212.03	\$ 2,867,281.20	\$ 584,925,364.90
2027	0	204	75	0	\$ 38,976.27	\$ 2,924,626.82	\$ 596,623,872.20
2028	0	0	75	0	\$ 39,755.79	\$ 2,983,119.36	\$ -
2029	0	0	75	0	\$ 40,550.91	\$ 3,042,781.75	\$ -
2030	0	0	75	0	\$ 41,361.93	\$ 3,103,637.38	\$ -
Net Present Value						\$507,148.72	\$130,773,399.74

In addition to the preparation of available property for economic development, Dorchester County has partnered with Trident Technical College to prepare the available labor force for higher quality jobs. This training will be conducted at a Quick Jobs Center currently under construction with expected completion in 2011. Completion of this facility and initial graduates of the 90 day program will provide a trained supply of job ready employees for new development. The majority of graduates from the Quick Jobs Center are anticipated to be residents of the immediate area who were most impacted by the recent economic downturn. Enhanced infrastructure and trained labor will also benefit current employers resulting in expansion of existing industry leading to the long term economic benefits of a healthy diverse economy.

Livability

The Highway 78 project not only delivers transportation benefits, but is intentionally designed and planned to have a positive impact on the quality of life in surrounding communities. Enhance traveler mobility between I-95 north south and with points west. It will also improve connections between residential and commercial areas.

More convenient reliable safe transportation for residents AND employees of the project area. Phase 1, the project starting point, targets communities most affected by the economic downturn. It will provide the communities of St. George, Ridgeville, and Reevesville with better, safer access to jobs and services. This project opens opportunities for new services including needed retail and medical services. New investment will enhance the tax base and generate tax revenue to fund recreation and community

facilities. The Town of St. George has traditionally focused on drawing traffic from I-95, new investment would create the need for additional businesses and services that would serve both business and travel related traffic creating an additional layer of jobs and community benefit. The scale associated with the impact of this project fits local, regional, and state tourism efforts.

Benefit		
Time savings	Residents obtaining basic services	Value of Time Saved (Chart)
Increased tax base	Increased private investment will attract indirect business and services	Qualitative
Decreased burden on public assistance	Reduce unemployment and cost of providing public benefits	Qualitative
Community pride	Access to better goods and services, increased tax base leads to expanded community facilities	Qualitative

Year	Cost of Time Travel					
	Average Car Trips per Day	Value of Time	Avg. Travel Hours to Jobs and Services		Base Case	Alternative
			Base Case	Alternative		
2009	9,267	\$ 10.60	1.0	0.25	\$ 98,230.20	\$ 24,557.55
2010	9,360	\$ 10.60	1.0	0.25	\$ 99,212.50	\$ 24,803.13
2011	9,453	\$ 10.60	1.0	0.25	\$ 100,204.63	\$ 25,051.16
2012	9,548	\$ 10.60	1.0	0.25	\$ 101,206.67	\$ 25,301.67
2013	9,643	\$ 10.60	1.0	0.25	\$ 102,218.74	\$ 25,554.69
2014	9,740	\$ 10.60	1.0	0.25	\$ 103,240.93	\$ 25,810.23
2015	9,837	\$ 10.60	1.0	0.25	\$ 104,273.34	\$ 26,068.33
2016	9,935	\$ 10.60	1.0	0.25	\$ 105,316.07	\$ 26,329.02
2017	10,035	\$ 10.60	1.0	0.25	\$ 106,369.23	\$ 26,592.31
2018	10,135	\$ 10.60	1.0	0.25	\$ 107,432.92	\$ 26,858.23
2019	10,237	\$ 10.60	1.0	0.25	\$ 108,507.25	\$ 27,126.81
2020	10,339	\$ 10.60	1.0	0.25	\$ 109,592.32	\$ 27,398.08
2021	10,442	\$ 10.60	1.0	0.25	\$ 110,688.25	\$ 27,672.06
2022	10,547	\$ 10.60	1.0	0.25	\$ 111,795.13	\$ 27,948.78
2023	10,652	\$ 10.60	1.0	0.25	\$ 112,913.08	\$ 28,228.27
2024	10,759	\$ 10.60	1.0	0.25	\$ 114,042.21	\$ 28,510.55
2025	10,866	\$ 10.60	1.0	0.25	\$ 115,182.63	\$ 28,795.66
2026	10,975	\$ 10.60	1.0	0.25	\$ 116,334.46	\$ 29,083.62
2027	11,085	\$ 10.60	1.0	0.25	\$ 117,497.81	\$ 29,374.45
2028	11,196	\$ 10.60	1.0	0.25	\$ 118,672.78	\$ 29,668.20
2029	11,308	\$ 10.60	1.0	0.25	\$ 119,859.51	\$ 29,964.88
2030	11,421	\$ 10.60	1.0	0.25	\$ 121,058.11	\$ 30,264.53
			Net Present Value		\$14,052.96	\$3,513.24

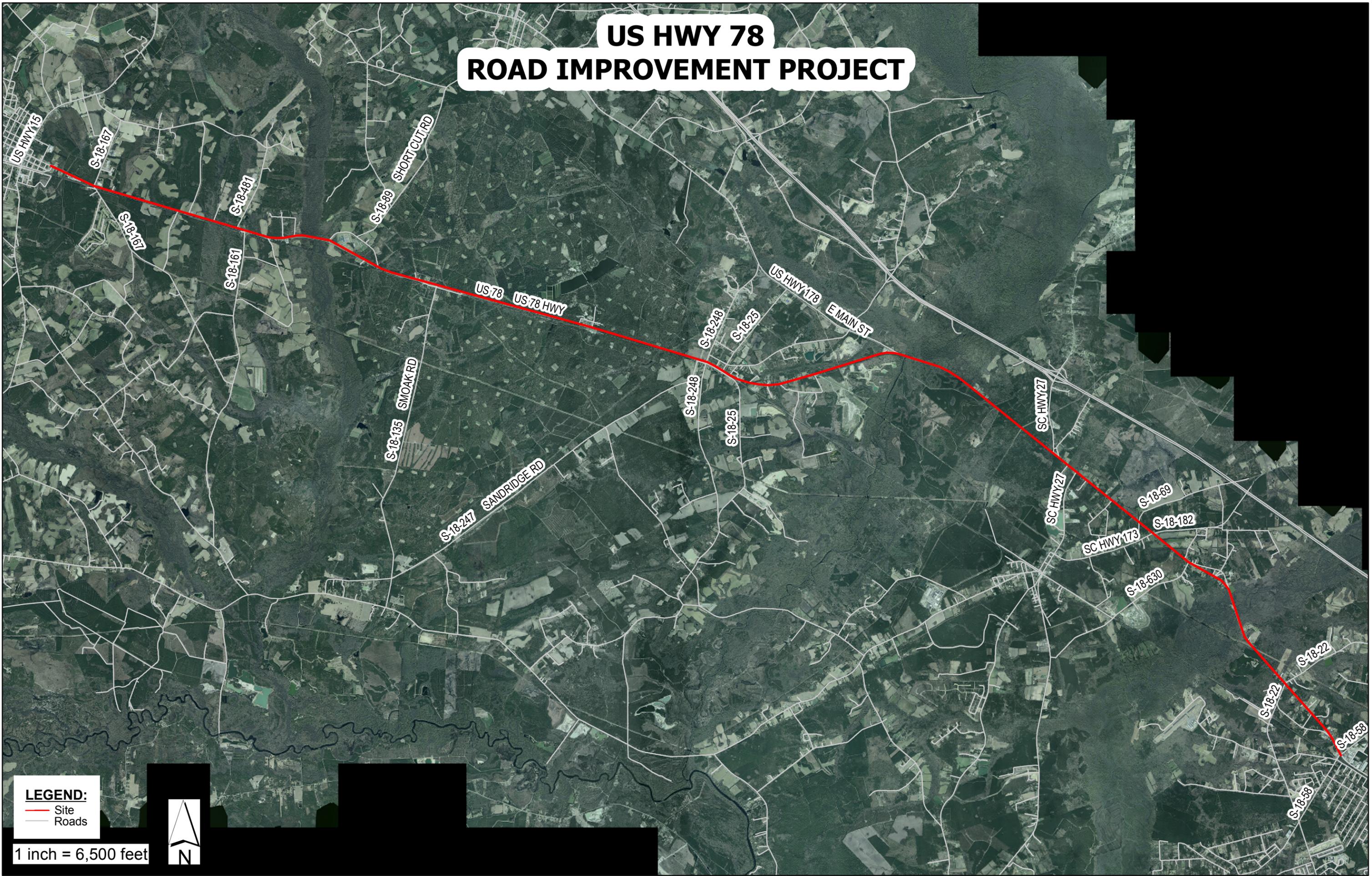
Sustainability

The Highway 78 project promotes a more environmentally sustainable transportation system by improving energy efficiency, reducing dependence on oil and greenhouse gas emissions. Local, regional and state plans to enhance economic development efforts in the existing movement of good through the Port of Charleston for distribution throughout the nation are heavily focused on the use of rail. This

project capitalizes on the existence of a rail line that parallels the entire corridor. In addition, properties targeted for economic development initiatives are located adjacent to rail lines eliminating the need for highway/rail grade crossings. In addition to the above environmental benefits related to fuel, this project has minimal direct impact on the environment related to construction. Expansion of an existing transportation system will help to maintain the integrity of Dorchester County's natural environment, versus the alternative of construction of a new route.

Benefits		
Environment	Reduced fuel consumption, and dependence on oil by creating intermodal connections to existing rail lines	Quantitative data on future rail usage not available
Environment	Expansion of an existing roadway in lieu of construction of a new route	Quantitative data not available project too costly to consider

US HWY 78 ROAD IMPROVEMENT PROJECT



LEGEND:
— Site
— Roads

1 inch = 6,500 feet



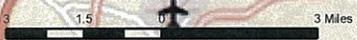
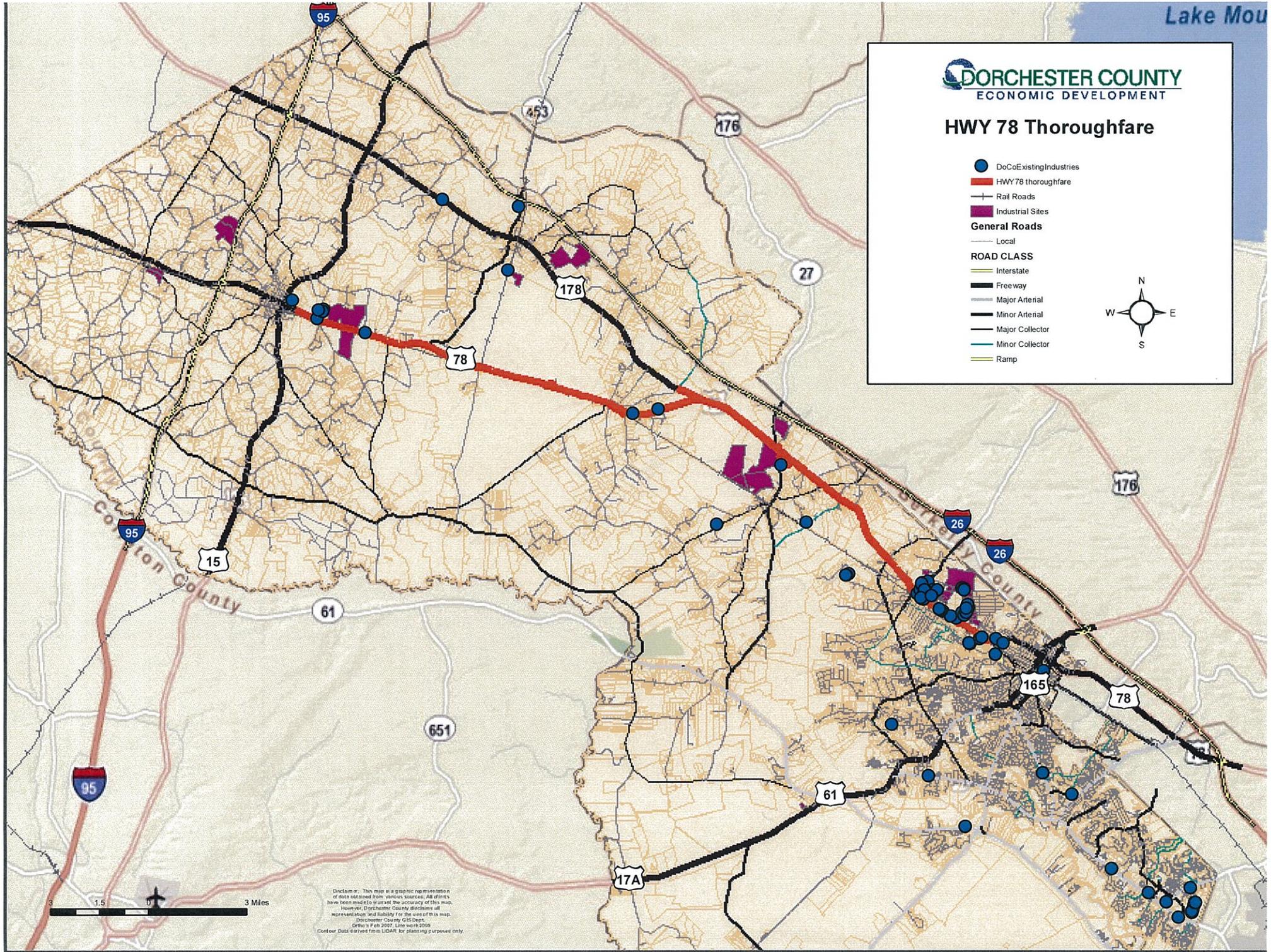
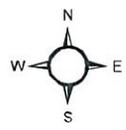


Dorchester County, SC Highway 78 Corridor Analysis



HWY 78 Thoroughfare

- DoCoExistingIndustries
- HWY 78 thoroughfare
- Rail Roads
- Industrial Sites
- General Roads**
- Local
- ROAD CLASS**
- Interstate
- Freeway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Ramp



Disclaimer: This map is a graphic representation of data obtained from various sources. All efforts have been made to warrant the accuracy of this map. However, Dorchester County disclaims all representation and liability for the use of this map. Dorchester County GIS Dept. Created: Feb 2007. Last work: 2/09. Contour Data derived from LIDAR for planning purposes only.

**Cooperative Intergovernmental Agreement
between
The Dorchester County Sales Tax Transportation Authority
and the
South Carolina Department of Transportation
For
The Dorchester County Sales Tax Transportation Projects**

THIS AGREEMENT is made this 29 day of JUNE, 2006, by and between the Dorchester County Sales Tax Transportation Authority, hereinafter referred to as Authority, and the South Carolina Department of Transportation, hereinafter referred to as Department.

WITNESSETH THAT:

WHEREAS, the Authority and the Department desire to work together in the planning and implementation of the projects described in Local Question Number 1 on the November 2, 2004 Dorchester County ballot; and,

WHEREAS, the Authority is a body politic with all the rights and privileges of such including the power to contract as necessary and incidental powers to carry out the Authority's functions covered under this Agreement; and,

WHEREAS, the Department is an agency of the State of South Carolina with the authority to enter into contracts necessary for the proper discharge of its functions and duties; and,

WHEREAS, the Authority and the Department have agreed to work together on the Dorchester County Sales Tax Transportation Projects,

NOW THEREFORE, in consideration of the several promises to be faithfully performed by the parties hereto as set forth herein, the Authority and the Department do hereby agree as follows:

I. GENERAL RECITALS:

A. Purpose

The purpose of this work is to construct and improve transportation facilities throughout Dorchester County as specified in Local Question Number 1 on the November 2, 2004 Dorchester County ballot.

B. Description of Work

The proposed projects are as listed in Attachment "A". The projects listed in Attachment "A" are hereinafter referred to as the "Project(s)" and the

collective group of Projects are hereinafter referred to as the "Program". The exact scope of each individual Project shall be determined by the Authority during the planning phase of each Project. The Authority shall carry out the specific activities necessary to implement and construct each Project, which includes planning, design, right of way acquisition, construction and other associated coordination and administration activities, unless noted otherwise herein.

C. Scope of Work

The scope of the Program has been set forth in Local Question Number 1 on the November 2, 2004 Dorchester County ballot. Nothing contained in this Agreement shall be construed to require the Authority to undertake or complete any particular Project in the Program. Those obligations shall be solely governed by the actions of the Dorchester County Council and applicable State law.

II. COMMUNICATIONS:

- A. The Authority and Department agree that regular and thorough communication about this work is essential to the effective execution of the Projects. The Authority and Department further agree that each party will strive to communicate at both the management level and staff level.
 - 1. The Chairman of the Authority Board and the Chairman of the Authority's Technical Committee shall meet with the Program Manager from the Department on a monthly basis.
 - 2. Additional coordination meetings will be planned and mutually agreed upon as necessary to the coordinate the work.
- B. The Department will provide such technical support and advice as requested by the Authority to assist in the planning and execution of the Projects.

III. OBLIGATIONS OF DEPARTMENT:

The Department shall act as agent for the Authority in the review and coordination of documentation required under the implementing regulations of the National Environmental Policy Act of 1969, 23 C.F.R. §771, et seq. The Department agrees to expedite the review and approval of necessary environmental documentation as it applies within the Department's authority. The Department further agrees to use its best efforts to coordinate with the Federal Highway Administration (FHWA) on behalf of the Authority to expedite the approval by FHWA of required environmental documentation.

- A. To the extent permitted by existing South Carolina law, the Department hereby assumes complete responsibility for any loss resulting from bodily

injuries (including death) or damages to property, arising out of any negligent act or negligent failure to act on the Department's part, or the part of any employee or agent of the Department in the performance or participation in the work undertaken under this Agreement.

- B. Upon final completion of Projects on the state system, the Authority agrees to assign a right of entry or other property rights necessary for the Department to maintain the Project until such time as all rights of way and other property rights are turned over to the Department after the completion of the Project. The Department agrees to accept Projects on the state system for maintenance within 30 days once all obligations of the Authority have been completed as outlined in Section V.F.5 of this agreement. Work completed on County Roads will be maintained by the County.

IV. OBLIGATIONS OF THE AUTHORITY:

- A. To the extent permitted by existing South Carolina law, the Authority hereby assumes complete responsibilities for any loss resulting from bodily injuries (including death) or damages to property, arising out of any negligent act or negligent failure to act on the Authority's part, or the part of any employee of the Authority in performance of the work undertaken under this Agreement.
- B. The Authority shall provide or cause to be provided all services necessary for the execution of necessary activities for the planning and execution of each Project in the Program, unless noted otherwise herein.
- C. The cost of the Program shall be borne solely by Dorchester County unless additional funding is secured through the Department or other sources or as otherwise provided for in this agreement.

V. GENERAL PROVISIONS:

A. Conformance:

All work shall be designed and constructed in conformance with the American Association of State Highway and Transportation Officials (AASHTO) manual entitled "A Policy on Geometric Design of Highways and Streets - 2001", the Manual on Uniform Traffic Control Devices (MUTCD), the Department's current edition of the "Highway Design Manual", "Preconstruction Survey Manual," all SCDOT directives and instructional bulletins, or other standards officially adopted by the Department, and the current edition of the Department's "Standard Specifications for Highway Construction" except as noted otherwise in this agreement. The current edition shall be the current edition as of the beginning of the design work for each Project. Where there is a significant delay in the completion of the design of a Project, the most current specifications may be incorporated into the contract documents. The Authority and the Department understand that the Projects

must be completed within the financial constraints established by the approved public referendum for the Program and adherence to all Department policies and standards may not be possible within the financial constraints of the Program; and, if the Authority desires to deviate from the provisions of the Department's "Highway Design Manual", or other Department standards or policies, the Authority shall submit a description of the deviation to the Department for review and concurrence. The Department shall respond to the Authority within 30 business days of the time the Authority submits the request for review. The Authority shall perform all design services in accordance with State and Federal statutes and regulations, and standards established by AASHTO. Should the Authority and the Department be unable to resolve any issue related to the design or deviations from the applicable standards, the State Highway Engineer will make the final decision for roads that are to remain in the state system for maintenance.

B. Planning Activities

The Authority shall consider each Project and shall make a determination as to the exact scope of the proposed improvement. In this planning phase, the Authority shall consider the following aspects of the Projects in determining the scope of the proposed improvements:

- Public involvement
- Funding
- Environmental considerations including determination of necessary environmental documentation
- Traffic requirements for the Projects based on design year traffic projections for the design year 20 years beyond the scheduled construction date of the Project. For example, a scheduled construction start in 2005 would yield design year traffic projections for design year 2025. Where available, the local CHATS/BCD traffic projections would be supplied by the Department for use in these planning activities. Where these CHATS/BCD traffic projections are not available, the Authority will make traffic projections based on standard industry methodology for the appropriate design year as indicated above.
- Right of way issues and impacts
- Constructability
- Other issues impacting the planning and execution of the work as deemed appropriate and beneficial to the Authority

The Authority will also carry out their work or services in compliance with all applicable Federal, State, and local environmental laws and regulations, and shall monitor and oversee each Project for such compliance. This responsibility shall include:

1. Complying with those stipulations and conditions under which the Department received approval of applicable environmental documents and

permits. The Authority will ensure compliance with all secured permits. The Authority will be the sole party responsible for resolution of any enforcement actions as a result of non-compliance with permit conditions and requirements to the extent that the Authority or its agents were responsible for such breach or action causing the enforcement action.

2. Complying with applicable laws and regulations relating to potential or actual hazardous materials that may be encountered in the course of implementing the Project.
3. Carrying out all required social, economic, and environmental studies required by law, and
4. Make all necessary modifications to approved permits as required by law.

The Authority recognizes that the Department and/or the FHWA or other agencies may have final review and approval authority for the environmental documentation required under the implementing regulations of the National Environmental Policy Act of 1969, 23 C.F.R. §771, et seq. The Authority will be responsible for the preparation of necessary permit applications required by any governmental agency that are necessary to complete the Projects and will coordinate and negotiate with the agency to secure the permits. All work performed must be in accordance with the Department's Environmental Consultant Scope dated June 14, 2005 and any amendments thereafter. Where required by law, the Authority shall submit all permit applications as agent for the Department and applications shall be in the name of the Department. The Authority will comply with any regulatory agency requirements, and be responsible for resolution of any enforcement actions that may arise as a result of non-compliance with regulatory agency requirements. All permit conditions set by the regulatory agencies must be reviewed and approved by the Department for all roads in the state system.

Upon approval of the Department and other applicable regulatory agencies, Dorchester County may use credits from environmental mitigation banks controlled by or developed for use by the Department. If credits are used by the County from a mitigation bank controlled by or developed for use by the Department, the Authority will pay to the Department the costs of these credits as mutually agreed upon by the County and the Department.

The Authority shall conduct required public involvement meetings for each Project in accordance with NEPA regulations. In addition, non-mandatory public meetings may be held to discuss Project issues if desired by the Authority. The Authority shall notify representatives of the Department in advance of all meetings and shall notify other representatives from state, federal, and resource agencies as required. Projects shall not be advanced to right of way acquisition and/or construction phases until final approval of environmental documentation is obtained.

C. Design Activities

Design of the Projects will be the responsibility of the Authority except as provided for otherwise in this agreement.

1. Since availability of State or Federal funding has not been determined, and since it is the Authority's desire to proceed with certain aspects of the Projects, the Department shall assign File Numbers and Project Numbers to all Projects for tracking purposes. The Authority shall use these numbers on all right of way instruments, plans, and permits as applicable.
2. All Project surveys related to the setting of horizontal control, vertical control, mapping, and aerial photography will comply with the Department's current edition of the "Preconstruction Survey Manual".
3. All structural components of the Projects shall comply with the AASHTO Standard Specifications for Highway Bridges, 16th Edition, 1996, including the latest Interim Specifications thereto. Bridge structures shall be designed with the LRFD criteria. This will include all seismic requirements in accordance with these AASHTO criteria.
4. Upon completion of the work, the Authority shall certify that the contract documents have been prepared in conformance with the provisions of Items 1, 2, and 3 above. The Authority shall require that all construction plans and specifications be sealed by a South Carolina registered professional engineer.
5. For federally eligible projects that are potentially funded in whole or in part by the Department or FHWA, all design services shall comply with all applicable federal and state statutes and regulations from the commencement of the project. In the event that state or federal funding becomes available for one or more of the Projects during the course of the Program, and in the event that the Authority should desire to utilize these funds, the parties shall cooperate with regard to amendments to this Agreement that may be required to secure that funding. Such amendments will provide for policies and procedures including direct Department administration or assistance with administration of the Project that would be most advantageous in securing that funding.
6. Pavement designs will be developed based on ten-year traffic projections. The base year for these projections will be the scheduled date that construction is anticipated to begin. The Authority will use SCDOT's "Pavement Design Guidelines" dated February 2003 for determination of proposed pavement structure, amended as necessary to include current SCDOT materials specifications. The Department's Office of Materials and Research shall approve the pavement design on roads within or

intended for the state system and shall respond to the Authority within 30 business days of the time the Authority submits the pavement design for review.

7. The Department will provide reviews of the design plans and other contract documents and provide written comments to the Authority. Plans or other design documentation will be sent to the Department at the following stages of the Project: concept, preliminary, right of way and final design. Design reviews will be accomplished by the Department and review comments will be returned to the Authority within 30 business days of the time the Authority submits the review documents to the Department. The Authority will notify the Department at least two weeks in advance of the submission of documents to be reviewed. Should the review comments not be returned within the designated period, the Authority is not required to consider the comments in the revisions to the plans. Comment or failure to comment by the Department shall in no way relieve the Authority or its agents of any responsibility in regard to the Project. Projects on state maintained roadways and/or those receiving state or federal funds shall not be advanced to R/W or construction until written authorization is provided by the Department. The Department's written "authority to proceed" with construction shall serve as approval of right of entry and encroachment by the Department for construction of the Project by the Authority. The Department agrees to provide written notice of "authority to proceed" or review comments for the final plans within 30 business days of the time the Authority submits the final plans for review.
8. In the event that any Project cost exceeds \$25 million and federal funding is sought by the Authority through the Department, the Authority shall perform a value engineering analysis as required by 23 C.F.R. Part 627.

D. Utility Activities

1. Utility relocations will be paid based on prior rights. Where a utility establishes a prior right of occupancy in its existing location, the Authority will be responsible for the cost of that relocation, including all real and actual costs associated (engineering, easements, construction, inspections, and etc.). Prior Rights may be established by the following means:
 - a. The Utility holds a fee, an easement, or other real property interest, the taking of which is compensable in eminent domain.
 - b. The Utility occupies Department right of way, and per an existing agreement with the Department, is not required to relocate at its own expense.

2. Where the utility cannot establish a prior right of occupancy, the utility will be required to relocate at its own expense. However, in some cases, *the Authority may elect to use Program funds for all or part of such utility relocation costs.*
3. Utility work will be in coordinated and executed in accordance with Chapter 5 of the SCDOT Design Manual and Section 105.6 of the SCDOT construction manual.
4. If Federal funds are used for utility relocations, the Authority shall comply with the applicable State law and the Federal Code (23 CFR 645 A and B) for those utility relocations.
5. Utilities to remain in SCDOT rights of way, or to be relocated to a point within SCDOT rights of way, shall be in accordance with SCDOT's "A Policy for Accommodating Utilities on Highway Rights of Way."
6. The Authority will honor the terms of any pre-existing agreements between SCDOT and a utility owner.
7. The Authority will provide utility deliverables as defined in Section VI-E.

E. Right of Way Acquisition Activities

1. The County shall acquire all right-of-way necessary for highway purposes in its own name. Acquisition of rights-of-way to be turned over to SCDOT and rights-of-way for projects that may or will be using federal funds shall be acquired in accordance with the *United States Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, P.L. 91-646, 42 U.S.C. §§4601 et seq.*, and regulations thereunder, 49 C.F.R., Part 24 and the South Carolina Eminent Domain Procedures Act. Title instruments acquired on those routes shall be documented on SCDOT standard forms. The County shall acquire right of way title in fee simple for any Project that utilization of federal funding is contemplated. Right-of-way limits shall be set according to standard SCDOT practices, utilizing the SCDOT Highway Design Manual and the SCDOT Road Design Plan Preparation Guide. These limits shall encompass all pertinent highway facilities and structures necessary for the construction and maintenance of the roadway. With respect to the acquisitions:

The Authority Shall for Federally Eligible Projects

- a. Perform title searches for properties to be acquired and provide SCDOT a Certificate of Title signed by a South Carolina attorney. Preliminary title abstracts must be provided prior to property being appraised.

- b. In accordance with SCDOT's Appraisal Manual, provide an acceptable appraisal for each tract by an appraiser from SCDOT's approved appraisal list. All contracts for appraisals shall obligate the appraiser to provide court testimony in the event of condemnation. The Authority shall obtain appraisal reviews complying with technical review guidelines of the Appraisal Manual and make a recommendation of just compensation. The Appraisal reviewer shall be approved by the SCDOT. The reviewed appraisal must be approved by the SCDOT's right-of-way representative prior to the offer to purchase being made to the Landowner.
- c. Secure approval from the SCDOT's right of way representative for any settlement above the approved appraisal.
- d. Titles shall be in fee simple absolute by recordable warranty deeds unless otherwise approved by SCDOT. All titles shall be recorded in the land records of Dorchester County.
- e. In the event of condemnation the necessary documents as required by the Eminent Domain Procedures Act, S.C. Code Ann. §§ 28-2-10 *et. seq.*, will be prepared and the County will utilize its Eminent Domain authority to acquire title. The Authority will provide legal counsel. Condemnation shall be by way of trial after rejection of the amount tendered as provided in Code § 28-2-240.
- f. Retain all records dealing with property acquisition and all other costs associated with this project for 3 years after the final phase of construction work on the Project. The County or its authorized representative upon request will make such records available for audit and review.
- g. The Authority is responsible for establishing and maintaining Quality Control and Quality Assurance procedures for the entire right of way acquisition process.
- h. Provide relocation assistance in accordance with the SCDOT's Relocation Manual. All relocation housing payment offers shall be approved by the SCDOT prior to being offered to displacees. The Authority shall issue 90 and 30-day notices of displacement in accordance with State and federal guidelines. The Authority shall be responsible for the disposition of all identified improvements being acquired on the Project prior to the obligation date of the construction. The Authority shall furnish SCDOT with a list of all surplus properties that are purchased on a Project that are to be conveyed to it. Surplus property is defined as property not needed for current or planned future projects. Proceeds received from the sale of surplus property

shall be distributed based on the funding source used to secure the property.

- i. Establish specific milestone dates for the different phases of the right-of-way acquisition and provide bi-monthly reports indicating the status of each individual parcel.
- j. Provide a Right-of-Way Certification in a form acceptable to SCDOT insuring that all property necessary for construction of the Project has been secured and that all displacees have been relocated prior to advertising for construction bids.

The Department Shall for Federally Eligible Projects:

- a. Designate a right-of-way representative to approve offers of just compensation as well as any settlements above the approved appraisal amounts.
- b. The right-of-way representative will provide approval for all relocations benefits for those displaced by the project.
- c. Provide approval of the Right-of-Way Certification and authorization to proceed to construction.

F. Construction Activities

1. The Authority will construct the Projects in conformance with the technical sections of the Department's Standard Specifications for Highway Construction and related AASHTO standards as called for in the construction contract documents. The Authority must obtain approval from the Department if there is a circumstance where there may be any significant deviation from the contract documents.
2. The Authority and the Department agree to conduct a final inspection of the completed Project prior to acceptance of the work by the Department.
3. To the extent applicable, materials shall be procured in accordance with Dorchester County Procurement Procedures and in conformance with the S.C. Code Ann. §§ 11-35-10 et seq., as amended, Department standard policies, and applicable Federal (23CFR635) and State statutes and regulations.
4. The Authority shall provide administrative, management, Quality Control, and other services sufficient to provide certification to the Department that the construction and the materials used for construction are in conformance with the specifications set forth in the contract documents. The inspectors and/or engineers performing Quality Control or other inspections shall be certified and/or licensed in South Carolina. The

Authority shall ensure testing is performed based on project quantities in accordance with the Department's Construction Manual.

5. The Authority shall coordinate with the Department during the construction of the work. When the Authority concludes that all aspects of the Project have been properly and fully performed and the work is substantially complete, the Authority shall notify the Department of the date for final inspection of the work. The Authority and the Department shall jointly conduct the final inspection and develop a Final Project Punchlist, list of items that need remedial action, if necessary. As used herein, "Substantial Completion" shall mean when an entire road or other transportation facility is ready for safe use by the public. The Authority shall require that the deficiencies identified on the Final Project Punchlist are appropriately addressed and shall advise the Department in writing of the completion of those actions. The date of this notice shall then become the date of Final Completion. If the Project is on the state system, the Department agrees to accept the Project for maintenance within 30 days of the date the Final Completion notification is sent to the Department with exception to those items listed by the Authority until completed. See section 105.5, A & B of the SCDOT Standard Specifications and section 110.5 of the SCDOT Construction Manual.
6. The Department shall conduct Quality Assurance (QA) services on all construction projects on state maintained roadways. The costs for these services shall be part of the total project cost. The Department shall invoice the Authority for reimbursement. QA testing shall be performed as defined by the Department based on Project quantities in accordance with the Department's Construction Manual. The Department shall provide the test results of the testing to the Authority. Where materials tested do not meet specification requirements, the Authority will be notified within three days of the tests being completed. The Authority and the Department will work together to coordinate QA services.
7. To facilitate the coordination of construction activities and to ensure that the work is constructed in accordance with the applicable provisions, the Authority and the Department agree as follows:
 - a. Weekly Project field reviews will be made by the Authority and the Department's construction representatives to discuss project status, mutual concerns and construction issues.
 - b. Contract documents will be furnished to the Department so that QA testing can be planned and performed.
 - c. Copies of test results will be submitted to the Department so test data and results can be coordinated. Periodic reviews of test reports and summaries will be made by the Department.

- d. Project traffic control reviews for safety and specification compliance will be made and documented on the daily report by the Authority.
 - e. Erosion control reviews will be made on a schedule as required in the NPDES General Construction Permit. Erosion Control reviews will be made in accordance with the Department's Supplemental Specification on Seeding and Erosion Control Measures dated August 15, 2001. Observations will be documented on the Department's Erosion Control form. The Authority will apply for and acquire all necessary land disturbance permits such as the NPDES General Construction Permit in the name of the County. The Authority will comply with any NPDES requirements, and be responsible for resolution of any enforcement actions that may arise as a result of non-compliance with NPDES requirements.
8. The Authority shall obtain SCDOT concurrence prior to awarding any contract involving state or federal funding. The Authority will include the required Federal Aid Contract Provisions for all contracts that will or may use federal funding.

VI. OTHER PROVISIONS:

A. Maintenance of Traffic

The Authority shall require that its contractors keep open to traffic all existing State highways while they are undergoing improvements except for temporary construction detours or closures and shall be responsible for maintaining the entire section or sections of highway within the limits of the work being performed from the time its construction contractor is issued the Notice to Proceed until the Project is delivered to the Department under the terms of this Agreement. Traffic control activities shall be in accordance with the MUTCD, the SCDOT District 6 Daytime Lane Closure policy (current edition), and the Department's standard guidelines and standard drawings for maintenance of traffic in a work zone.

B. Maintenance of Projects

1. The Authority shall accept responsibility for normal maintenance of the roadway within the Project limits during construction.
2. The Department shall accept responsibility for normal maintenance of the roadway within the Project limits once the Project has been constructed and accepted by the Department as described in Section V.F.5. above.

C. Tie-in Agreements

Where the limits of the Projects meet or overlap into the project limits established for projects that are or will be executed by the Department before

the completion of that individual Authority Project, the Authority and the Department will develop agreements to outline provisions that would be beneficial to both the Authority Projects and the Department projects with respect to funding, traffic control, improved safety for the traveling public, coordination of drainage systems, or other design or construction considerations. These agreements will stipulate the funding implications of such provisions and the responsible parties thereof.

D. Encroachment Rights

The Department shall deliver possession of its highways to the Authority in the same manner and under the same terms it does to highway contractors working under contract with it and hereby grants encroachment and access rights to the right of way and easements along the proposed Project corridors as set forth below. This possession shall be delivered after approval of the final construction plans as outlined below.

1. When a construction Project has been awarded by the Authority, the Authority will notify the Department of the anticipated Notice to Proceed date for the contract. After written approval of the final construction plans by the Department as outlined in Section V.C.7 above and on the Notice to Proceed date for construction, the Authority and/or its agents will assume maintenance responsibilities for the Project.
2. Where applications for encroachment permits with regard to any segment of road covered by the Program are received by the Department, it will forward those applications to the Authority within 10 business days of receipt for review to assure that those proposed improvements described in the permit applications will not conflict with the Project plans. The Authority shall review the applications and return comments within 10 business days.

From and after execution of this Agreement, the Department hereby grants the Authority access to the Project corridors for the purposes of gathering field information necessary for accomplishing the planning, design, and right of way aspects of the Program. The County will publish an Eminent Domain notice for the Projects in accordance with the Eminent Domain Act Section 28-2-70(c).

E. Close-out Documents

Upon completion of the Projects, the Authority will provide the following Project documentation to the Department.

1. Planning documents
 - a. Copies of required environmental documents such as Environmental Assessments

2. Design documents
 - a. As described elsewhere in this agreement
 - b. Final Project plans suitable for delivery and recording pursuant to S.C. Code §57-5-570 (1991)
 - c. Electronic files of the Final Project plans as described in the Department's "Road Design Reference Material for Consultant Prepared Plans".
 - d. Final Stormwater Reports
3. Right of way documents
 - a. Appraisals
 - b. Title search information
 - c. Deeds sufficient to convey to the Department the additional highway right of way acquired by the County and the Authority. The quality of title shall be the same as acquired from the landowner by the County and the Authority.
 - d. Correspondence with property owners
 - e. Diaries or agents worksheets related to the acquisition of right of way
4. Construction documents
 - a. As-built drawings. In addition to those documents set forth elsewhere in this Agreement, the Authority shall provide, within 90 days after Final Completion, two marked-up sets of final construction drawings reflecting the as-built condition of each Project based on information provided by the construction contractor and verified by the Authority. "As-built" plans must be drawn to scale, and be based on the project survey stationing. These plans will include as-built information for utilities. These plans will be sufficient to establish the precise location of all utilities and appurtenances as well as provide key information for future determination of the extent of prior rights. "As-built" utility plans must include at a minimum the following:
 - Survey centerline, and existing roadway centerline if different, with labeled stationing.
 - Existing and new right of way lines, and County easement lines
 - Final location of utility lines and appurtenances
 - b. Test reports
 - c. Daily construction diaries
5. Other documents
 - a. Assignments to the Department of all contractors' payment and performance bonds in connection with the Project or Consents of Surety on the Department's standard form.

- b. Releases, affidavits or other proof of payment to indicate full payment of all claims by contractors, their subcontractors or suppliers.
- c. All permits of government regulatory agencies

F. Certifications

Upon final completion of each Project, the Authority will provide a letter to the Department stating the following:

The Authority has provided construction oversight and material for Name of Project. The workmanship and materials used in the construction of the Project are in conformance with the contract documents.”

G. Warranty

1. The Authority warrants that it will perform the work necessary under this agreement in accordance with the standards of care and diligence normally practiced in the transportation industry for work of similar nature. To the extent the Authority’s construction contractor warranties are obtained in connection with any Project intended to be turned over to the Department, the Authority shall assure that those warranties are assignable.
2. The Authority shall take all steps necessary to transfer to the Department any manufacturer or other third party warranties of any materials or other services used in the construction of a Project.

VII. Miscellaneous General Provisions:

A. Disputes

The Authority and the Department shall cooperate and consult with each other with respect to those Projects intended to be turned over to the Department for maintenance to the extent set forth herein and may utilize the Issues Escalation and Dispute Resolution Process included as Attachment “B” to determine the appropriate person(s) and timeframe to resolve issues that arise. In the event that a dispute arises, the following procedures will be used to resolve the matter.

Any dispute or claim arising out of or related to this Agreement shall be submitted for resolution under the procedures outlined in Attachment “B”. Within 90 days of the date of this Agreement, an ad hoc board, the Dispute Resolution Board, will be selected pursuant to the procedures identified below. The Dispute Resolution Board will consist of two members of the Authority and two members of the Department. These four members shall choose a fifth member employed neither by the Authority or the Department. This fifth member shall be a mediator certified in the State of South Carolina. The cost for the mediator shall be shared equally between the Authority and

the Department. The board shall be empanelled for the entire duration of this Agreement and shall hear all disputes between the Authority and the Department relating to this Agreement that cannot be resolved through the normal resolution process outlined in the Issues Escalation chart. Exhaustion of this Dispute Resolution Process is a condition precedent to the filing of a lawsuit. Any lawsuit arising out of or relating to this Agreement shall be filed for non-jury proceedings in Dorchester County, South Carolina.

B. Successors/Assigns

The Authority and the Department each binds itself, its successors, executors, administrators, and assigns to the other party with respect to these requirements, and also agrees that neither party shall assign, sublet, or transfer its interest in the Agreement without the written consent of the other.

C. Disadvantaged Business Enterprises

The Authority will provide opportunities for Disadvantaged Business Enterprises as required by state or federal laws or regulations. The Authority will coordinate with SCDOT's DBE Office when establishing goals for specific projects that include Federal Funding. The parties hereto and their agents shall not discriminate on the basis of race, color, national origin or sex in the performance of this Agreement or the work provided for herein. Where required the parties hereto and their agents shall carry out applicable requirements of 49 C.F.R. Part 26 in the administration of this Agreement.

D. Enforceability

All of the terms, provisions and conditions of this Agreement shall be binding upon and enforceable by the parties, their respective elected officials, legal representatives, agents and employees and their respective successors.

E. Amendment

This Agreement may be amended or modified only by a written document, which has been signed by the parties hereto, or by their duly authorized officials. The Authority, or its authorized agent, shall agree to hold consultations with the Department as may be necessary with regard to the execution of supplements to this Agreement during the course of the Program for the purpose of resolving any items that may have been unintentionally omitted from this Agreement or arise from unforeseen events or conditions. Such supplemental agreements shall be subject to the approval and proper execution of the parties hereto. No modifications or amendments to this Agreement shall be effective or binding upon either party unless both parties agree in writing to any such changes.

F. Waiver

No waiver of a breach of any of the covenants, promises or provisions contained in this Agreement shall be construed as a waiver of any succeeding breach of the same covenant or promise or any other covenant or promise thereof. In no event shall any failure by either party hereto to fully enforce any provision of this Agreement be construed as a waiver by such party of its right to subsequently enforce, assert or rely upon such provision.

G. Governing Law

This Agreement shall be governed by the laws of the State of South Carolina, and by execution of this Agreement, the parties consent to the exclusive jurisdiction of the courts of Dorchester County, South Carolina, for resolution of any dispute arising hereunder.

H. Severability

In the event that any part or provision of this Agreement shall be determined to be invalid and/or unenforceable, the remaining parts and provisions which can be separated from the invalid and/or unenforceable provision or provisions shall continue in full force and effect.

I. Captions

The captions or headings herein are for convenience only and in no way define, limit or describe the scope or intent of any provisions or sections of this Agreement.

J. Notices

All notices pertaining to this Agreement shall be in writing and addressed as set forth below, and shall be deemed properly delivered, given or served when (i) personally delivered, or (ii) sent by overnight courier, or (iii) three (3) days have elapsed following the date mailed by certified or registered mail, postage prepaid.

Notices to Authority:

Mr. Marshall Murdaugh
PO Box 96
St. George SC 29477

Notices to Department:

South Carolina Department of Transportation
Attn: David A. Kinard, Program Manager
6355 Fain Boulevard
North Charleston, South Carolina 29406

K. Further Documents

Each party will, whenever and as often as it shall be requested by another party, promptly and within a reasonable time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered such further instruments or documents as may be necessary to carry out the intent and purpose of this Agreement.

L. Assignment

Except as otherwise provided by applicable law, this Agreement may not be assigned by either party without the written consent of the other party.

M. No Third-party Beneficiaries

No rights in any Third-party are created by this Agreement, and no person not a party to this Agreement may rely on any aspect of this Agreement, notwithstanding any representation, written or oral, to the contrary, made by any person or entity. The parties hereto affirmatively represent that this Agreement is made solely for the benefit of the parties hereto and their respective successors and assigns and not for the benefit of any Third-party who is not a signature party hereto. No party other than the signature parties and their respective successors and assigns hereto shall have any enforceable rights hereunder, or have any right to the enforcement hereof, or any claim for damages as a result of any alleged breach hereof.

N. Multiple Counterparts

This Agreement is executed in multiple counterparts, each of which shall be deemed an original but all of which collectively shall constitute one and the same Agreement.

O. Prior Agreements, Entire Agreement

All obligations of the parties, each to the other, relating to the subject matter of this Agreement, contained in any other document or agreement or based on any other communication prior to the execution of this Agreement have been satisfied or are superseded by this Agreement. This Agreement constitutes the entire agreement between the parties relating to the subject matter hereof.

This Agreement, with the Appendices hereto, sets forth the full and complete understanding of the parties as of the date first above stated, and it supersedes any and all agreements and representations made or dated prior thereto.

The parties make no representations, covenants, warranties or guarantees, express or implied, other than those expressly set forth herein. The parties' rights, liabilities, responsibilities and remedies with respect to the services

provided for in this Agreement shall be exclusively those expressly set forth in this Agreement.

P. Reviews and Approvals

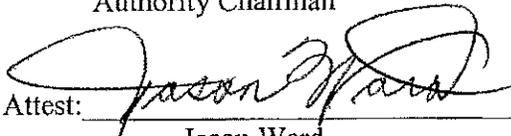
Any and all reviews and approvals required of the parties herein shall not be unreasonably denied, delayed or withheld.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representative the day and year first above written.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

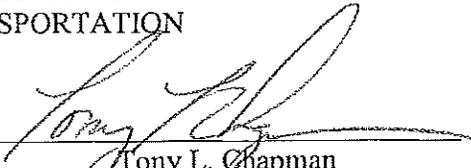
AUTHORITY

By: 
C. Marshall Murdaugh
Authority Chairman

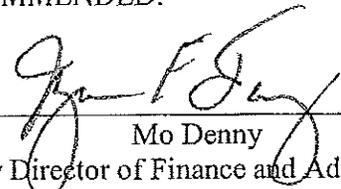
Attest: 
Jason Ward
Dorchester County Administrator

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

SOUTH CAROLINA DEPARTMENT OF
TRANSPORTATION

By: 
Tony L. Chapman
State Highway Engineer

RECOMMENDED:

By: 
Mo Denny
Deputy Director of Finance and Administration

CERTIFICATION OF DEPARTMENT

I hereby certify that I am the Deputy Director of the Department of Transportation of the State of South Carolina and the AUTHORITY or its legal representatives have not been required directly or indirectly as an expressed or implied condition in connection with obtaining or carrying out this Agreement to:

- (a) Employ or retain, or agree to employ or retain, any firm or person or
- (b) Pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind, except as herein expressly stated (if any).

In accordance with Section 635.105 of Title 23 C.F.R., I further certify that any work stipulated in this agreement to be performed by the AUTHORITY is adequately staffed and suitably equipped to undertake and satisfactorily complete such work, including the performance of proper maintenance on the highway facilities constructed under the terms of this agreement.

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, U.S. Department of Transportation, in connection with this Agreement, and is subject to applicable State and Federal laws, both criminal and civil.

6/29/06
(Date)


(DEPARTMENT Signature)

CERTIFICATION OF AUTHORITY

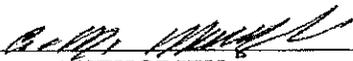
I hereby certify that I am the Authority Board Chairman and duly authorized representative of the AUTHORITY, whose address is P.O. Box 96 St. George, South Carolina, and that neither I nor the above AUTHORITY I here represent has:

- (a) Employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above AUTHORITY) to solicit or secure this Agreement, or
- (b) Agreed, as an expressed or implied condition for obtaining this Agreement, to employ or retain the services of any firm or person in connection with carrying out the Agreement, or
- (c) Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above AUTHORITY) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract except as herein expressly stated (if any).

In accordance with Section 635.105 of Title 23 C.F.R., I further certify that any work stipulated in this agreement to be performed by the AUTHORITY can be more advantageously performed by said AUTHORITY and that said AUTHORITY is adequately staffed and suitably equipped to undertake and satisfactorily complete such work, including the performance of proper maintenance on the highway facilities constructed under the terms of this agreement.

I acknowledge that this certificate is to be furnished to the DEPARTMENT and the Federal Highway Administration, U.S. Department of Transportation, in connection with this Agreement, and is subject to applicable State and Federal laws, both criminal and civil.

9-29-06
(Date)


AUTHORITY
(Signature)

Certification for Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of Congress, or an officer or employee of a member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuations, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of Congress, or an officer or employee of a member of Congress in connection with this contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed \$100,000, and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

6-29-06
(Date)

6/29/06
(Date)

[Signature]
AUTHORITY
(Signature)

[Signature]
DEPARTMENT
(Signature)

AUTHORITY
DRUG-FREE WORKPLACE CERTIFICATION

In accordance with Section 44-107-30, South Carolina Code of Laws (1976), as amended, and as a condition precedent to the execution of this Agreement, the undersigned, who is an authorized representative of the AUTHORITY certifies on behalf of the AUTHORITY that the AUTHORITY will provide a drug-free workplace by:

- (1) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensations, possession, or use of a controlled substance is prohibited in the AUTHORITY's workplace and specifying the actions that will be taken against employees for violations of the prohibition;
- (2) Establishing a drug-free awareness program to inform employees about:
 - (a) the dangers of drug abuse in a workplace;
 - (b) the person's policy of maintaining a drug-free workplace;
 - (c) any available drug counseling, rehabilitation, and employee assistance programs; and
 - (d) the penalties that may be imposed upon employees for drug violations;
- (3) Making it a requirement that each employee to be engaged in the performance of the Agreement be given a copy of the statement required by Item (1);
- (4) Notifying the employee in the statement required by Item (1) that, as a condition of employment of this Agreement, the employee will:
 - (a) abide by the terms of the statement; and
 - (b) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after the conviction;
- (5) Notifying the South Carolina Department of Transportation within ten days after receiving notice under item (4)(b) from an employee or otherwise receiving actual notice of the conviction;
- (6) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee convicted as required in Section 44-107-50; and
- (7) Making a good faith effort to continue to maintain a drug-free workplace through implementation of Items (1), (2), (3), (4), (5), and (6).

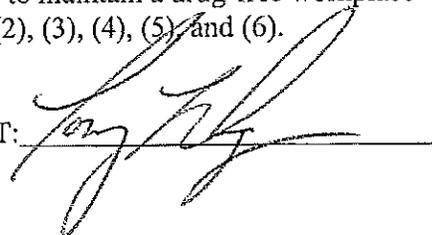
AUTHORITY : 

DEPARTMENT
DRUG-FREE WORKPLACE CERTIFICATION

In accordance with Section 44-107-30, South Carolina Code of Laws (1976), as amended, and as a condition precedent to the execution of this Agreement, the undersigned, who is an authorized representative of the Department certifies on behalf of the Department that the Department will provide a drug-free workplace by:

- (1) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensations, possession, or use of a controlled substance is prohibited in the Department's workplace and specifying the actions that will be taken against employees for violations of the prohibition;
- (2) Establishing a drug-free awareness program to inform employees about:
 - (a) the dangers of drug abuse in a workplace;
 - (b) the person's policy of maintaining a drug-free workplace;
 - (c) any available drug counseling, rehabilitation, and employee assistance programs; and
 - (d) the penalties that may be imposed upon employees for drug violations;
- (3) Making it a requirement that each employee to be engaged in the performance of the Agreement be given a copy of the statement required by Item (1);
- (4) Notifying the employee in the statement required by Item (1) that, as a condition of employment of this Agreement, the employee will:
 - (a) abide by the terms of the statement; and
 - (b) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after the conviction;
- (5) Notifying the County within ten days after receiving notice under Item (4)(b) from any employee involved with the Program or otherwise receiving actual notice of the conviction;
- (6) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee convicted as required in Section 44-107-50; and
- (7) Making a good faith effort to continue to maintain a drug-free workplace through implementation of items (1), (2), (3), (4), (5) and (6).

DEPARTMENT: _____



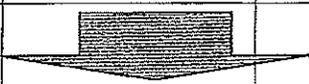
Attachment "A"
Project List

1. Complete construction of Berlin G. Myers Parkway from S.C. Route 165 to U.S. Route 17-A.
2. Apply required safety design, construct 6.6 miles, three (3) lane-passing lanes in sections and improve intersections at Jedburg (Road S-18-58) and Deming Way Road (S-18-789) on U.S. Route 78 from S.C. Route 165 to beginning of four (4) lane section in St. George. Total Length 22.27 miles.
3. Widen existing two (2) lane section to four (4) lanes with left and right turn lane on S.C. Route 642-Dorchester Road from Oakbrook just west of Road S-18-199 to U.S. Route 17-A. Total length 5.3 miles.
4. Widen existing 24-foot pavement to 28 feet and resurface U.S. Route 178 from U.S. Route 78 to the Orangeburg County Line. Total length 15.2 miles.
5. Widen existing 24-foot pavement to 28 feet and resurface U.S. Route 15, from Grover to the Colleton County Line. Total length 3.4 miles.
6. Widen existing 20-foot pavement to 24 feet and resurface Road S-18-13, Central Avenue, including intersection improvements at Road S-18-59 (Parsons Road) and replacement of Brick Arch Culvert and realignment of roadway at Road S-18-215. Total length 6.7 miles.
7. Improve intersection of Road S-18-339 (Gahagan Road) and S.C. Route 165-Berlin G. Myers Parkway.
8. Widen Road S-18-22, Orangeburg Road from existing 20-foot pavement to 24-foot pavement and resurface from S.C. Route 642, Dorchester Road, to Berkeley County Line. Include intersection improvements at Road S-18-35. Total length 9.39 miles.
9. Resurface street and roads in and adjacent to the Town of Harleyville and repave and reconstruct deteriorated sections of concrete sidewalk to A.D.A. Standards. Total length of resurfacing -- 9.11 miles.
Total length of sidewalk Rehabilitation -- 1.74 miles.
10. Resurface streets in the Town of Ridgeville and remove existing asphalt sidewalks and construct concrete sidewalks to A.D.A. Standards. Total length of sidewalks -- 1.63 miles.
Total length of resurfacing -- 2.79 miles.
11. Resurface streets and roads in and adjacent to the Town of St. George. Total length of resurfacing -- 6.18 miles.

12. Extend Old Fort Drive (S-18-662) from Old Fort Estates to Ladson Road (S-18-230). Est. Length – 1.2 miles.
13. Traffic Study and intersection improvements on S.C. Route 642 – Dorchester Road at Robert Bosch Plant.
14. Pave 260 miles of dirt roads (unimproved) County and State (SCDOT) roads.
15. Resurface and improve 0.93 miles of Industrial Road, (S-18-194) and resurface and improve 8.47 miles of Road S-18-84.
16. Resurface and widen S.C. Route 453 at intersection of Interstate 26 from Circle Cement Plant to Road S-18-50.
17. Future Drive, from American LaFrance to Wescott.
18. Old Fort Road – Oakbrook Elementary School to Palmetto Commerce Parkway.
19. Patriots Blvd. from Appian Way to Wescott.
20. Widen S.C. Route 165 (Bacons Bridge Road) from two (2) lanes to four (4) lanes with Center turning lanes – from end of four (4) - lane sections to S.C. Route 61. Includes intersection alignment at Mikel Drive, (S-18-505) and Edisto Drive (S-18-260). Total length – 4.0 miles.
21. Lincoln Blvd. From S.C. Route 642 (Dorchester Road) to Road S-18-62 (Ashley Phosphate Road).
22. Intersection improvements (safety) S.C. Route 642 (Dorchester Road at Indigo Fields Subdivision).

Attachment "B"
Issue Escalation and Dispute Resolution Process

The purpose of this process is to define the different levels of management in the Authority and the Department that have the authority and responsibility to make decisions when lower levels of staff are unable to resolve issues that may arise during the life of the Program. Such issues should be addressed promptly in order to minimize delays to the Program and to avoid negative impacts to the Program, the Authority and the Department. The Authority and the Department agree that if an issue cannot be resolved by the normal process of communications between the Authority or its designee and the Department's Program Manager, the following procedure will be adhered to by the Authority and the Department. This diagram describes the escalation process, personnel involved, and time limitations for resolution. Should resolution not be reached in the duration listed below, the next level of management will be informed of the issue and they will then be responsible to make a decision within the allotted time period as shown below. These allotted time periods may be changed based on mutual agreement of the managers working to resolve the issue. Decisions reached through this process will be recorded in writing and signatures of the responsible person from the Authority and the Department will sign an acknowledgement of the decision made within two days of concluding the decision.

SCDOT (PLANNING, DESIGN, RIGHT OF WAY ISSUES)	SCDOT (CONSTRUCTION ISSUES)	AUTHORITY	WORK DAYS
Project Development Engineer	District Engr. Administrator	Authority Board Chair	2
			
Director of Preconstruction	Director of Construction	Authority Board Chair	3
			
Dep. State Hwy. Engineer	Dep. State Hwy. Engineer	County Administrator	5

The State Highway Engineer shall review and make the final determination on unresolved issues pertaining to right of way, design and construction for routes within or to be added to the State Highway System. Should the County Administrator and the State Highway Engineer be unable to resolve other issues that may arise during the program, either party may request a resolution by the Dispute Resolution Board that shall hear the matter and reach a resolution to the dispute within ten days. By majority decision of the Board, this ten-day time frame to reach a resolution may be amended.



Dorchester County Sales Tax Transportation Authority
One-Cent Sales Tax Road Improvement Program

ID	Task Name	Start	Finish	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
1	#2 US Route 78 Phase 1	Thu 7/21/05	Thu 6/30/11											
2	Preliminary Engineering	Thu 7/21/05	Fri 9/28/07											
3	ROW	Mon 2/4/08	Tue 3/31/09											
4	Construction	Thu 10/1/09	Thu 6/30/11											
5														
6	#2 US Route 78 Phase 2	Wed 5/9/07	Tue 1/31/12											
7	Preliminary Engineering	Wed 5/9/07	Mon 11/30/09											
8	ROW	Mon 2/1/10	Thu 9/30/10											
9	Construction	Fri 10/1/10	Tue 1/31/12											
10														
11	#2 US Route 78 Phase 3	Wed 5/9/07	Fri 2/17/12											
12	Preliminary Engineering	Wed 5/9/07	Mon 11/30/09											
13	ROW	Mon 2/1/10	Thu 9/30/10											
14	Construction	Fri 10/1/10	Fri 2/17/12											

Project: US78B
Date: Mon 8/31/09

Task		Milestone		External Tasks	
Split		Summary		External Milestone	
Progress		Project Summary		Deadline	

TRANSPORTATION PLANNING STUDY

US 78 CORRIDOR WIDENING DORCHESTER COUNTY, SOUTH CAROLINA

DCTA PROJECT #2

SCDOT FILE #18.DORC.09

SCDOT PIN #35948_SP01

Prepared for:

**DORCHESTER COUNTY ONE-CENT SALES TAX
TRANSPORTATION AUTHORITY (DCTA)**

Mr. Marshall Murdaugh
209 Church Street
Ridgeville, SC 29472

AND

DAVIS & FLOYD, INC.

Ms. Jennifer Bragg, P.E.
240 Stoneridge Drive – Suite 305
Columbia, SC 29201

Prepared by:



SRS ENGINEERING, LLC

801 Mohawk Drive
West Columbia, SC 29169

**FINAL SUBMITTAL
JUNE 2009**

STUDY AND PRELIMINARY DESIGN
OF
INFRASTRUCTURE IN THE VICINITY OF
THE INTERSECTION OF I-26 AND I-95
LOCATED IN
ORANGEBURG AND DORCHESTER COUNTIES, SOUTH CAROLINA



PREPARED FOR:

Orangeburg County
Post Office Box 1303
Orangeburg, South Carolina 29116-1303

Dorchester County
201 Johnston Street
Kenneth F. Waggoner Building
St. George, South Carolina 29477

PREPARED BY:

Alliance Consulting Engineers, Inc.
Post Office Box 8147
Columbia, South Carolina 29202-8147

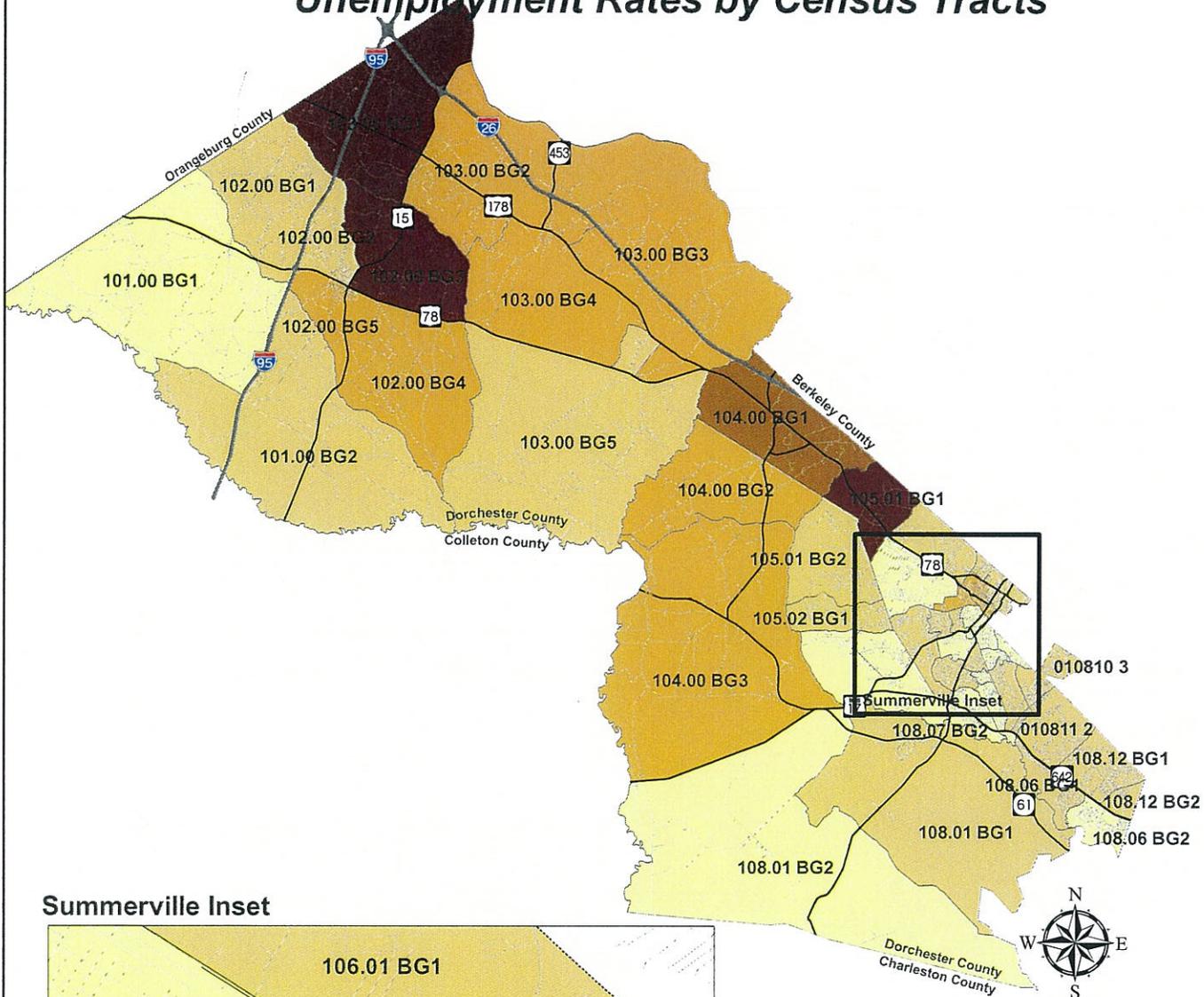
Project No. 08104-18/38

July 2008

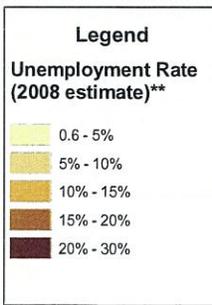
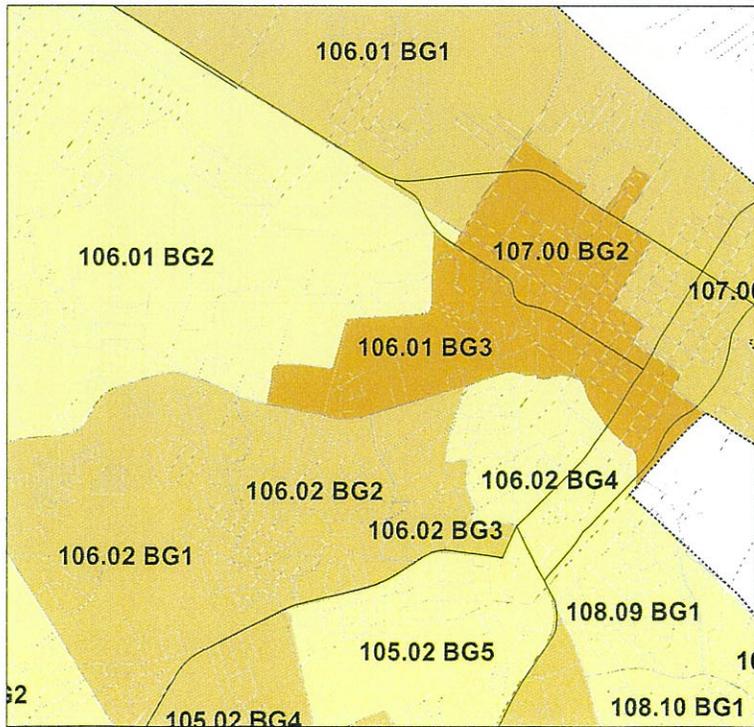


Dorchester County

Unemployment Rates by Census Tracts**



Summerville Inset



BCDC
 BERKELEY-CHARLESTON-DORCHESTER
 COUNCIL OF GOVERNMENTS
 1302 Madison Avenue, Suite 100
 North Charleston, South Carolina 29505
 (843) 224-9400 Fax: (843) 258-0202

**These estimates are from a commercial data provider (Environmental System Research Institute - ESRI) and do not constitute official basis for government projects.

For more information on this dataset, visit:
http://www.esri.com/data/community_data/demographic/index.html





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

South Carolina Division Office

1835 Assembly Street,
Suite 1270
Columbia, South Carolina 29201

January 28, 2008

Mr. Randy Williamson
Environmental Engineer
South Carolina Department
Of Transportation
955 Park Street, P.O. Box 191
Columbia, SC 29202

Dear Mr. Williamson:

Your office recently submitted a Categorical Exclusion (CE) for improvements to US 78 located in Dorchester County, South Carolina.

We concur that the project will have no significant impacts and that there will be no effect on threatened and endangered species. Therefore, the project is approved. Please ensure that any commitments made during the NEPA/ environmental process are documented and implemented.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Robert L. Lee".

For: Robert L. Lee
Division Administrator

Attachment

JAN 23 11



Project No.: DC-DORC(009)

Pin No.: 35948_SP01

CATEGORICAL EXCLUSION

TYPE C

January 10, 2008

File No.: 18.DORC.09

To: Federal Highway Administration

From: Environmental Program Administrator

Description: Improvements to U.S. Highway 78 – Phase 1 in Dorchester County

(SEE ATTACHED SHEET)

The Department's environmental assessment has determined the effects on this project are as described in the "General Support for Categorical Exclusion Determination" dated April 22, 1985, and is in compliance with the required findings reflected below. The project has been assessed for possible effects on the human and natural environment with a determination that no significant environmental impact will occur. The class of action and impact determination documented by this statement would qualify this project as a categorical exclusion under 23 CFR771, Section 115(b).

A determination has been made that the project will not adversely affect the red-cockaded woodpecker, *Picoides borealis*, and will have no effect on any other endangered or threatened species. Therefore, no further investigation under Section 7 of the Endangered Species Act is necessary.

Through appropriate coordination with NRCS and a further site assessment, the project will not adversely affect those types of farmlands defined under FPPA.

In consultation with the SHPO, as appropriate, it has been determined that the project will not affect any properties identified as being on or eligible for inclusion in the National Register of Historic Places under 36 CFR 800.

This project will involve encroachment on either wetlands and/or floodplains. Therefore, under Executive Order 11990 and 11988, respectively, it has been determined that no practicable alternative to this involvement is considered and all practicable measures to minimize harm have been incorporated. The Department will obtain the appropriate permits, as applicable, and adhere to any conditions set forth therein. The public will be advised through appropriate notices of this involvement.

1-23-08

Date

Chad Long
Environmental Project Manager

1/28/08

Date

Federal Highway Administration

CE PROJECT ASSESSMENT FORM

Project No.: DC-DORC(009)

Pin No.: 35948_SP01

County: Dorchester

Improvements to U.S. Highway 78 – Phase 1

Purpose and Need: The purpose of this project is to improve safety conditions along this segment of roadway and to improve the travel surface. The current roadway is a two-lane road with essentially no shoulders and is in need of resurfacing to provide a better travel surface. Providing a 10-foot shoulder on each side of the road will improve safety conditions by providing an area for accident avoidance, a protected area for disabled vehicles, and improvement of sight distances. The three lane section with sidewalk through the Town of Dorchester will improve traffic conditions by providing a turning lane and will improve safety conditions for pedestrians. During the period 2002-2005, there were a total of 85 accidents on this segment of U.S. Highway 78, with 2 fatalities and 38 injuries. The current AADT's for this segment of U.S. Highway 78 are 6,700 near St. George and 5,600 just east of Dorchester. The 2030 project AADT is approximately 8,800.

Proposed Action: The proposed project is the first phase of a project to improve existing U.S. Highway 78 beginning near secondary road S-167(Academy Rd./Sugar Hill Rd.) in St. George and continuing southeast along the existing alignment to Northeast Summerville at secondary road S-65(W. Richardson Avenue). The project is being divided into phases to accommodate funding and scheduling of construction activities. Phase 1 will begin near secondary road S-167 in St. George and continue a distance of approximately 11.47 miles to a point approximately 0.8 miles west of the intersection with U.S. Highway 178. The current roadway is a two-lane section with essentially no shoulders. The proposed improvements for Phase 1 will be to widen the shoulders along the entire length of the project to provide 4-foot paved shoulders and 6-foot grassed shoulders and resurface existing US-78. A 3-lane section with curb and gutter on both sides and sidewalk, on the resident side only, will be constructed through the Town of Dorchester. The project will require the purchase of minimum right-of-way, with the majority of work being constructed within existing right-of-way. For the two lane section of road, the right-of-way will measure 37.5 feet from the center line on both sides, for a total right-of-way of 75 feet. The estimated cost of the project is \$16 million.

Air: This project would be consistent with the South Carolina State Air Quality Implementation Plan (SIP) regarding the attainment of the National Ambient Air Quality Standards. Presently, Dorchester County meets all air quality standards for automobile related pollutants. SCDHEC has determined that transportation control measures (TCMs) are not required to maintain the area's air quality.

Mobile Source Air Toxics (MSATs): The purpose of this project is to provide a better travel surface for the road and to improve safety by providing paved and grass shoulders. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

Water/Wetlands: Wetland habitats are defined as those areas that are inundated by water with sufficient frequency and duration to support vegetation that is tolerant of saturated soil conditions. Specific hydrologic, soil, and vegetation criteria are utilized by the U.S. Army Corps of Engineers in establishing the boundary of wetlands within their jurisdiction. Approximately, 6.333 acres of wetland area would be permanently impacted by the project through filling of the wetlands with excavation impacts totaling 0.228 acres. Temporary wetland

impacts during construction will total 2.515 acres of mechanical clearing. Total impacts are 9.076 acres (0.028 acres of ditches, 0.238 acres of planted pines, 6.725 acres of mixed forest, 1.833 acres of hardwood bottom, and 0.252 acres of hardwood forest). Therefore, a USACE permit will be required for the project. Since the wetland impacts exceed 3.0 acres, the General Permit issued to SCDOT cannot be used and a Section 404 Permit will be required. Attempts have been made to mitigate on-site by purchasing existing wetlands and preserving them or in some cases where the wetlands have been drained and planted in pines, acquiring these lands and rehabilitating these areas. However, these attempts have been unsuccessful in purchasing these lands since the owners have refused to sell. Therefore, the project will utilize the Beidler Forest In-Lieu Fee Mitigation program for unavoidable wetland impacts.

Floodplains: This project will encroach into the base floodplain, requiring a minor amount of fill within the 100-year floodplain along Indian Field Swamp between stations 259+00 and 286+00. The total area of fill within the floodplain is 1.456 acres. This encroachment will be a transverse encroachment along the edge of the roadway, perpendicular to the floodway of Indian Field Swamp, but will not be within the floodway. The bridge across Indian Field Swamp will not be replaced as a part of this project, and therefore the floodway will not be impacted. Impacts to the natural and beneficial floodplain values as a result of this action will be minimal. Coordination with local floodway management agencies will take place to insure that they concur.

Archaeological/Historical: A cultural resources survey has been conducted along the entire U. S. 78 corridor. No architectural resources or archaeological sites eligible for the National Register of Historic Places (NRHP) will be adversely affected by this project. SHPO has concurred with this assessment.

Endangered Species: A survey for threatened and endangered species has been completed for this project. It has been determined and USFWS has concurred with the finding that the project will not adversely affect the red-cockaded woodpecker, *Picoides borealis*, and will have no effect on any other endangered or threatened species listed by the USFWS for Dorchester County.

Section 4(f) Properties: No section 4(f) sites were identified within the project boundaries.

Relocations: The department has determined that the improvements would not lead to any relocations.

Noise: This project is being built for safety improvements and the traffic volumes for the build alternative will be no greater than those for the "no-build" alternative. Therefore, there will be no noise impacts resulting from this project.

Farmlands: Through the use of county farmland listings provided by the Natural Resources Conservation Service (NRCS), it has been determined that the project area would involve lands protected under the Act. A Farmland Conversion Impact Rating Form SCS-CPA-160 has been completed for the project corridor. The form provides a site assessment scoring system with criteria for evaluating adverse effects of projects on the protection of farmland. Sites receiving highest scores up to a maximum of 260 are considered most suitable for protection while those with lowest scores are considered least suitable. Sites receiving scores less than the maximum allowable score of 160 are to be given minimal consideration for protection. The score computed for this proposed action was 137. As the total points are less than 160, neither consideration of alternative sites nor additional studies for the study area are required under the Act.

USTs/Hazardous Waste: An initial site assessment (ISA) was completed for the proposed project to identify known or potential hazardous material sites, generators, and users. No potentially hazardous material containing sites or UST's were found. It is the Department's policy to avoid the acquisition of sites containing UST's and hazardous waste materials, if at all possible. If avoidance is not a viable alternative, tanks and other hazardous materials will be tested and removed and/or treated in accordance with EPA and DHEC requirements. Cost necessary for clean-up will be taken into consideration during the right-of-way appraisal and acquisition process.

Date 1-15-08

Prepared by 

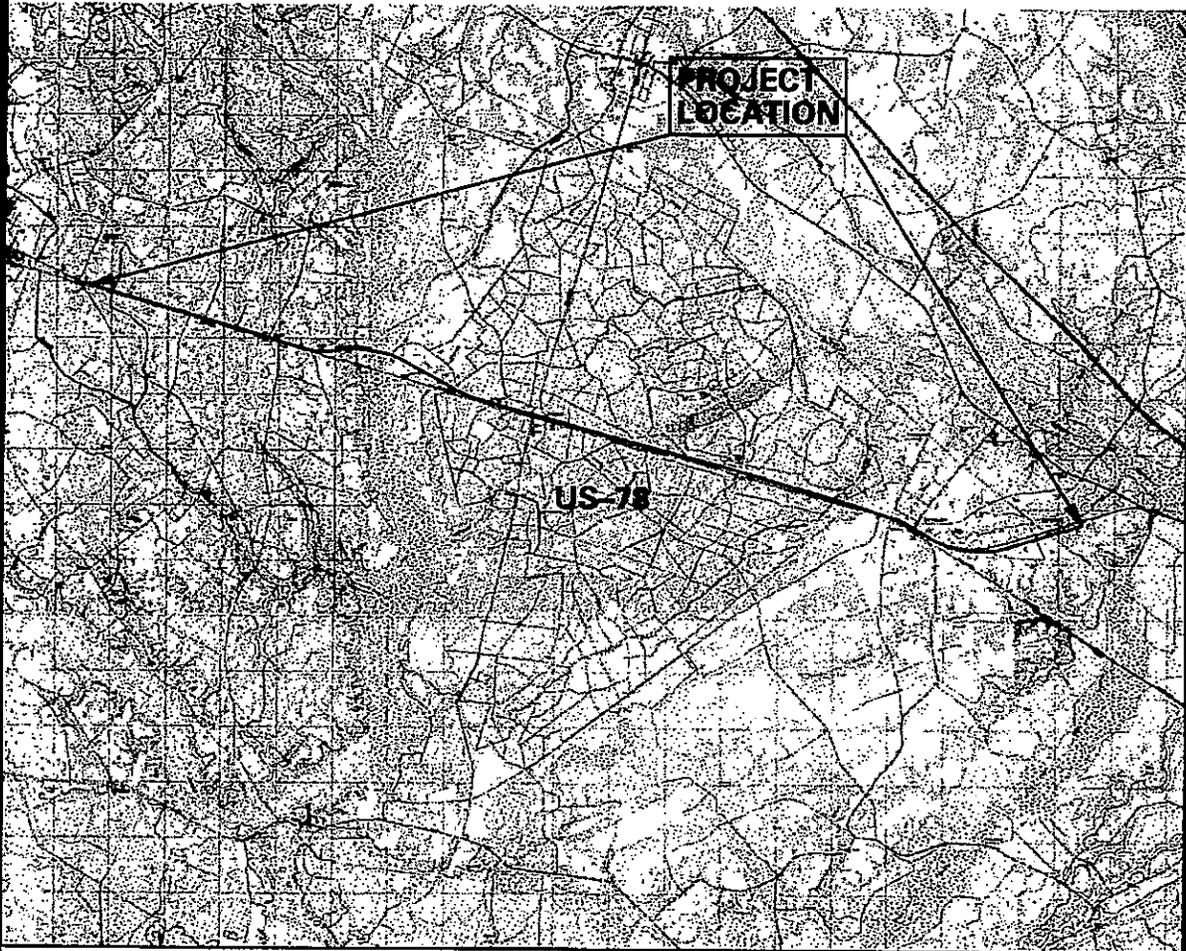
LOCATION MAP

FROM: USGS QUAD MAPS
STGEO (1982), GROVE (1982), RIDGEV (1979)
MAPCS (1979), HARLE (1973), PRING (1979)

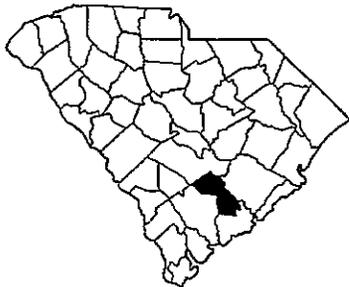
APPROXIMATE LOCATION OF PROJECT IS:

LATITUDE 33° 09' 19" N

LONGITUDE 80° 28' 18" W



SHADED AREA INDICATES
COUNTY LOCATON IN SC



0 10000
SCALE  FEET

LOCATION MAP
PIN 35948_SP01
IMPROVEMENTS TO US-78 PHASE 1
DORCHESTER COUNTY, SC



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69-A Hagood Avenue
CHARLESTON, SOUTH CAROLINA 29403-5107

June 4, 2009

Regulatory Division

South Carolina Department
of Transportation
Mr. Rudy Powell
P. O. Drawer 428
Greenwood, South Carolina 29648

Dear Mr. Powell:

This is in response to your application requesting a Department of the Army permit.

Enclosed is your Department of the Army Permit #SAC-2008-00107-DIM. It authorizes you to perform the work specified on the attached drawings. This permit is issued under the provisions of the Federal laws for the protection and preservation of the navigable waters of the United States.

Please notify this office promptly, in writing, when you start and complete the work. The enclosed cards may be used for that purpose. You should also be aware that a special condition has been included in this permit which requires that a copy of the permit and drawings must be available at the work site during the entire time of construction.

Respectfully,

A handwritten signature in cursive script, appearing to read "Tina B. Hadden".

Tina B. Hadden
Chief, Regulatory Division

Enclosures

DEPARTMENT OF THE ARMY PERMIT

Permittee: **SOUTH CAROLINA DEPARTMENT
OF TRANSPORTATION**

**PO BOX 191
COLUMBIA, SC 29202**

Permit No: SAC-2008-00107-DIM

Issuing Office: **CHARLESTON DISTRICT**

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description:

The work consists of resurfacing and shoulder addition improvements to approximately 11.47 miles of the existing roadway along US 78, between S-167 in St. George and US 178 near the community of Dorchester to improve travel safety along Highway 78 by creating paved and grassed shoulders for drivers to recover from accidents and to allow drivers to stop in emergencies and avert accidents in accordance with the attached drawings entitled: Proposed wetland impacts, US-78, Dorchester County, SC, Application by SCDOT. Sheets 1 thru 99 of 99 dated August 9, 2007.

Project Location:

This project is located along the existing U.S. Highway 78, beginning near the secondary road S-167 (Academy Road/Sugar Hill Road) in the community of St. George, continuing 11.47 miles southeast along the existing alignment to a point 0.8 mile west of the intersection with U.S. Highway 178. The overall activity is situated in Dorchester County, South Carolina.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on **31 March 2014**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

SEE PAGE 4.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

Section 404 of the Clean Water Act (33 U.S.C. 1344).

Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

A. SPECIAL CONDITIONS FOR PERMIT #: SAC-2008-00107-DIM

- a. That the permittee agrees to provide all contractors associated with construction of the authorized activity a copy of the permit and drawings. A copy of the permit will be available at the construction site at all times.
- b. That the permittee shall submit a signed compliance certification to the Corps within 60 days following completion of the authorized work and any required mitigation. The certification will include:
 1. A copy of this permit;
 2. A statement that the authorized work was done in accordance with the Corps authorization, including any general or specific conditions;
 3. A statement that any required mitigation was completed in accordance with the permit conditions;
 4. The signature of the permittee certifying the completion of the work and mitigation.
- c. That the permittee recognizes that its commitment to perform and implement the following conditions was a deciding factor towards the favorable and timely decision on this permit and that the permittee recognizes that a failure on its part to both actively pursue and implement these conditions may be grounds for modification, suspension or revocation of this Department of the Army authorization.
 1. That as compensatory mitigation for the impacts to aquatic resources, the permittee agrees to debit from Francis Beidler Forest In-Lieu Fee Program a total of 70.5 credits and from Pigeon Pond Mitigation Bank a total of 23.7 restoration credits.
 2. That the permittee must submit proof of debiting the appropriate credits from Francis Beidler In-Lieu Fee Program and Pigeon Pond Mitigation Bank to the Corps of Engineers not later than 60 days from the effective date of this authorization, or prior to commencement of the authorized work, whichever is later.
 3. That the permittee must implement appropriate erosion control measures to minimize erosion and migration of sediments off-site. These measures should be in place prior to the construction. Monitoring will occur as often as required to prevent erosion and migration of sediments off-site.
 4. That the permittee will coordinate with the Brosnan Forest Researchers for the life of the project to ensure construction activities do not adversely affect the red-cockaded woodpecker, *Picoides borealis*. The permittee will provide all data and recommendations of the Brosnan Forest Researches to the U.S. Fish and Wildlife Service. Based on coordination with the Brosnan Forest Researchers and if deemed necessary by the U.S. Fish and Wildlife Service, construction activities must cease during the nesting period.
 5. No construction activities shall occur between April 15 and July 31 in areas within 200 feet of an active cavity tree of the red-cockaded woodpecker.

DARC
3961
NAE

July 5, 2007



Mr. Randy Williamson
Environmental Manager
SCDOT
P.O. Box 191
Columbia, SC 29202-0191

Re: Cultural Resources Survey of the Proposed US Highway 78 Improvement Project

Dear Mr. Williamson:

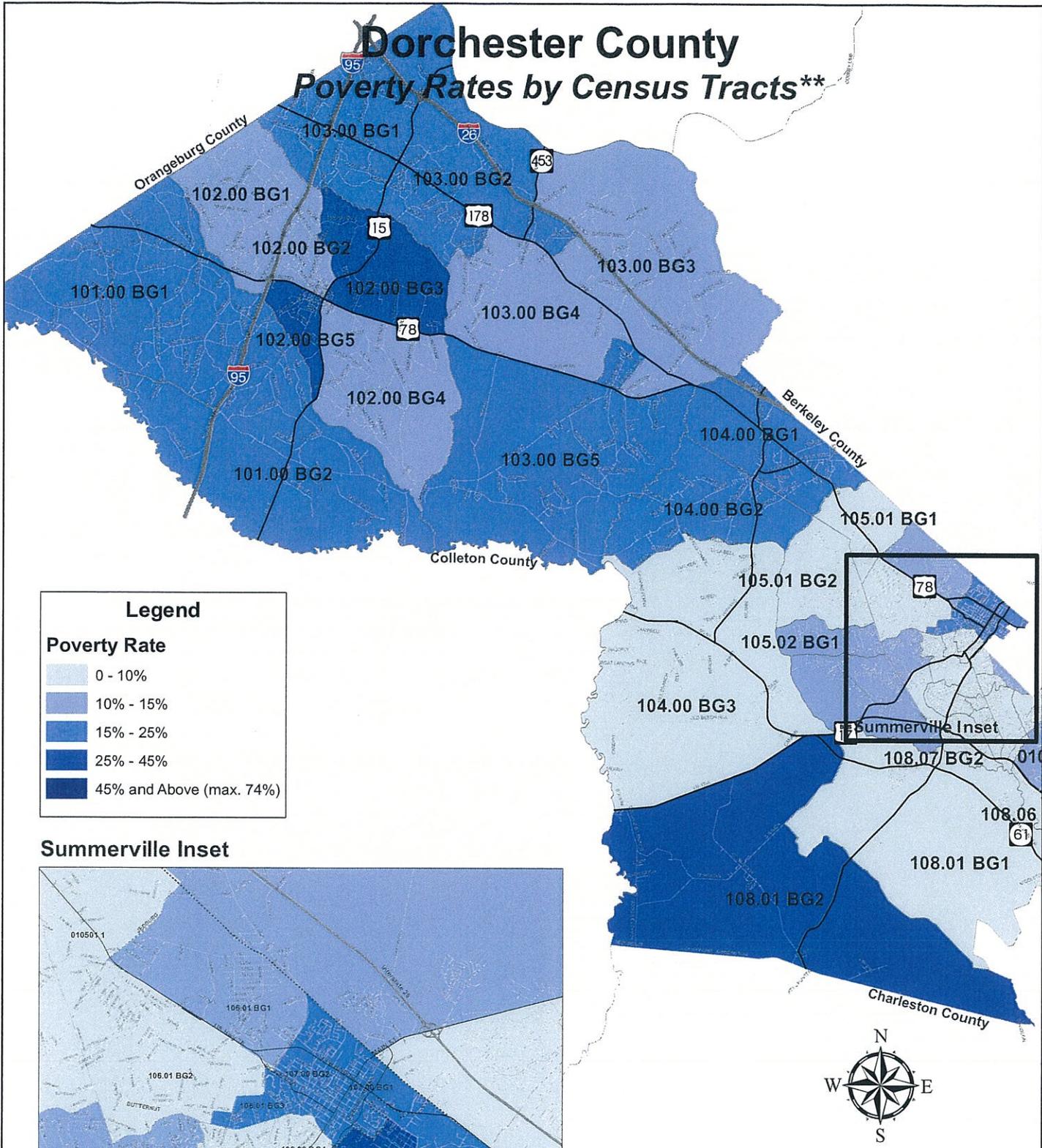
Thank you for providing the report referenced above (received with project letter on 6/7/08) and the detail section of road plans (received via e-mail 6/28/07) for the US Highway 78 Improvement Project. The State Historic Preservation Office (SHPO) concurs with SCDOT's finding that this project will have no adverse effect upon historic properties. However, SHPO finds that site 1156, the Dorchester County Store, is eligible for the National Register of Historic Places (NRHP). This resource was determined "not eligible" in the project report—revised project reports should include the determination that this is a NRHP-eligible resource. Although site 1156 is eligible for the NRHP, the US Highway 78 Improvement Project will not affect the site.

We are providing these comments to assist you with your responsibilities as agency official designee, as defined under 36 CFR 800.2, to ensure compliance with Section 106 of the National Historic Preservation Act. If you have any questions, please call me at (803) 896-6184.

Sincerely,

David P. Kelly
DOT Project Coordinator

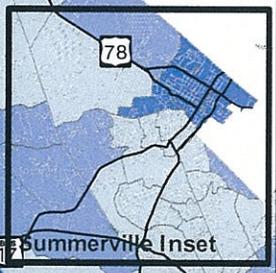
Dorchester County Poverty Rates by Census Tracts**



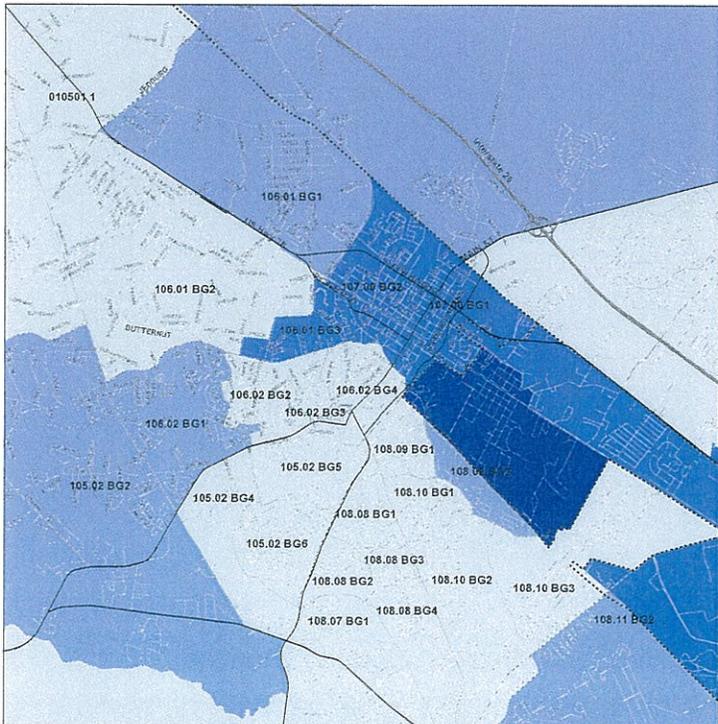
Legend

Poverty Rate

- 0 - 10%
- 10% - 15%
- 15% - 25%
- 25% - 45%
- 45% and Above (max. 74%)



Summerville Inset



**These estimates are from Census 2000 Summary File 3, Table P 87.

BCDC
BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS
1332 North American Oaks Road
North Charleston, South Carolina 29405
(843) 554-4400 Fax: (843) 554-1000

Summary File 3 presents in-depth population and housing data collected on a sample basis from the Census 2000 long form questionnaire, as well as the topics from the short form 100-percent data.

For more information on this dataset, visit: <http://factfinder.census.gov>



Data Source: Census 2000 Summary File 3, Census TIGER Files, Berkeley-Charleston-Dorchester County GIS
Data Path: V:\Information Resources\Info Requests\Maps\Dorchester County Unemployment Map.mxd

JIM DEMINT
SOUTH CAROLINA

CHAIRMAN
SENATE STEERING COMMITTEE

340 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-6121
demint.senate.gov

United States Senate

September 9, 2009

COMMITTEES:
BANKING, HOUSING, AND
URBAN AFFAIRS

COMMERCE, SCIENCE AND
TRANSPORTATION

FOREIGN RELATIONS

JOINT ECONOMIC

Mr. Jason L. Ward
County Administrator
Dorchester County
201 Johnston Street
Kenneth F. Waggoner Building
Saint George, SC 29477-2412

Dear Mr. Ward,

Thank you for taking the time to explain to my staff the projects you are currently working on in Dorchester County, South Carolina. I commend you on your efforts to seek competitive funding solutions so that the development of US Highway 78 can continue.

Projects, like yours, that play a critical role in economic development, job creation, and transportation efficiency are to be applauded. The infrastructure your project seeks to provide will benefit current businesses and hopes to make your region more attractive to new industry and visitors, as well as increase the size of your regions labor and product markets. I also understand that US Highway 78 aims to bring invaluable transportation efficiency gains to Dorchester County, allow for reduced travel time, lower vehicle operating costs, and safer roadways.

I am encouraged by your efforts and believe that your contributions will help everyone involved take the next steps forward. Thank you for your diligent work in these areas. It is an honor to serve you in the United States Senate. If I may be of any further assistance, please do not hesitate to let me know.

Sincerely,



Jim DeMint
United States Senator

CHARLESTON
112 CUSTOM HOUSE
200 EAST BAY STREET
CHARLESTON, SC 29401
(843) 727-4525

GREENVILLE
105 NORTH SPRING STREET
SUITE 109
GREENVILLE, SC 29601
(864) 233-5366

COLUMBIA
1901 MAIN STREET
SUITE 1475
COLUMBIA, SC 29201
(803) 771-6112

HENRY E. BROWN, JR.
1ST DISTRICT, SOUTH CAROLINA

COMMITTEES:

TRANSPORTATION AND INFRASTRUCTURE
NATURAL RESOURCES
VETERANS' AFFAIRS

Congress of the United States
House of Representatives
Washington, DC 20515-4001

CAUCUS CO-CHAIRS:

CONGRESSIONAL COASTAL CAUCUS
CONGRESSIONAL SHELLFISH CAUCUS
CONGRESSIONAL FRIENDS OF CANADA
CAUCUS
CONGRESSIONAL PORT SECURITY CAUCUS

[HTTP://BROWN.HOUSE.GOV](http://brown.house.gov)

September 11, 2009

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Dear Secretary LaHood:

As the representative for the First District of South Carolina, I strongly support the Transportation Investment Generating Economic Recovery (TIGER) grant application submitted by Dorchester County, South Carolina. The US Highway 78 Improvement Project will widen a major commuter and freight route, not only adding jobs and reducing congestion, but also having significant and long-lasting economic and community impacts for the entire region.

The County is currently experiencing an unemployment rate of 10.1 percent and 6,700 displaced workers in the past eighteen months. The improvements to US 78 will support existing industries and industrial parks, as well as provide needed infrastructure to attract new businesses. The Jedburg Road exit will soon be home to a large distribution center, and the traffic from this facility will feed onto US 78. With substantial private investment committed to the area, this project will create new jobs in an economically distressed area of the nation. This economic growth will be substantial and sustained for the long term.

The project will also significantly address congestion on a major commuter and freight transportation route into Charleston and its business and port facilities. Additionally, US 78 serves as an important emergency evacuation route during a hurricane or other emergency. Improvements proposed in this project will improve traffic flow during every day and emergency travels, improving the quality of life for local residents.

I thank you for making infrastructure investment a priority and hope you will support this worthwhile project.

Sincerely,



Henry E. Brown, Jr.
Member of Congress

103 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3176
FAX: (202) 225-3407

5900 CORE AVENUE, SUITE 401
NORTH CHARLESTON, SC 29406
(843) 747-4175
FAX: (843) 747-4711

1800 NORTH OAK STREET, SUITE C
MYRTLE BEACH, SC 29577
(843) 445-6459
FAX: (843) 445-6418

Rep. Jenny Horne
Chairwoman, District 94
(803) 212-6871

Rep. Annette D. Young
District 98
(803) 734-2953

Rep. Patsy G. Knight
District 97
(803) 734-2925

Rep. Robert W. Harrell, Jr.
District 114
(803) 734-3125



Senator Mike Rose
District 38
(803) 212-6056

Senator John W. Matthews, Jr.
District 39
(803) 212-6056

Senator Lawrence K. Grooms
District 37
(803) 212-6400

DORCHESTER COUNTY LEGISLATIVE DELEGATION

September 15, 2009

Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood:

We write this letter to express support for Dorchester County's application for funding of the US Highway 78 Improvement Project through the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program. Dorchester's US Highway 78 Construction Project seeks \$43.1 million to provide a host of benefits to the local community, while improving the long-term economic health of the nation. The County is currently experiencing an unemployment rate of 10.1 percent and 6,700 displaced workers in the past eighteen months. The new infrastructure created by this project achieves important job creation goals addressed by TIGER Grants, while significantly improving the movement of goods in and through South Carolina.

First, the US Highway 78 Construction Project conforms to state and local plans to maintain South Carolina's transportation systems in a state of good repair, promoting economic development in a persistently impoverished county, improving the quality of life of local residents by easing congestion, and encouraging the creation of new jobs by private industry. With substantial private investment committed to the area, this project will create new jobs in an economically distressed area of the nation. This economic growth will be substantial and sustained for the long term.

Second, the project will increase economic competitiveness in Dorchester County. The improvements to US Hwy 78 will support existing industries and industrial parks, as well as provide needed infrastructure to attract new businesses. The Jedburg Road exit will soon be home to a large distribution center, and the traffic from this facility will feed onto US Highway 78. Additionally, because of the current lack of development in the area, any improvements in the infrastructure that attract industry, such as the US Hwy 78 Improvement, will help to alleviate the current poverty that envelops many South Carolinians living in this region of the state.

Third, the widening of US Highway 78 will significantly reduce congestion and increase the ease with which travelers access existing modes of transportation. Additionally, the project is the result of a planning process that coordinated transportation and land-use decisions. The proximity of the widening to currently expanding industrial areas demonstrates the importance of

the project to the local business community. Completion of this improvement will allow Dorchester County to address critical needs, including transportation, water and wastewater, education and job training, and general quality of life issues.

Fourth, this highway improvement, from Summerville to Jedburg, will provide for smoother traffic flow with less congestion and dwell time on the roadway. By eliminating delays, it will lead to improved air quality through decreased emissions from vehicles that are held for long periods of time in traffic queues. The reduction in queues will reduce the use of fossil fuels in transporting people and goods throughout the community, while simultaneously achieving broad goals of reducing greenhouse gas emissions, thus protecting the local environment.

Finally, and critically, this road segment in Dorchester County will complement a multi-modal plan. Additionally, it will improve access for trucks associated with local industry. In addition, the balance of emergency preparedness, national security and commerce is critical. As one of the primary deployment ports in the country, the Port of Charleston and surrounding infrastructure remain vital for our nation to meet the challenges posed by troop deployments and national emergencies. Dorchester County, because of its access to the Port of Charleston and the I-95/I-26 Corridor, remains critical as the Port meets the expectations of expansion and contraction based on response needs during natural disaster and emergency preparedness. For future hurricane threats, South Carolina faces evacuations of vulnerable populations and a limited road network that provides insufficient westbound roadway capacity for evacuation movements. Infrastructure improvements such as the widening of US Hwy 78 can help reduce the burden of poor roadways experienced by the Gulf Coast in the aftermath of Hurricane Katrina. This project is needed to provide adequate infrastructure for the Port and surrounding area to meet projected freight volume to remain competitive and at the same time be prepared to respond to troop deployment and national emergencies.

This project will support planned intermodal transportation facility/distribution areas. It will allow for ongoing innovation in the movement of goods from the Port of Charleston and Savannah to the rest of the nation. It represents a vibrant collaboration of stakeholders from across jurisdictions and specialties, ranging from the Lake Marion Water Authority, which ensures access to clean drinking water, to the South Carolina State University's Transportation Research Center, which will provide the technological expertise needed for sustained innovation in the movement of goods.

Thank you for your consideration of this proposal.

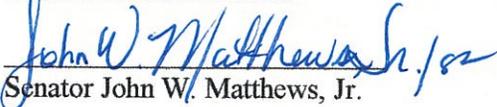
Sincerely,

Dorchester County Legislative Delegation

South Carolina Senate



Senator Michael T. Rose

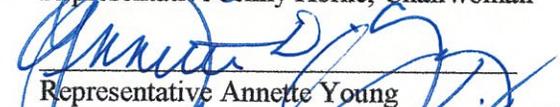


Senator John W. Matthews, Jr.

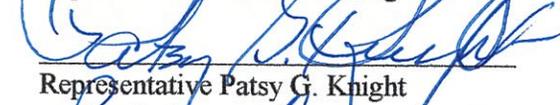
South Carolina House of Representatives



Representative Jenny Horne, Chairwoman



Representative Annette Young



Representative Patsy G. Knight



Representative Robert W. Harrell, Jr.



Berkeley-Charleston-Dorchester Council of Governments

*Charleston Area Transportation Study
Policy Committee*

CHAIRMAN:
Larry Hargett

VICE CHAIRMAN:
Michael J. Heitzler

EXECUTIVE DIRECTOR:
Ronald E. Mitchum

September 8, 2009

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC 20590

Re: US Highway 78 Widening

Dear Secretary LaHood:

As Executive Director of the BCD Council of Governments and the CHATS MPO, I hereby support the widening of US Hwy. 78 as proposed by Dorchester County. US Hwy. 78 serves as a vital transportation facility in Dorchester County, as well as a coastal evacuation route. This section of US Hwy. 78, from US Hwy. 178 into the Town of Summerville, has seen traffic volumes grow substantially in recent years. The CHATS Policy Committee has included this project in the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), as a priority project.

Thank you for your time and support of this important project. If you have any questions or need any additional information, please don't hesitate to call me at (843) 529-0400.

Sincerely,

Ronald E. Mitchum
Executive Director

MARSHALL MURDAUGH
CHAIRMAN

WALLACE ACKERMAN
VICE-CHAIRMAN



RALPH JAMES
ROBBY ROBBINS
MARK PILGRIM
J. D. ALLSTON
FRED LUXMORE

DORCHESTER COUNTY
SALES TAX TRANSPORTATION AUTHORITY

September 15, 2009

Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood:

I write this letter to express support for Dorchester County's application for funding of the US Highway 78 Improvement Project through the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program. Dorchester's US Highway 78 Construction Project seeks \$43.1 million to provide a host of benefits to the local community, while improving the long-term economic health of the nation. The County is currently experiencing an unemployment rate of 10.1 percent and 6,700 displaced workers in the past eighteen months. The new infrastructure created by this project achieves important job creation goals addressed by TIGER Grants, while significantly improving the movement of goods in and through South Carolina.

First, the US Highway 78 Construction Project conforms to state and local plans to maintain South Carolina's transportation systems in a state of good repair, promoting economic development in a persistently impoverished county, improving the quality of life of local residents by easing congestion, and encouraging the creation of new jobs by private industry. With substantial private investment committed to the area, this project will create new jobs in an economically distressed area of the nation. This economic growth will be substantial and sustained for the long term.

Second, the project will increase economic competitiveness in Dorchester County. The improvements to US Hwy 78 will support existing industries and industrial parks, as well as provide needed infrastructure to attract new businesses. The Jedburg Road exit will soon be home to a large distribution center, and the traffic from this facility will feed onto US Highway 78. Additionally, because of the current lack of development in the area, any improvements in the infrastructure that attract industry, such as the US Hwy 78 Improvement, will help to alleviate the current poverty that envelops many South Carolinians living in this region of the state.

Third, the widening of US Highway 78 will significantly reduce congestion and increase the ease with which travelers access existing modes of transportation. Additionally,

the project is the result of a planning process that coordinated transportation and land-use decisions. The proximity of the widening to currently expanding industrial areas demonstrates the importance of the project to the local business community. Completion of this improvement will allow Dorchester County to address critical needs, including transportation, water and wastewater, education and job training, and general quality of life issues.

Fourth, this highway improvement, from Summerville to Jedburg, will provide for smoother traffic flow with less congestion and dwell time on the roadway. By eliminating delays, it will lead to improved air quality through decreased emissions from vehicles that are held for long periods of time in traffic queues. The reduction in queues will reduce the use of fossil fuels in transporting people and goods throughout the community, while simultaneously achieving broad goals of reducing greenhouse gas emissions, thus protecting the local environment.

Finally, and critically, this road segment in Dorchester County will complement a multi-modal plan. Additionally, it will improve access for trucks associated with local industry. In addition, the balance of emergency preparedness, national security and commerce is critical. As one of the primary deployment ports in the country, the Port of Charleston and surrounding infrastructure remain vital for our nation to meet the challenges posed by troop deployments and national emergencies. Dorchester County, because of its access to the Port of Charleston and the I-95/I-26 Corridor, remains critical as the Port meets the expectations of expansion and contraction based on response needs during natural disaster and emergency preparedness. For future hurricane threats, South Carolina faces evacuations of vulnerable populations and a limited road network that provides insufficient westbound roadway capacity for evacuation movements. Infrastructure improvements such as the widening of US Hwy 78 can help reduce the burden of poor roadways experienced by the Gulf Coast in the aftermath of Hurricane Katrina. This project is needed to provide adequate infrastructure for the Port and surrounding area to meet projected freight volume to remain competitive and at the same time be prepared to respond to troop deployment and national emergencies.

This project will support planned intermodal transportation facility/distribution areas. It will allow for ongoing innovation in the movement of goods from the Port of Charleston and Savannah to the rest of the nation. It represents a vibrant collaboration of stakeholders from across jurisdictions and specialties, ranging from the Lake Marion Water Authority, which ensures access to clean drinking water, to the South Carolina State University's Transportation Research Center, which will provide the technological expertise needed for sustained innovation in the movement of goods.

Thank you for your consideration of this proposal.

Sincerely,



Marshall Murdaugh, Chairman
Dorchester County Sales Tax
Transportation Authority

JAMIE FELTNER
CHAIRMAN

WILLIE DAVIS
VICE CHAIRMAN

JASON L. WARD
COUNTY ADMINISTRATOR

SANDY W. LAWLEY
CLERK TO COUNCIL



LARRY S. HARGETT
BILL HEARN, JR.
CHRISTOPHER J. MURPHY
RICHARD ROSEBROCK
KENNETH WAGGONER

COUNTY COUNCIL OF DORCHESTER COUNTY

201 JOHNSTON STREET
ST. GEORGE, SOUTH CAROLINA 29477
(843) 563-0196 FAX (843) 563-0137
SUMMERVILLE (843) 832-0043 FAX (843) 875-8509

September 15, 2009

Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC 20590

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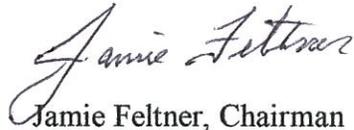
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Thank you for your consideration of this proposal,

Sincerely,



Jamie Feltner, Chairman
Dorchester County Council



George Tupper, Executive Director
Dorchester County Economic Development Board

402 North Main Street / PO Box 670 • Summerville, SC 29484

Phone 843-873-2931 Fax 843-875-4464

www.greatersummerville.org



*focused on our
region's future*

September 15, 2009

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC 20590

Dear Mr. LaHood:

The Greater Summerville/Dorchester County Chamber of Commerce supports Dorchester County's application for funding of the US Highway 78 Improvement Project through the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program. Dorchester's US Highway 78 Construction Project seeks \$43.1 million to provide a host of benefits to the local community, while improving the long-term economic health of the nation. We feel that this project is important for high impact stimulus and job creation, as well as support existing industries in Dorchester County. Additionally, we feel that it will create a much safer corridor for travel and emergency evacuation.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Rita Berry".

Rita Berry
President/CEO



MeadWestvaco Corporation
180 Westvaco Road
Summerville, SC 29483

+1 843.871.4708 T
+1 843.875.7185 F
meadwestvaco.com

Ray LaHood
Secretary of Transportation
U. S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing in support of the proposed widening of U. S. Highway 78 in Dorchester County, South Carolina. This project, if funded, will provide the citizens of Dorchester County much needed improvements to a major highway that is the backbone transportation route for the County. It would also provide needed infrastructure for the creation of jobs at a proposed industrial park located at the intersection of U.S. Highway 78 and State Route 27 near Ridgeville, SC. This 1,000 acre park is being built with both public and private investment to provide the residents of Dorchester County with better jobs. The proposed improvement to U.S. Highway 78 is an important link in making this business park a reality.

Sincerely,

A handwritten signature in blue ink that reads 'James H. Hill'.

James H. Hill
Vice President
Community Development and Land Management Group