

**APPLICATION  
TO THE  
SOUTH CAROLINA  
STATE INFRASTRUCTURE BANK BOARD  
FOR FUNDING THE  
REPLACEMENT OF THE  
COOPER RIVER BRIDGES**

Submitted by the  
Charleston Area Transportation Study (CHATS)  
Metropolitan Planning Organization (MPO)  
Policy Committee

October 15, 1997

Prepared by the  
Berkeley-Charleston-Dorchester Council of Governments  
with assistance from:

The City of Charleston  
The Town of Mount Pleasant  
The Charleston Metro Chamber of Commerce  
The South Carolina State Ports Authority  
The South Carolina Department of Transportation

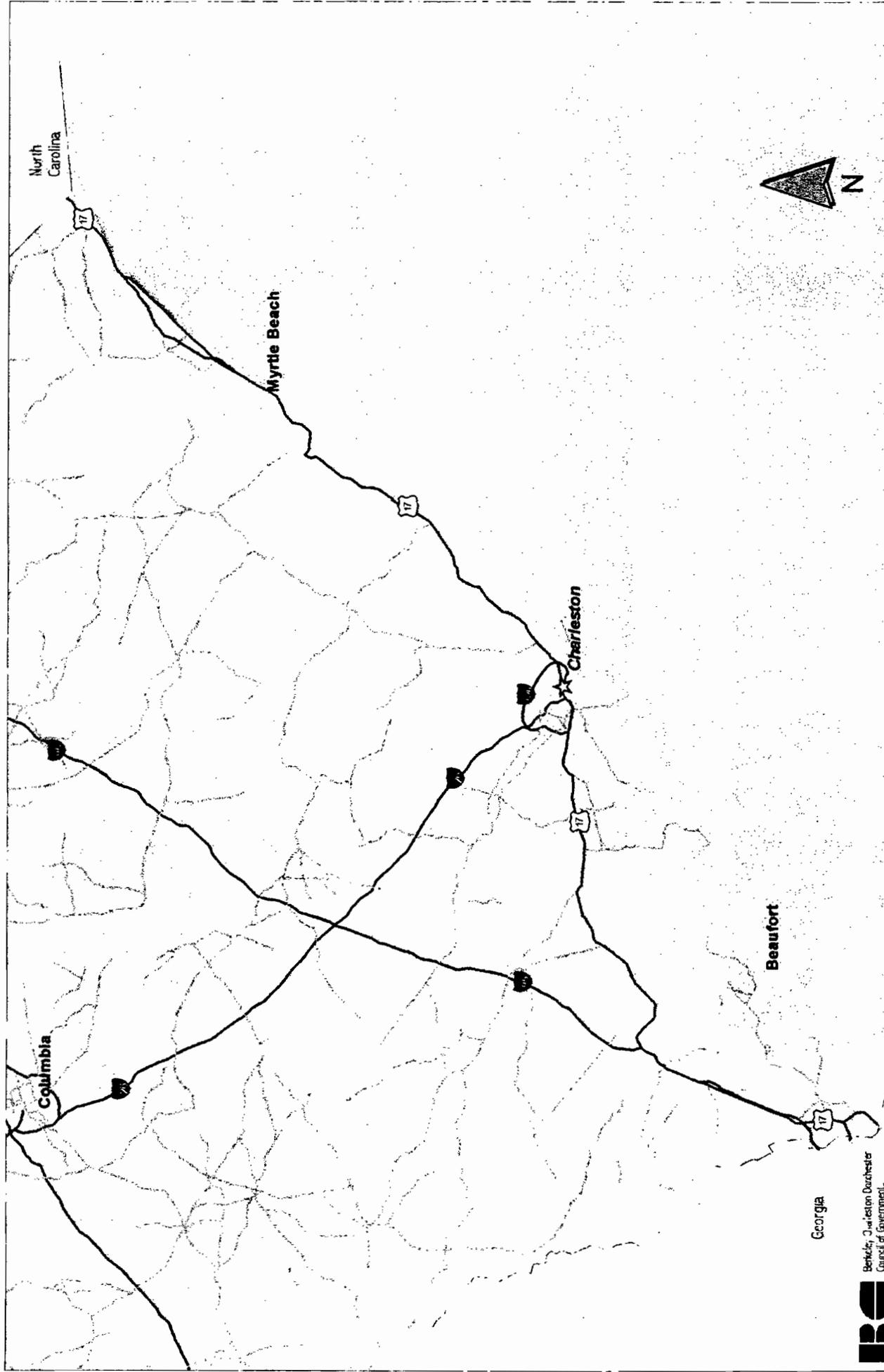
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APPENDIX A: PHOTO IMAGERY

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North  
Carolina

Myrtle Beach

Charleston

Beaufort

Columbia

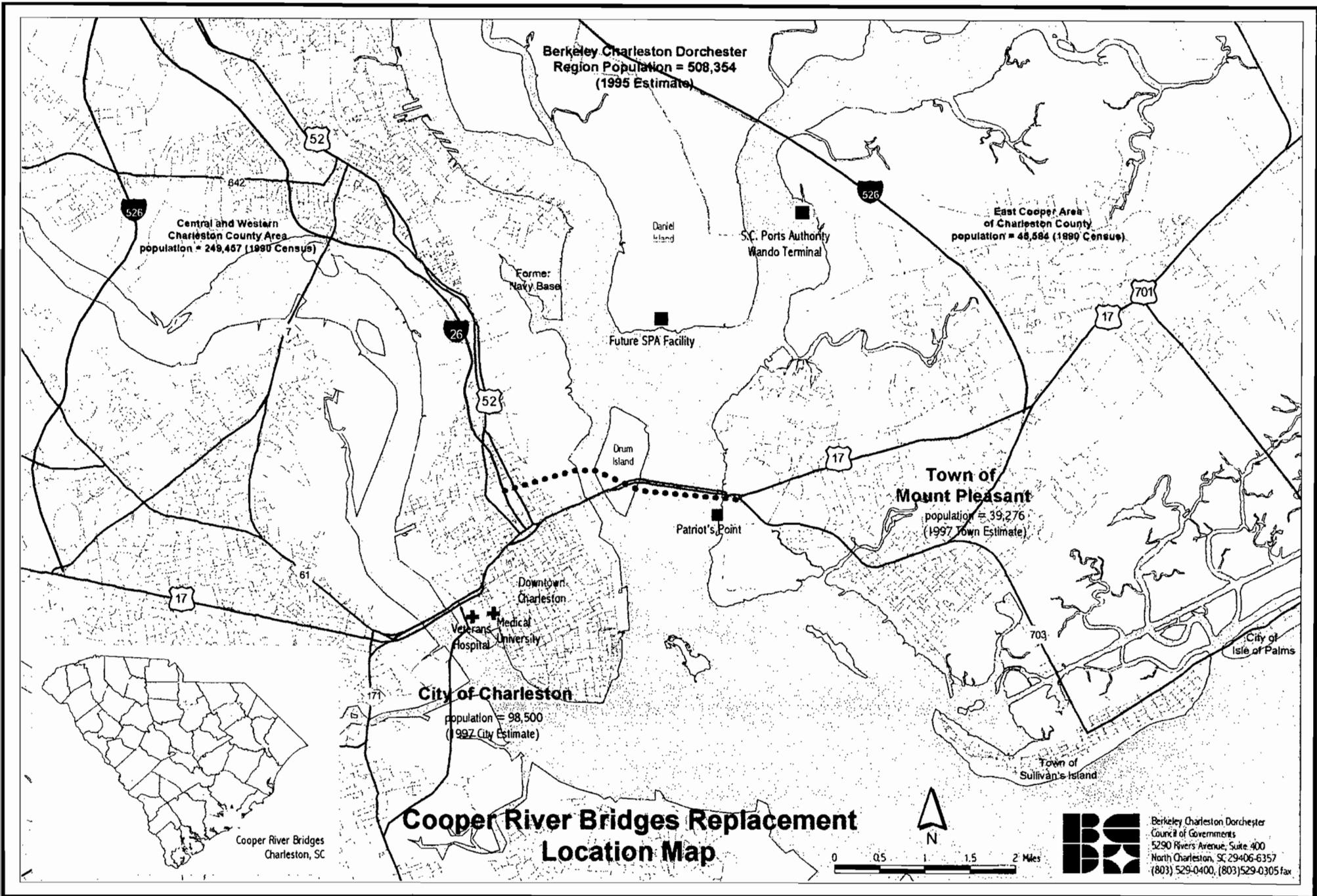
Georgia



# Coastal South Carolina Location Map

Bentley, Johnston Dorchester  
Council of Government  
5290 Rivers Avenue, Suite 400  
North Charleston, SC 29405-6357  
(803) 529-0400, (803) 529-0305 fax





## **PROJECT DESCRIPTION**

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### *History*

The John P. Grace and Silas N. Pearman Bridges, locally referred to as the Cooper River Bridges, form a 2.5 mile facility, spanning the Cooper River, linking the East Cooper area of Charleston County and the peninsula of the City of Charleston. The bridge facility is of local, state and national, significance. Located on US Route 17, the existing facility serves as a link between Charleston and coastal South Carolina for military movement, tourist activity, interstate commerce and the SC State Ports Authority, as well as local commuters. In Mt. Pleasant, US Highway 17 and Coleman Boulevard (SC 701) provide access to the bridges from the north. In Charleston, the bridge provides access to Meeting Street (US 52) and Interstate 26 as US Highway 17 continues south. The bridges are not only included in the South Carolina Department of Transportation (SCDOT) system, but also are included in the National Highway System, designated as both a Strategic Highway Network (STRAHNET) Route and a Congressional High Priority Route.

The Cooper River provides nautical access to the State Ports Authority facility, two military facilities, and several private commercial facilities all located north of the bridge. Interstate Commerce and the State Ports Authority make Charleston the fourth largest container cargo port in the nation and the second largest on the east coast. Businesses in every county in South Carolina depend on the State Ports Authority for the transport of raw materials or finished goods. Access to this port is of vital importance to the state of South Carolina.

Two major municipalities in the state, the City of Charleston and the Town of Mt. Pleasant are directly linked by the Cooper River Bridges. Charleston's population today is in excess 94,000. The Town of Mt. Pleasant doubled its population in the 1980's and is expected to double again by the year 2,000 to a population of more than 50,000. Seventy percent of the Town's population commute outside of Mt. Pleasant on a daily basis. Additionally, visitors using lodging and restaurant facilities in Mt. Pleasant, visitors to the Isle of Palms and Sullivan's Island beaches, as well as visitors to Patriots's Point and other attractions use the bridges to access Charleston's internationally known historic district and other tourist attractions.

As early as 1982, Senator Hollings presented the need for replacement of the bridge on the floor of the US Senate. The SC Highway Commission identified the replacement of the bridges as the top priority for safety improvement in the state in 1989 when evaluations and inspections determined the facilities

to be structurally deficient and functionally obsolete. Prior to 1989 major repairs had been made on five different occasions within a 15 year period. In 1990 and 1992 repairs to the Pearman Bridge cost 15.6 million dollars (\$15,600,000) and repairs to the Grace Bridge cost 2.5 million dollars (\$2,500,000). Just five years later in 1997 estimates for the maintenance of the two bridges for the next ten years will exceed 31 million dollars (\$31,000,000). In addition seven million dollars (\$7,000,000) will need to be expended for a fender system to protect the existing structure from ship impact.

By 1996 traffic volumes on both spans of the Cooper River Bridges reached 60,400 average daily traffic. The Grace Bridge span (southbound) consists of two (2) ten (10) foot wide lanes, without break down lanes, and with a vertical incline of 6%. Both the Grace and Pearman Bridges currently operate at the Level of Service F (demand exceeds capacity).

At the foot of the bridge, the peninsula is entered as the right lane merges with the approach to I-26. A study commissioned by the South Carolina Department of Transportation (SCDOT) considered several alignments of a potential replacement bridge and/or tunnel and found that the proposed bridge facility would be the most cost effective and the New Market alignment was chosen as the corridor.

Status of the Proposed Project:

After years of study and public discussion, SCDOT proposes to replace both bridge structures at a cost of \$400 million in addition to the previously expended funds for feasibility studies and preliminary engineering.

Work on the Environmental Impact Statement (EIS) is scheduled to be completed by SCDOT and approved by FHWA in 1998. It was recently modified after investigation and adoption of the southern route which takes the bridge south of the existing Pearman Bridge, crossing over both bridges in the saddles and continuing on the New Market alignment.

Public Purpose and Benefits:

On average, over 60,400 vehicles per day use the Cooper River Bridges. Over 10.3 million tons of materials annually enter and leave the Port of Charleston via the Cooper River. Military and other commercial ships also access the area via the Cooper River. The number of vehicle trips on the bridge will continue to grow as the South Carolina coast develops and more tourists visit the Lowcountry, in addition to the increased usage by commuters. Furthermore, the number of ships passing under the bridge will continue to

grow as the State Ports Authority facility expands and new industrial enterprises locate along the Cooper and Wando Rivers. The safety of pedestrians, vehicles and ships is of the utmost importance to the continued economic vitality of the region and the state.

The long term cost of replacing the bridges continues to increase. More importantly, the cost of human life must be considered as the number of vehicle trips per day increases on a facility that has already been determined to be functionally obsolete and structurally deficient, leaving little room for error.

## **PROJECT SCOPE**

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### *Type of Facility:*

The proposed facility is a multi lane bridge with a pedestrian lane and accompanying approach ramps connecting to I-26, the US 17 Crosstown Expressway and local streets both in Charleston and Mt. Pleasant. The proposed bridge can accommodate a reversible high occupancy vehicle lane or two additional travel lanes in the future.

The new bridge would be constructed in a corridor identical to the existing corridor at the Mt. Pleasant end and over the Cooper River, but would diverge north at Drum Island to enter Charleston 2,000 feet upstream of the existing corridor. The existing bridges would be demolished upon completion of the replacement bridge.

The preferred alternative design will include a deck width of 129 feet, with 12 foot wide lanes, and a maximum grade of 4%. This design will result in a bridge which provides a Level of Service D during peak hours, with a design speed of 60 miles per hour (mph). The existing bridges provide a Level of Service F during peak periods with an effective design speed of 42 mph or less.

The new bridge is proposed to provide a minimum vertical clearance of 186 feet across the channel width. The deck elevation at the highest point will be approximately 220 feet above the water. The main span will have a horizontal width of 1200 to 1700 feet. The current bridges provide a maximum vertical clearance of 150 feet over the center 300 feet of channel and a maximum horizontal clearance of only 700 feet on the Pearman Bridge.

### *Life of the Project:*

The structure will be designed for a useful life of 75 years.

In 1978 truck traffic was removed from the Grace Bridge and a weight limit of 10 tons was posted, thereby causing the structure to be functionally obsolete. Now in 1997, almost twenty years later, the transportation need is reaching a critical state. Once funded, relief will be at least three to four years after the turn of the century, due to an estimated six and a half years of construction needed to complete the project;

## **LOCAL SUPPORT**

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Local support of this project is unanimous as evidenced by the attached resolutions of individual jurisdictions and stakeholders. (Ref: Appendix C). In the Charleston region alone, three counties, (?#) cities and towns, the Charleston Metro Chamber of Commerce, etc. (list agencies) have adopted resolutions indicating their support of this application to fund replacement of the Cooper River Bridges.

Numerous public meetings and hearings have been held since 1978 discussing alternatives and possible alignments of a replacement bridge facility. Additional public input was solicited by the Charleston Area Transportation Study (CHATS) MPO planning process, including a special Citizens Advisory Committee to examine the issue. After a 1994 report by the Citizens Advisory Committee, a subcommittee of the CHATS MPO Policy Committee continued holding meetings to further discuss the issue.

Once funding is secured and the project design is underway, additional public meetings will be held for input regarding design and appearance and to keep the members of the community informed on its progress and any changes in design required.

## **LOCAL FINANCING POSITION**

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This project proposes the replacement of an existing state facility which:

- is critical for the economic development and prosperity of the entire State of South Carolina as well as the region; and
- will enhance the mobility, accessibility, and safety for residents of the region and state as well as the annual visitors to the Charleston area.

Since 1978 the Charleston region has secured or expended approximately \$100 million on bridge replacement efforts.

The following is an explanation of the secured or expended funds for this project to date:

- The existing facility is a SCDOT owned and maintained facility. Savings for ongoing repair, maintenance, and inspections of the existing facilities would be substantial if the bridges were replaced as soon as possible. From 1978 to the present \$30,376,000 has been expended on the repair and upkeep of the bridges. Approximately \$38 million is estimated to be spent in the next ten years for maintenance and repairs, for a total investment of over \$68 million in a thirty year period.
- There has been a significant investment to date, through funds expended, effort, and commitment devoted to the project by SCDOT. Approximately \$21 million of federal demonstration funds obtained under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 have been devoted to preliminary design and engineering, environmental impact studies, and right of way analysis over the last four to five years.
- In 1997 Senator Hollings secured \$9 million in federal funds for right of way acquisition.
- Due to the inadequacies of the existing facilities, local costs for traffic control by the Town of Mount Pleasant and the City of Charleston are being incurred on a continuous basis at a cost approaching \$1 million.

In addition, every effort will continue to be made to pursue additional federal funds to offset some costs of constructing the new bridge facility.

## **PROJECT APPROACH**

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### *Development and Cost Allocations:*

The proposed bridge replacement project will be developed by SCDOT. SCDOT will manage all aspects of the engineering design, contractor selection, construction management and allocation of funds.

Work on the Environmental Impact Statement (EIS) for the project began in 1991 and is nearing completion. It is currently being modified after investigation and adoption of a route which takes the bridge south of the existing Pearman Bridge, crossing over both bridges in the saddles and continuing on to the New Market alignment. It is anticipated that the EIS will be completed and approved by the Federal Highway Administration in 1998. Total project costs are to be allocated based upon the following funding received to date and estimates of unfunded elements of the project:

Design/Construction Management	\$ 38,300,000
Right of Way Acquisition	\$ 10,700,000
Construction	<u>\$351,000,000</u>
Total Project Cost	\$400,000,000

Design Methodology:

There are two methods in which the project can be designed:

1. Conventional design, bid and construct: Using this method, SCDOT would advertise for a consultant to design the project.

Consultant applicants would be evaluated on their qualifications to design such a major structure. SCDOT expects that a managing consultant who has experience in the design of signature structures such as the cable stay bridge would be selected. The selected consultant would have a team of other consultants to assist in designing the detail of the remainder of the structure. The consultant would be required to use criteria provided by SCDOT which incorporates SCDOT specifications and those which are standard in the industry to develop the design.

Upon completion of the design, the project would be advertised for bidding by qualified contractors. SCDOT would hire a consultant to inspect the contractors work, and an SCDOT engineer would be assigned to supervise the consultant for compliance with criteria and specifications provided.

2. Design-Build: In this method, the Contractor is selected with his design consultant team. The consultant team is a team of consultants, put together by the contractor, who have the capability to design a structure which is consistent with his construction methods that will meet the SCDOT criteria provided to him.

Prior advertising for a design-build contractor, the SCDOT will have completed the EIS and developed the route and right of way required for the structure. In the contractor selection process, the SCDOT will advertise a Request for Qualification to which the applicant parties respond with their qualifications. A selection board then selects the 3-6 contractors that are best qualified and invites them to prepare a proposal based upon the Request for Proposals package provided to them. This package includes all SCDOT criteria and right of way information necessary for the contractor to put together a design and firm price for the work. The contractor's proposal is

evaluated for compliance with the criteria and given a score for technical merit upon receipt.

The price of the proposal is considered only after the technical evaluation is completed. The lowest price for the highest quality is determined by dividing the points of the technical evaluation into the price. SCDOT then begins negotiations with the contractor providing the highest quality work for the lowest price.

*Right of way Acquisition:*

SCDOT will acquire all right of way and initiate the removal or relocation of utilities prior to beginning construction. The contractor will coordinate all utility relocations upon commencing work.

*Construction:*

The construction will be accomplished by the contractor selected by one of the two methods discussed above.

*Construction Management:*

Construction of the proposed bridge will be done by the contractor selected, with SCDOT having oversight of the work.

As noted in the conventional "design-bid" method, SCDOT would hire a consultant to inspect the contractor's work. As done with the I-526 bridge projects, the department would assign an engineer to supervise the consultant for compliance with their regulations and specifications.

If the "design-build" method is used, the contractor is directly responsible for quality control and quality assurance and will utilize the consultant engineer on his team to certify the work has been completed according to plan and specifications. Again, SCDOT will have oversight of the contractors work.

*Insurance and Bonding:*

Insurance and bonds required of the contractor will be as specified by SCDOT, in accordance with standard practices of SCDOT.

*Compliance with Applicable Laws:*

The contractor and any consultants will be required to agree to abide by all applicable laws and regulations in their contract.

Design Criteria and Level of Service:

As standard with SCDOT Road and Bridge projects, the Design Criteria used will be AASHTO Regulations. AASHTO standards incorporate safety of the motoring public as a criteria.

The Level of Service to be provided by the bridge will be level D at peak hour, consistent with the projections set forth in the EIS for the year 2025. The current average daily traffic (ADT) is approximately 60,400 vehicles (1996). The EIS reflects an estimated ADT of 84,400 vehicles in 2025. The roadway configurations included in (Ref: Appendix B) will handle that traffic at a Level of Service D. Furthermore, the alternative roadway configurations provide a sufficient bridge deck width of 129 feet to allow the bridge to function efficiently well into the next century.

In addition, each of the roadway configurations include a pedestrian walkway which the current structures do not have. In two of the bridge deck alternatives, there will be wider shoulders which will also provide an area for safe travel by bicyclists.

Congestion management in the future can be incorporated into the structure using fiber optics similar to that currently installed for the fog system on the Mark Clark Expressway (I 526). The City of Charleston and Town of Mt. Pleasant are operational with a system that currently monitors the Cooper River Bridges.

Type of Facility:

The proposed facility is a 2.5 mile bridge with interchanges in the City of Charleston and Town of Mt. Pleasant. In Mt. Pleasant, US Highway 17 and Coleman Boulevard (SC 701) will continue to provide access to the bridge. In Charleston, the bridge will access Meeting Street (US 52) and Interstate 26. SCDOT is studying providing access off of Morrison Drive. As noted in the rendering at (Ref: Appendix A) the current terminal interchange, upon removal of the existing bridges, will also provide access from the Crosstown to Morrison Drive and in reverse to Interstate 26 and the Crosstown.

The bridge remains subject to final design. Current planning is to provide a 1000 foot wide ship channel, versus the current 600 feet, in the Cooper River. The width of the channel will require a main span opening of 1200 to 1700 feet between piers. With a vertical clearance of 186 feet across the channel width, the deck elevation at highest point will be approximately 220 feet above the water. The towers for the cable stays will rise approximately 400-500 feet above the water. The maximum grade for the bridge is estimated to be on the order of 4% in comparison to the current bridges which range from 5% to

6%. The bridge will proceed toward the Charleston peninsula, crossing over Town Creek and into the city just west of Huger Street to connect into I-26. In bridging Town Creek, the facility will meet intercoastal waterway vertical clearance of 65 feet, with a horizontal clearance of 200 feet. The preferred alternative, is a single bridge (129 feet wide) with six initial traffic lanes, provisions for bicycles and pedestrians in the south shoulder and future inclusion of high occupancy vehicle lanes, reversible lanes or transit in the center. A configuration of eight travel lanes with narrow shoulders is also possible (Ref: Appendix B).

## **ECONOMIC BENEFIT**

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From above, the Cooper River Bridges are a vital link for South Carolina and the Lowcountry's 2nd largest industry - tourism. From below, the structures in the future could present a navigational hindrance to South Carolina's number one asset - the Port of Charleston.

### *Port of Charleston*

According to its most recent economic impact study, in 1994 the SC State Ports Authority was responsible for more than 78,000 jobs in South Carolina. Additionally, the Ports Authority, both directly and indirectly was responsible for generating over \$2.2 billion in income and \$258 million in taxes throughout the state.

The 1994 study identified 660 South Carolina companies that shipped or received goods via the Ports of Charleston, Port Royal and Georgetown. These 660 firms were located throughout the state, with the highest concentration in the Greenville-Spartanburg area, followed by the Charleston region and the Columbia metropolitan area.

The state's port system serves as a powerful attractant for new industrial investments in the state as well. In fact, many multinational companies - such as BMW, Honda, Michelin, and Fuji list the state's outstanding port facilities as a primary reason for their location decision in South Carolina.

In the Charleston area, the Port of Charleston contributes heavily to the continued economic success of the region. In 1994, the Port was responsible for over 14,900 local jobs, \$346 million in income and \$41 million in local and state taxes.

By 2015, there will be an estimated 69,000 additional Port-related jobs created in the state of South Carolina, bringing the total number to 147,000. These new

jobs are estimated to annually generate more than \$3 billion in income state-wide, increasing the total income of Port-related jobs to \$5.2 billion.

In the Charleston region, by 2015, there will be an estimated 10,100 new Port-related jobs, making the total of Port-related jobs in the region 25,000 - or one out of every 10 jobs in the region. These new jobs will annually generate \$544 million in the Charleston region, increasing total income of Port-related jobs to \$890 million.

The Port of Charleston is now the 4th largest container cargo port in the United States, ranking behind only the combined Ports of New York and New Jersey on the entire East Coast. The Port of Charleston is also one of the most rapidly expanding ports in the country, today handling over 10 million tons of cargo annually, a 16% increase from just one year ago.

The Port's major customers, the shipping lines, are demanding that the Port demonstrate how it will continue to meet their needs and accommodate the next generation of container ships: 1,000 foot mega container ships. Because of this demand and in order to prepare for the future, the South Carolina State Ports Authority is currently in the first stages of construction of a new Port facility that will be located on a 1,300 acre site on Daniel Island in Charleston harbor.

The \$300 million first phase of planning and permitting is scheduled for completion in the next five years. Timing of phase one completion is scheduled to coincide with the deepening of Charleston's shipping channels from current 40 feet to 45 feet.

When completed, the new Daniel Island Terminal, the existing Wando Welch Terminal and The North Charleston Terminal will house the majority of the Port of Charleston's container cargo handling capacity. All three of these terminals are located north of the existing Cooper River Bridges along with private and military terminals such as the Naval Weapons Station, The Army Prepositioning Depot, Amoco, Nucor, Alumax and others. The existing spans of the Cooper River Bridges are dangerously narrow to accommodate existing container ships, let alone the mega container ships of the future.

### Tourism Industry

The tourism industry in South Carolina is estimated to attract over 31.7 million visitors to the state annually. Of the total, 64.8% are visiting the coastal region of the state stretching from Hilton Head in the South to the Charleston region to the Myrtle Beach/Grand Strand area in the north.

The Charleston region today ranks as the number 4 visitor destination in the United States, according to *Conde Nast* magazine, ranking behind only San Francisco, New Orleans and Santa Fe. The region's visitor industry attracts an estimated 7.4 million visitors and contributes over \$2.3 billion annually to the local economy. In total, the visitor industry provides, directly and indirectly, over 40,000 jobs in the tri-county area.

Two out of every three visitors (68.3%) to the region travel to the area by automobile and arrive by one of two main highways - Interstate 26 or US Highway 17. The top states of origin of Charleston area visitors are South Carolina, North Carolina, Georgia, Virginia, Ohio and Florida, according to the 1996 Charleston Area Visitor Profile Study. Many of these visitors are traveling to the area via Highway 17 and the Cooper River Bridges.

By far, the number one reason tourists visit the area is for touring and sightseeing. The region's top attractions are located throughout the area.

*Most Popular Attractions Visited*

With Admission	Without Admission
Patriots Point	Historic District
Fort Sumter	City Market
Boone Hall Plantation	Beaches
Middleton Place	Waterfront Park
Magnolia Gardens	

*Source: 1996 Visitor Profile Study, Charleston Metro Chamber of Commerce*

Once in the region, 23.9% of visitors lodging is located on the Isle of Palms, Sullivan's Island or Mt. Pleasant.

**SPECIAL SITUATIONS / BONUS POINTS**

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- Historically, this project has been acknowledged as the top priority need in the state by the SCDOT, stated by resolution in 1989 by the then SC Highway Commission after receiving the results of a bridge replacement feasibility study report by the Department.
- In South Carolina, bridge replacement funding in general has been traditionally prioritized on a statewide basis and funded by the SCDOT rather than by the MPO's such as CHATS.
- The project is the only facility being proposed for funding by the State Infrastructure Bank that is an existing facility.

- The obsolete existing facilities, if not replaced, will continue to require substantial ongoing maintenance and repairs that can only increase in costs do to further aging of the facility and inflation.
- Considerable investment of funding, time, and effort has already been devoted to this project for preliminary design and engineering, environmental impact studies, and right of way analysis.
- Safety factors as well as liability factors due to the structural deficiencies and functional obsolescence of the existing facilities should be considered in any decision regarding funding for replacement of these facilities.
- The project has previously received special federal demonstration funding and has excellent potential for receiving additional federal funding.
- The project has the potential of using the design-build approach, which is more cost effective than traditional methods of implementation.

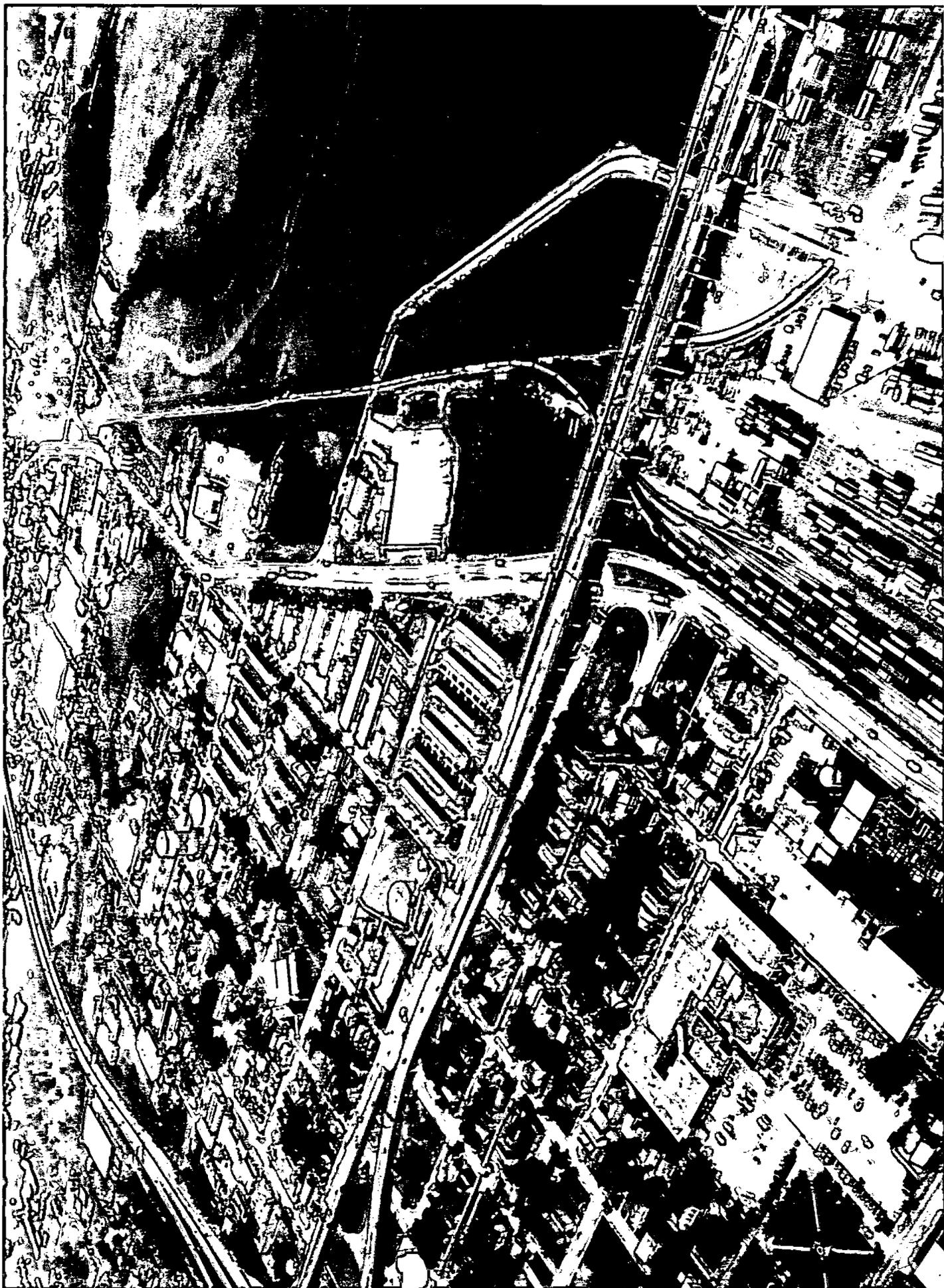
## **CONCLUSION**

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Planning for the future is a heavy responsibility. The builders in 1929 planned so well that the Grace Bridge has not only accommodated but has allowed for the growth for the state and region. Its spans have successfully allowed for many generations of ships to travel unimpeded to and from South Carolina's major port and have helped to welcome millions of visitors to the area each year. The Cooper River Bridges now must be replaced and it is imperative that today's leaders plan effectively.



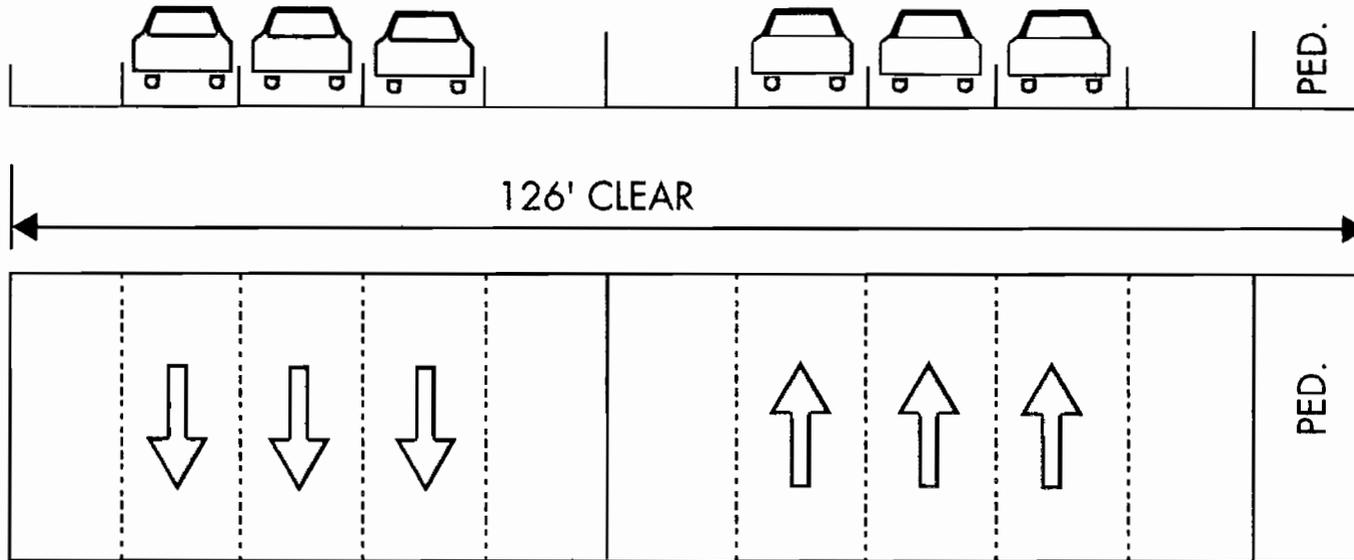






A

# Possible Utilization of Structure Width



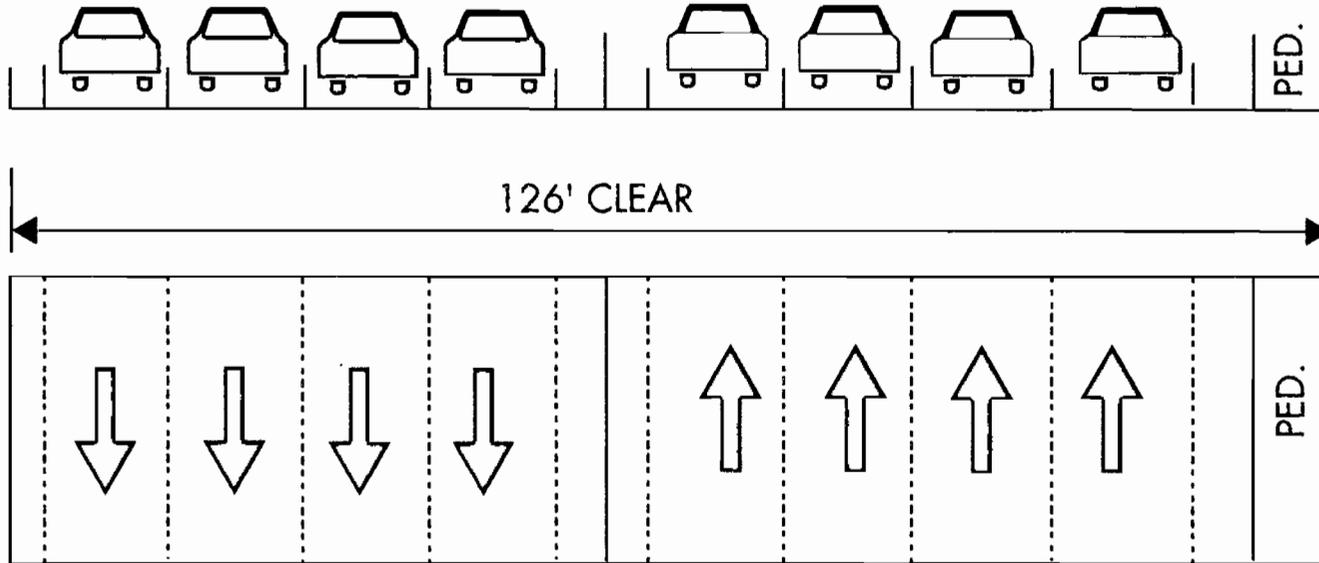
- 6 TRAVEL LANES
- PEDESTRIAN LANE

10'	SHOULDER	10
3	LANES 12'	36
10'	SHOULDER	10
2'	BARRIER RAIL	2
10'	SHOULDER	10
3	LANES 12	36
10'	SHOULDER	10
2'	BARRIER	2
10'	PEDESTRIAN	10
	CLEAR WIDTH	<u>126</u>

2	OUTSIDE RAILS	<u>3</u>
	TOTAL	129

B

# Possible Utilization of Structure Width



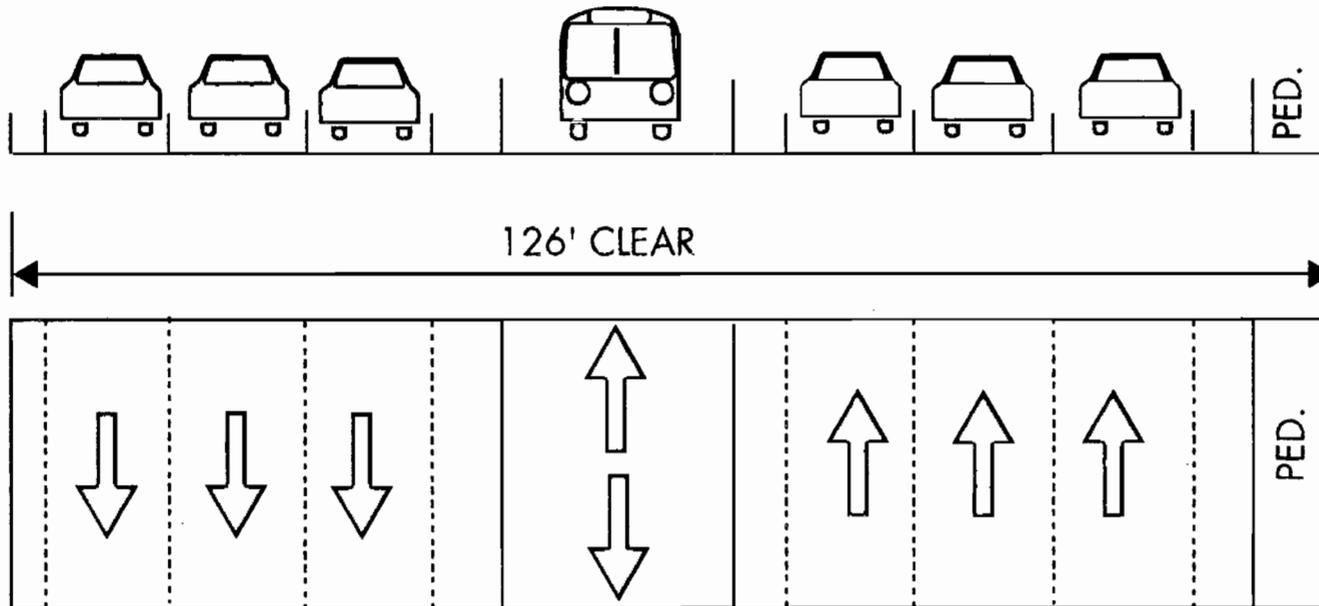
- 8 TRAVEL LANES
- PEDESTRIAN LANE

4'	SHOULDER	4
4	LANES 12'	48
4'	SHOULDER	4
2'	BARRIER RAIL	2
4'	SHOULDER	4
4	LANES 12	48
4'	SHOULDER	4
2'	BARRIER	2
10'	PEDESTRIAN	<u>10</u>
	CLEAR WIDTH	126

2	OUTSIDE RAILS	<u>3</u>
	TOTAL	129

C

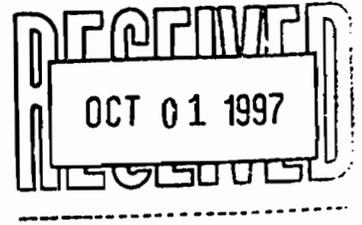
# Possible Utilization of Structure Width



- 6 TRAVEL LANES
- HOV / TRANSIT LANE
- PEDESTRIAN LANE

4'	SHOULDER	4
3	LANES 12'	36
4'	SHOULDER	4
2'	BARRIER RAIL	2
	HOV LANE	22
2'	BARRIER RAIL	2
4'	SHOULDER	4
3	LANES 12'	36
4'	SHOULDER	4
2'	BARRIER	2
10'	PEDESTRIAN	10
	CLEAR WIDTH	<u>126</u>

2	OUTSIDE RAILS	3
	TOTAL	<u>129</u>



RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED, THAT

the Town of Awendaw is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 29<sup>th</sup> day of September, 1997

W. H. Atkinson  
Mayor Name and Title  
TOWN OF AWENDAW

Certified true and correct copy of a resolution adopted at a legally convened meeting of the town of Awendaw held on Sept. 18, 1997

Ann J. Galloway  
Name

Clerk/Treasurer  
Title

9/29/97  
Date

## RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

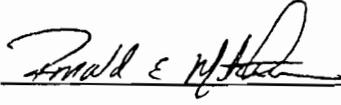
NOW THEREFORE BE IT RESOLVED, THAT

the Berkeley-Charleston-Dorchester Council of Governments is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 15th day of September, 1997

  
Name and Title

Certified true and correct copy of a resolution adopted at a legally convened meeting of the Berkeley-Charlest-Dorchester Council of Governments held on September 15, 1997

  
Name

Executive Director  
Title

9/15/97  
Date



## RESOLUTION

**WHEREAS,** the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

**WHEREAS,** the replacement of these facilities will be require in the near future (due to the age and deterioration of the existing facilities) in order of maintain the currently available access across the Cooper River between peninsula Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

**WHEREAS,** the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

**WHEREAS,** the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

**WHEREAS,** the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

### NOW THEREFORE BE IT RESOLVED, THAT

the Charleston City Council is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 14<sup>th</sup> day of October, 1997

Joseph P. Riley, Jr.  
Name

Mayor  
Title

Certified true and correct copy of a resolution adopted at a legally convened meeting of the Charleston City Council held on October 14, 1997.

Vanessa Turner-Maybank  
Name

Clerk of Council  
Title

October 14, 1997  
Date

## RESOLUTION

**WHEREAS**, the Charleston Area Transportation (**CHATS**) Policy Committee has been invited to submit an application to the South Carolina transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges; and

**WHEREAS**, due to the age and deterioration of the existing bridges, the replacement of these facilities will be required in the near future in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River; and

**WHEREAS**, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but for the entire State of South Carolina; and

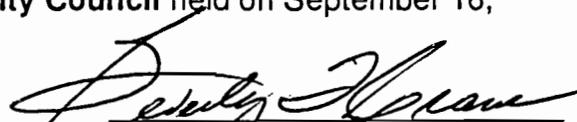
**WHEREAS**, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public.

**NOW THEREFORE BE IT RESOLVED, THAT CHARLESTON COUNTY COUNCIL** is in full approval and support of the **CHATS'** application to the South Carolina Transportation Infrastructure Bond Bank.

  
Barrett S. Lawrimore, Chairman  
Charleston County Council  
September 16, 1997

Certified true and correct copy of a resolution adopted at a legally convened meeting of **Charleston County Council** held on September 16, 1997.



  
Beverly T. Craven, Clerk  
Charleston County Council  
September 16, 1997



CHARLESTON REGIONAL DEVELOPMENT ALLIANCE

RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

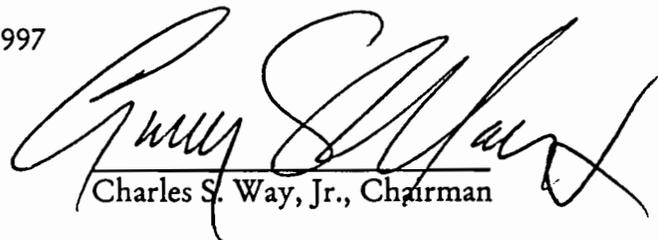
WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

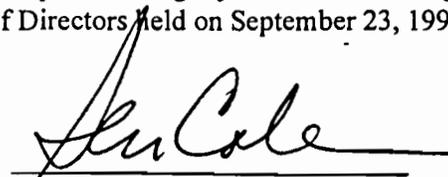
NOW THEREFORE BE IT RESOLVED , THAT  
the Charleston Regional Development Alliance is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 23rd day of September 1997



Charles S. Way, Jr., Chairman

Certified true and correct copy of a resolution adopted at a legally convened meeting of the Charleston Regional Development Alliance Board of Directors held on September 23, 1997.



Ben Cole, President and CEO  
September 23, 1997



## RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges; and

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River; and

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina; and

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area; and

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED THAT the City of Goose Creek is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

Adopted this 9th day of September, 1997.



Michael J. Heitzler, Ed.D.  
Mayor

ATTEST



Sherry Ferguson

**TOWN OF HOLLYWOOD, SC  
RESOLUTION NUMBER 97-005  
SC TRANSPORTATION INFRASTRUCTURE BOND BANK**

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

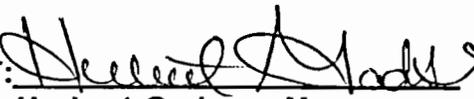
WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED, THAT

the Hollywood Town Council is in full approval and support of the application to the South Carolina Transportation Infrastructure Bond Bank.

Witnessed this 22nd day of September, 1997.

Certify true and correct copy of a resolution adopted at a legally convened meeting of the Hollywood Town Council held on September 22nd, 1997.

ATTEST:    
Herbert Gadson, Mayor Phyllis Boone, Clerk/Treasurer

RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges; and

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River; and

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina; and as

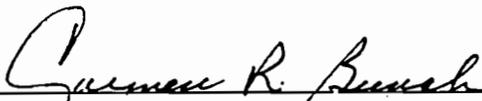
WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area; and

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL MEMBERS OF THE CITY OF ISLE OF PALMS, THAT

the City of Isle of Palms is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 23rd day of September 1997.

  
Carmen R. Bunch, Mayor



# RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED, THAT

the TOWN OF JAMESTOWN is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 7<sup>th</sup> day of October, 1997

Jean B. Sherry  
Name and Title  
Town Council of Jamestown

Certified true and correct copy of a resolution adopted at a legally convened meeting of  
TOWN COUNCIL held on October 7, 1997

ROY P. PIPKIN

Name

MAYOR

Title

Oct 7, 97

Date

**RESOLUTION 97-3**

**WHEREAS**, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

**WHEREAS**, the replacement of these facilities will be required in the near future (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

**WHEREAS**, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

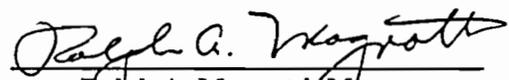
**WHEREAS**, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

**WHEREAS**, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

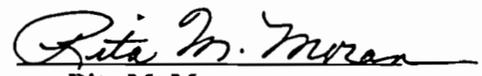
**NOW THEREFORE BE IT RESOLVED THAT**

the Town Council of the Town of Kiawah Island, SC is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 9th day of September, 1997

  
Ralph A. Magnotti Mayor

Certified true and correct copy of a resolution adopted at a legally convened meeting of the Town Council of the Town of Kiawah Island, SC held on September 9, 1997

  
Rita M. Moran  
Town Clerk  
Town Clerk  
September 11, 1997  
Date

RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED, THAT

the Town of Lincolnville is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 1 day of October, 1997

*Charles T. Brigg*  
Mayor Name and Title

Certified true and correct copy of a resolution adopted at a legally convened meeting of Town's Council held on October 1, 1997



*Linda Groome*  
Name  
Town Clerk  
Title

10-1-97  
Date

© COES 462-1/2

YES IN OHNIT



RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED, THAT

the TOWN OF MEGGETT is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 22 day of SEPTEMBER 1997

Gray R. Coffey Mayor  
Name and Title

Certified true and correct copy of a resolution adopted at a legally convened meeting of MEGGETT TOWN COUNCIL held on 22 SEPT, 1997

Core L. Comins  
Name

Asst. Clerk  
Title

9/23/97  
Date



Cheryll N. Woods-Flowers

Cheryll N. Woods-Flowers, Mayor  
Town of Mount Pleasant

ATTEST:

Carol J. Hunter

Carol J. Hunter  
Clerk of Council

Sept. 12, 1997  
Mount Pleasant, SC

APPROVED AS TO FORM:

R. Allen Young

R. Allen Young  
Town Attorney

**A RESOLUTION**

**IN SUPPORT OF THE REPLACEMENT OF THE COOPER RIVER BRIDGES.**

WHEREAS, THE CHARLESTON AREA TRANSPORTATION STUDY (CHATS) POLICY COMMITTEE HAS BEEN INVITED TO SUBMIT AN APPLICATION TO THE SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BOND BANK FOR THE REPLACEMENT OF THE COOPER RIVER BRIDGES;

WHEREAS, THE REPLACEMENT OF THESE AGING EXISTING FACILITIES IS CRITICAL FOR ECONOMIC DEVELOPMENT AND PROSPERITY, NOT ONLY FOR THE REGION, BUT THE ENTIRE STATE OF SOUTH CAROLINA;

WHEREAS, THE REPLACEMENT OF THESE FACILITIES WILL ENHANCE MOBILITY, ACCESSIBILITY, AND SAFETY FOR THE RESIDENTS OF THE REGION AND THE STATE AS WELL AS THE ANNUAL VISITORS TO THE AREA;

WHEREAS, THE REPLACEMENT OF THESE FACILITIES WILL ENHANCE THE QUALITY OF LIFE AND PROMOTE THE GENERAL WELFARE OF THE PUBLIC;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH CHARLESTON, IN COUNCIL ASSEMBLED, THAT THE CITY OF NORTH CHARLESTON SUPPORTS THE REPLACEMENT OF THE COOPER RIVER BRIDGES IN A TIMELY MANNER.

Resolved in City Council this 25 day of Sept., in the Year of Our Lord, 1997, and in the 221st year of the Independence of the United States of America.

  
R. KEITH SUMMEY  
MAYOR

ATTEST:

  
DIANNE GREER, CMC  
MUNICIPAL CLERK

APPROVED AS TO FORM:

  
J. BRADY HAIR  
LEGAL COUNSEL

**SOUTH CAROLINA STATE PORTS AUTHORITY  
RESOLUTION**

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges; and

WHEREAS, the replacement of these facilities will be required in the near future (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper and Wando rivers; and

WHEREAS, the replacement of these aging facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina; and

WHEREAS, the replacement of these facilities will enhance the mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area; and

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

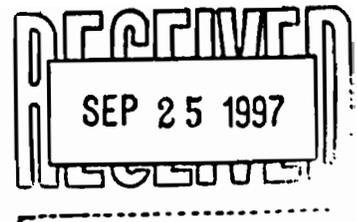
NOW, THEREFORE, BE IT RESOLVED BY THE SOUTH CAROLINA STATE PORTS AUTHORITY IN MEETING DULY ASSEMBLED:

The South Carolina State Ports Authority is in full approval and support of the application to the South Carolina Transportation Infrastructure Bond Bank.

Resolved in a meeting duly assembled this 10th day of September, 1997.

SOUTH CAROLINA STATE PORTS AUTHORITY

By:   
Billy J. Coleman  
Its: Secretary



RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges; and

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River; and

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina; and

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area; and

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND TOWN COUNCIL MEMBERS OF THE TOWN OF SULLIVAN'S ISLAND, THAT

the Town of Sullivan's Island is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 23rd day of September, 1997.

*J. Marshall Stith*  
\_\_\_\_\_  
J. Marshall Stith, Mayor

Attest:

*Casimir R. Huges*  
\_\_\_\_\_  
Town Clerk

Town of Summerville, S.C.

## A RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

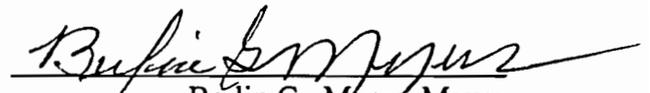
WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

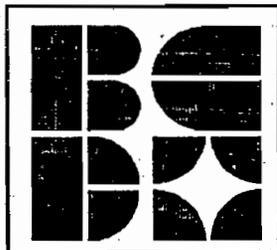
NOW THEREFORE BE IT RESOLVED, that the Town of Summerville is in full approval and support of the application to the South Carolina Transportation Infrastructure Bond Bank.

Done at Summerville, SC  
this 10<sup>th</sup> day of September, 1997

  
Berlin G. Myers, Mayor

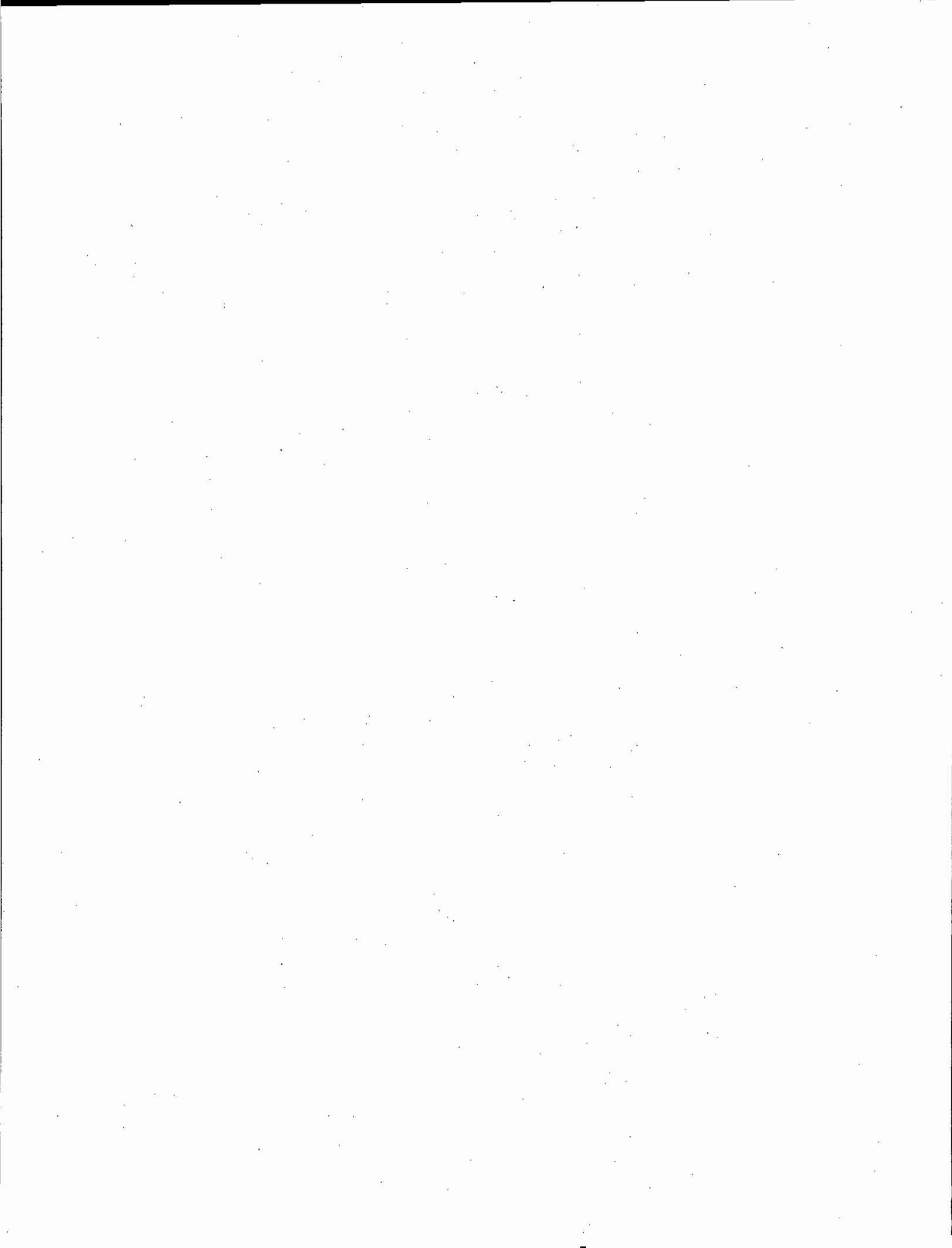
ATTEST:

  
Lisa Wallace, Clerk to Council



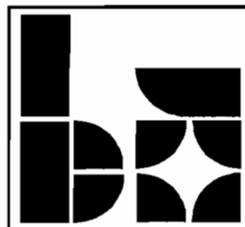
**BERKELEY  
CHARLESTON  
DORCHESTER  
COUNCIL OF GOVERNMENTS**

5290 Rivers Avenue, Suite 400, North Charleston, South Carolina 29406-6357  
803/529-0400 FAX: 803/529-0305



RECEIVED APR 07 1998

for CR 4-13-98



BERKELEY  
CHARLESTON  
DORCHESTER  
COUNCIL OF GOVERNMENTS

CHAIRMAN  
James H. Rozier, Jr.  
VICE CHAIRMAN  
Barrett S. Lawrimore  
SECRETARY  
Joseph E. Myers, Jr.  
TREASURER  
Cheryll N. Woods-Flowers  
EXECUTIVE DIRECTOR  
Ronald E. Mitchum

April 6, 1998

Mr. Howard "Champ" Covington, Jr., Chair  
SC Transportation Infrastructure Bank Board  
955 Park Street - Room 317  
Columbia, SC 29201

Dear Mr. Covington:

On behalf of the Charleston Area Transportation Study (CHATS) Policy Committee, I am pleased to present to you and the Infrastructure Bank Board the revised CHATS application for replacing the Cooper River Bridges. As per your request, the application has been revised and reformatted to meet the bank boards application guidelines. If upon review you should have any questions or need any additional information, please call me.

Sincerely,

Ronald E. Mitchum  
Executive Director

REM/lag  
Enclosure

**REVISED APPLICATION**

**TO THE**

**SOUTH CAROLINA**

**STATE INFRASTRUCTURE BANK BOARD**

**FOR FUNDING THE**

**REPLACEMENT OF THE**

**COOPER RIVER BRIDGES**

Submitted by the  
Charleston Area Transportation Study (CHATS)  
Metropolitan Planning Organization (MPO)  
Policy Committee

**March 23, 1998**

Prepared by the  
Berkeley-Charleston-Dorchester Council of Governments  
with assistance from:

The City of Charleston  
The Town of Mt. Pleasant  
The Charleston Metro Chamber of Commerce  
The South Carolina State Ports Authority  
The South Carolina Department of Transportation

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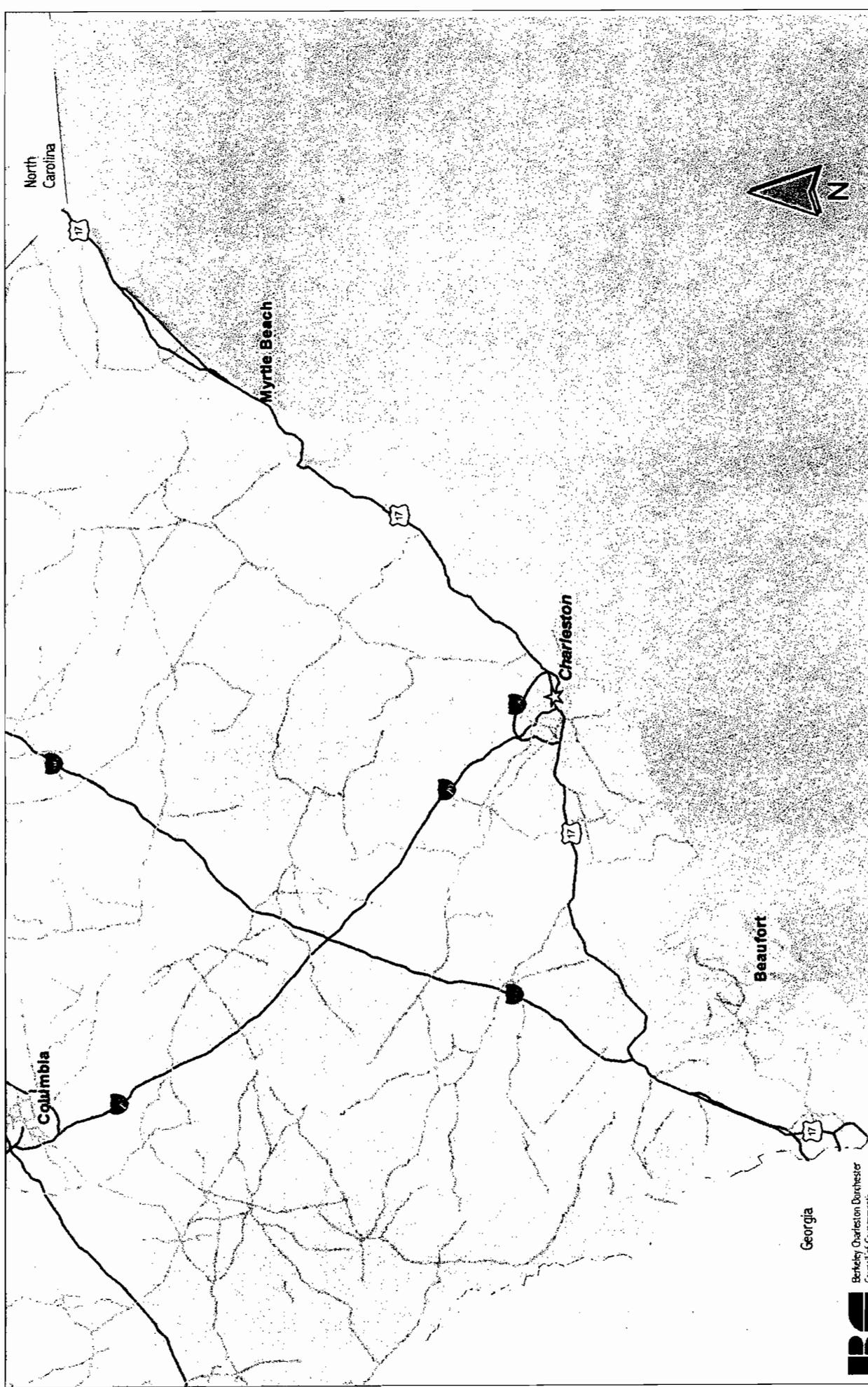
I.	EXECUTIVE SUMMARY.....	1
II.	DESCRIPTION OF PROJECT.....	2
III.	PUBLIC BENEFIT.....	4
IV.	FINANCIAL PLAN.....	9
V.	PROJECT APPROACH.....	12
VI.	OTHER BONUS POINTS.....	16
VIII.	CONCLUSION.....	17

APPENDIX A: PHOTO IMAGERY

APPENDIX B: ALTERNATIVE ROADWAY CONFIGURATIONS

APPENDIX C: RESOLUTIONS

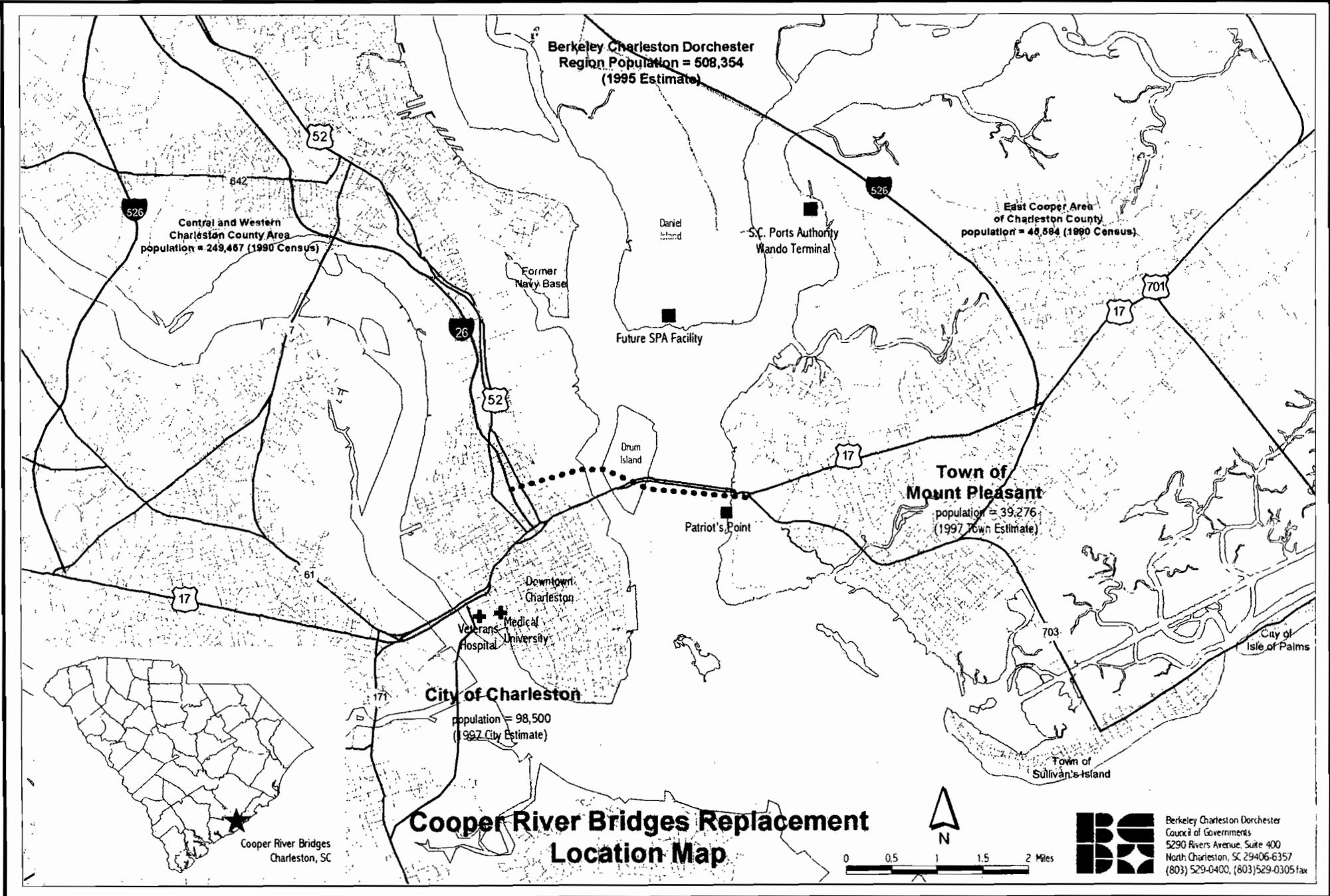
APPENDIX D: PROJECT COST CALCULATIONS



# Coastal South Carolina Location Map

Berkeley Charleston Dorchester  
Council of Governments  
5290 Rhers Avenue, Suite 400  
North Charleston, SC 29406-6357  
(803) 529-0400, (803) 529-0305 fax





**BC** Berkeley Charleston Dorchester Council of Governments  
 5290 Rivers Avenue, Suite 400  
 North Charleston, SC 29406-6357  
 (803) 529-0400, (803) 529-0305 fax

## **EXECUTIVE SUMMARY:**

The John P. Grace and Silas N. Pearman Bridges, locally referred to as the Cooper River Bridges, form a 2.5 mile facility which spans the Cooper River, linking the East Cooper area of Charleston County and the peninsula of the City of Charleston. The bridge facility is of local, state, and national significance. Located on US Route 17, the existing facility serves as a link between Charleston and coastal South Carolina for military movement, tourist activity, interstate commerce and the SC State Ports Authority, as well as local commuters. In Mt. Pleasant, US Highway 17 and Coleman Boulevard (SC 703) provide access to the bridges from the north. In Charleston, the bridge provides access to Meeting Street (US 52) and Interstate 26 as US Highway 17 continues south. The bridges are not only included in the South Carolina Department of Transportation (SCDOT) system, but also are included in the National Highway System, designated as both a Strategic Highway Network (STRAHNET) Route and a Congressional High Priority Route.

The Cooper River provides nautical access to the State Ports Authority facility, two military facilities, and several private commercial facilities all located north of the bridge. Interstate Commerce and the State Ports Authority make Charleston the fourth largest container cargo port in the nation and the second largest on the east coast. Businesses in every county in South Carolina depend on the State Ports Authority for the transport of raw materials or finished goods. Access to this port is of vital importance to the state of South Carolina.

In 1978 truck traffic was removed from the Grace Bridge and a weight limit of 10 tons was posted, thereby causing the structure to be functionally obsolete. Now in 1997, almost twenty years later, the transportation need is reaching a critical state. Once funded, relief will be at least three to four years after the turn of the century, due to an estimated six and a half years of construction needed to complete the project.

As early as 1982, Senator Hollings presented the need for replacement of the bridges on the floor of the US Senate. The SC Highway Commission identified the replacement of the bridges as the top priority for safety improvement in the state in 1989 when evaluations and inspections determined the facilities to be structurally deficient and functionally obsolete. Within a 15 year period prior to 1989, major repairs were made on six different occasions. As a result, local officials decided in 1989 to begin seeking funds to replace the Grace Bridge span, which alone was estimated to cost \$200 million.

In 1990 and 1992 additional repairs to the Pearman Bridge cost 15.6 million dollars (\$15,600,000) and repairs to the Grace Bridge cost 2.5 million dollars (\$2,500,000). Just five years later in 1997, estimates for the maintenance of the two bridges for the next ten years will exceed 31 million dollars (\$31,000,000). In addition seven million dollars (\$7,000,000) will need to be expended for a fender system to protect the existing structure from ship impact.

By 1996 traffic volumes on both spans of the Cooper River Bridges reached 60,400 average daily traffic. The Grace Bridge span (southbound) consists of two (2) ten (10) foot wide lanes, without break down lanes, and with a vertical incline of 6%. Both the Grace and Pearman Bridges currently operate at a Level of Service F (demand exceeds capacity). Furthermore, the Grace Bridge has been rated according to SCDOT's Sufficiency Rating for Bridges. This sufficiency rating represents an overall condition assessment of a bridge in terms of its structural adequacy and safety, serviceability and functional obsolescence, and essentiality. A bridge built according to standards will theoretically have a rating of 100%. The Grace Bridge is rated 4% out of the possible 100%.

At the foot of the bridges, the peninsula is entered as the right lane merges with the approach to I-26. A study commissioned by the South Carolina Department of Transportation (SCDOT) considered several alignments of a potential replacement bridge and/or tunnel and found that the proposed bridge facility would be the most cost effective and the New Market alignment was chosen as the corridor (Ref: Appendix A).

After years of study and public discussion, SCDOT must now replace both bridge structures at a cost of \$420 million, in addition to the previously expended funds for feasibility studies and preliminary engineering. Cost of repairs and the long term cost of replacing the bridges continue to increase annually. Delays from a lack of funding have already allowed the costs to **escalate by 5% per year, or nearly \$50 million** in the last two years alone. More importantly, the cost of human life must be considered as the number of vehicle trips per day increases on a facility that has already been determined to be functionally obsolete and structurally deficient, leaving little room for error on the part of drivers and navigators. SCDOT is prepared to go forward with the replacement project as soon as funds are approved and no time delays are anticipated.

#### **DESCRIPTION OF PROJECT:**

The proposed facility is a 2.5 mile bridge with interchanges in the City of Charleston and Town of Mt. Pleasant. In Mt. Pleasant, US Highway 17 and Coleman Boulevard (SC 703) will continue to provide access to the bridge. In

Charleston, the bridge will access Meeting Street (US 52) and Interstate 26. SCDOT is studying providing access off of Morrison Drive. As depicted in the rendering at Appendix A, the current terminal interchange, upon removal of the existing bridges, will also provide access from the Crosstown to Morrison Drive and in reverse to Interstate 26 and the Crosstown.

The new bridge would be constructed in a corridor identical to the existing corridor at the Mt. Pleasant end and over the Cooper River, but would diverge north at Drum Island to enter Charleston 2,000 feet upstream of the existing corridor. The existing bridges would be demolished upon completion of the replacement bridge (Ref: Appendix A).

The bridge remains subject to final design. Current planning is to provide a 1000 foot wide ship channel, versus the current 600 feet, in the Cooper River. The width of the channel may require a main span opening of 1700 feet between piers. With a vertical clearance of 186 feet across the channel width, the deck elevation at highest point will be approximately 220 feet above the water. The towers for the cable stays will rise approximately 400-500 feet above the water. The maximum grade for the bridge is estimated to be on the order of 4% in comparison to the current bridges which range from 5% to 6%. The bridge will proceed toward the Charleston peninsula, crossing over Town Creek and into the city just west of Huger Street to connect into I-26. In bridging Town Creek, the facility will meet intercoastal waterway vertical clearance of 65 feet, with a horizontal clearance of 200 feet.

All of the alternative configurations illustrated in Appendix B depict a single bridge, 129 feet in width with 12 foot wide lanes. The CHATS preferred alternative shown in Alternative B consists of eight (8) travel lanes with narrow shoulders. Other configurations reduce the number of travel lanes, but include provisions for bicycles and pedestrians in the south shoulder and future inclusion of high occupancy vehicle lanes, reversible lanes or transit in the center. (Ref: Appendix B).

The Level of Service to be provided by the bridge will be level D at peak hour, consistent with the projections set forth in the EIS for the year 2025. The current average daily traffic (ADT) is approximately 60,400 vehicles (1996). The existing bridges provide a Level of Service F during peak hours with an effective design speed of 42 mph or less. The EIS reflects an estimated ADT of 84,400 vehicles in 2025. The roadway configurations included in Appendix B will handle that traffic at a Level of Service D, with a design speed of 60 mph. Furthermore, the alternative roadway configurations provide a sufficient bridge deck width of 129 feet to allow the bridge to function efficiently well into the next century.

Congestion management in the future can be incorporated into the structure using fiber optics similar to that currently installed for the fog system on the Mark Clark Expressway (I 526). The City of Charleston and Town of Mt. Pleasant are operational with a system that currently monitors the Cooper River Bridges.

Approximately \$21 million has been spent to date on the preliminary design, environmental assessment, and right of way analysis.

The requested \$325 million would be applied towards the project costs of the \$420 million as follows:

- Design/Construction Management, including engineering, inspections, construction management and right of way fees (\$40,215,000);
- Right of Way Acquisition (\$11,235,000); and
- Construction, including interchanges, approaches, vessel impact measures and demolition (\$368,550,000).

#### **PUBLIC BENEFITS:**

This project proposes the replacement of an existing state facility which:

- is critical for the economic development and prosperity of the entire State of South Carolina as well as the region; and
- will enhance the mobility, accessibility, and safety for residents of the region and state as well as the annual visitors to the Charleston area.

The Cooper River Bridges directly link two major municipal areas of the Charleston region. Approximately 249,457 people (1990 census) live in the Charleston region south and west of the Cooper River Bridges, 98,500 (1997 estimate) within the City of Charleston limits. An additional 45,584 people (1990 census) live north of the bridges in what is known as the East Cooper area, 39,276 (1997 estimate) within the Town of Mt. Pleasant. The Town of Mt. Pleasant doubled its population in the 1980's and is expected to double again by the year 2000 to a population of more than 50,000. Seventy percent of the Town's population commute outside of Mt. Pleasant on a daily basis. Additionally, visitors using lodging and restaurant facilities in Mt. Pleasant, visitors to the Isle of Palms and Sullivan's Island beaches, as well as visitors to Patriots's Point and other attractions use the bridges to access Charleston's internationally known historic district and other tourist attractions.

On average, over 60,400 vehicles per day use the Cooper River Bridges. Over 8.5 million tons of materials annually enter and leave the Port Authority's facilities and another 2.2 million tons of materials annually enter and leave private commercial terminals above the bridges. Military ships also access two remaining facilities located on the Cooper River by passing underneath the bridges. The number of vehicle trips on the bridges will continue to grow as the South Carolina coast develops and more tourists visit the Lowcountry, in addition to the increased usage by commuters. Furthermore, the number of ships passing under the bridge will continue to grow as the State Ports Authority facility expands and new industrial enterprises locate along the Cooper and Wando Rivers. The safety of pedestrians, vehicles and ships is of the utmost importance to the continued economic vitality of the region and the state.

From above, the Cooper River Bridges are a vital link for South Carolina and the Lowcountry's 2nd largest industry - tourism. From below, the structures in the future could present a navigational hindrance to South Carolina's number one asset - the Port of Charleston.

### Tourism Industry

The tourism industry in South Carolina is estimated to attract over 31.7 million visitors to the state annually. Of the total, 64.8% are visiting the coastal region of the state stretching from Hilton Head in the South to the Charleston region to the Myrtle Beach/Grand Strand area in the north. Charleston and the Cooper River Bridges are centrally located within the coastal region.

The Charleston region today ranks as the number 4 visitor destination in the United States, according to *Conde Naste* magazine, ranking behind only San Francisco, New Orleans and Santa Fe. The region's visitor industry attracts an estimated 7.4 million visitors and contributes over \$2.3 billion annually to the local economy. In total, the visitor industry provides, directly and indirectly, over 40,000 jobs in the tri-county area.

Two out of every three visitors (68.3%) to the region travel to the area by automobile and arrive by one of two main highways - Interstate 26 or US Highway 17. The top states of origin of Charleston area visitors are South Carolina, North Carolina, Georgia, Virginia, Ohio and Florida, according to the 1996 Charleston Area Visitor Profile Study. Many of these visitors are traveling to the area via Highway 17 and the Cooper River Bridges.

By far, the number one reason tourists visit the area is for touring and sightseeing. The region's top attractions are located throughout the area.

***Most Popular Attractions Visited***

<b>With Admission</b>	<b>Without Admission</b>
Patriots Point	Historic District
Fort Sumter	City Market
Boone Hall Plantation	Beaches
Middleton Place	Waterfront Park
Magnolia Gardens	

*Source: 1996 Visitor Profile Study, Charleston Metro Chamber of Commerce*

Once in the region, 23.9% of visitors lodging is located on the Isle of Palms, Sullivan's Island or Mt. Pleasant. These visitors, and visitors to the Grand Strand beaches, are dependent upon the Cooper River Bridges to provide access to the majority of the top attractions in the Charleston area due to their location south of the bridges.

As discussed previously, the proposed design would not only improve the safety of the bridge by decreasing the maximum grade from 6% to 4%, but it would improve the mobility of its users by providing a Level of Service D during peak hours with a design speed of 60 miles per hour (mph). The existing bridges provide a Level of Service F during peak periods with an effective design speed of 42 mph or less.

*Port of Charleston*

According to its most recent economic impact study, in 1994 the SC State Ports Authority was responsible for more than 78,000 jobs in South Carolina. Additionally, the Ports Authority, both directly and indirectly was responsible for generating over \$2.2 billion in income and \$258 million in taxes throughout the state.

The 1994 study identified 660 South Carolina companies that shipped or received goods via the Ports of Charleston, Port Royal and Georgetown. These 660 firms were located throughout the state, with the highest concentration in the Greenville-Spartanburg area, followed by the Charleston region and the Columbia metropolitan area.

The state's port system serves as a powerful attractant for new industrial investments in the state as well. In fact, many multinational companies - such as BMW, Honda, Michelin, and Fuji list the state's outstanding port facilities as a primary reason for their location decision in South Carolina.

In the Charleston area, the Port of Charleston contributes heavily to the continued economic success of the region. In 1994, the Port was responsible for over 14,900 local jobs, \$346 million in income and \$41 million in local and state taxes.

By 2015, there will be an estimated 69,000 additional Port-related jobs created in the state of South Carolina, bringing the total number to 147,000. These new jobs are estimated to annually generate more than \$3 billion in income state-wide, increasing the total income of Port-related jobs to \$5.2 billion.

In the Charleston region, by 2015, there will be an estimated 10,100 new Port-related jobs, making the total of Port-related jobs in the region 25,000 - or one out of every 10 jobs in the region. These new jobs will annually generate \$544 million in the Charleston region, increasing total income of Port-related jobs to \$890 million.

The Port of Charleston is now the 4th largest container cargo port in the United States, ranking behind only the combined Ports of New York and New Jersey on the entire East Coast. The Port of Charleston is also one of the most rapidly expanding ports in the country, today handling over 10 million tons of cargo annually, a 16% increase from just one year ago.

The Port's major customers, the shipping lines, are demanding that the Port demonstrate how it will continue to meet their needs and accommodate the next generation of container ships: 1,000 foot mega container ships. Because of this demand and in order to prepare for the future, the South Carolina State Ports Authority is currently in the first stages of construction of a new Port facility that will be located on a 1,300 acre site on Daniel Island in Charleston harbor.

The \$300 million first phase of planning and permitting is scheduled for completion in the next five years. Timing of phase one completion is scheduled to coincide with the deepening of Charleston's shipping channels from current 40 feet to 45 feet.

When completed, the new Daniel Island Terminal, the existing Wando Welch Terminal and The North Charleston Terminal will house the majority of the Port of Charleston's container cargo handling capacity. All three of these terminals are located north of the existing Cooper River Bridges along with private and military terminals such as the Naval Weapons Station, The Army Prepositioning Depot, Amoco, Nucor, Alumax and others.

The existing spans of the Cooper River Bridges are dangerously narrow to accommodate existing container ships, let alone the mega container ships of the future. The current bridges provide a maximum vertical clearance of 150

feet over the center 300 feet of channel and a maximum horizontal clearance of only 700 feet on the Pearman Bridge. The new bridge is proposed to provide a minimum vertical clearance of 186 feet across the channel width. The deck elevation at the highest point will be approximately 220 feet above the water. The main span will have a horizontal width of 1700 feet. Widening the horizontal and vertical clearance for these ships will ensure continued accessibility and economic stability of the terminals located, to be located, north of the bridge.

### Public Welfare

Another compelling reason to expedite replacement of the existing bridges is to mitigate the major threat of earthquakes to the life safety and economic welfare of the general public in the region as well as to the economic well-being of the public statewide. New national earthquake hazard maps developed by the U.S. Geological Survey significantly elevate the earthquake threat rating of the Lowcountry, placing the City of Charleston and neighboring communities in the high seismicity zone.

In the event that the rare, but possible, large earthquake struck South Carolina, unfortunately the highway and bridge system in the Lowcountry could not be expected to be in service during the critical aftermath period. The transportation of injured people, homeless, rescue personnel, emergency supplies and equipment would be severely compromised. In addition, the transportation systems serving the S.C. Ports Authority would be disrupted for a long period of time.

With support of the California Department of Transportation (Caltrans), SCDOT has developed new bridge seismic design provisions to address this problem. The new Stono River bridge is the first bridge in South Carolina that will be designed according to these upgraded bridge design code provisions. The proposed Cooper River Bridge replacement would also be designed to these standards to insure access to medical and port facilities in the event of such a disaster.

### Local Support

Local support of this project is evidenced by the attached resolutions of individual jurisdictions and stakeholders. (Ref: Appendix C). In the Charleston region alone, three counties, a dozen cities and towns, the Charleston Metro Chamber of Commerce, Regional Development Alliance and State Ports Authority have adopted resolutions indicating their support of securing funding for replacement of the Cooper River Bridges.

Numerous public meetings and hearings have been held since 1978 discussing alternatives and possible alignments of a replacement bridge facility. Additional public input was solicited by the Charleston Area Transportation Study (CHATS) MPO planning process, including a special Citizens Advisory Committee to examine the issue. After a 1994 report by the Citizens Advisory Committee, a subcommittee of the CHATS MPO Policy Committee continued holding meetings to further discuss the issue.

Once funding is secured and the project design is underway, additional public meetings will be held for input regarding design and appearance and to keep the members of the community informed on its progress and any changes in design required.

### **FINANCIAL PLAN:**

#### **Local Contributions:**

Since local officials decided to move forward with an effort to replace the bridges in 1989, the Charleston region has already expended approximately **\$40 million** on bridge repair and replacement efforts. The following is an explanation of these funds:

- From 1989 to the present, over \$18,100,000 has been expended on repair and upkeep of the bridges required to keep them functioning until they can be replaced. (An additional \$12,276,000 was spent between 1978 and 1989.)
- Approximately \$21 million of federal demonstration funds obtained under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 have been devoted to preliminary design and engineering, environmental impact studies, and right of way analysis over the last four to five years.
- Due to the inadequacies of the existing facilities, local costs for traffic control by the Town of Mount Pleasant and the City of Charleston are being incurred on a continuous basis at a cost approaching \$1 million.

Furthermore, bridge repair and upkeep will continue to be substantial until the bridges are replaced by the proposed project. An estimated **\$38 million** will be spent on maintenance and repairs anticipated in the next 10 years.

In the past five years (1993-1997), local municipalities have contributed almost **\$67 million** towards the maintenance and repair of state road facilities which are the responsibility of the state. The City of Charleston has spent \$1,885,000 on traffic signalization, signage, and pavement markings, another \$37,062,641 on capital drainage improvements, \$3,750,000 on sidewalk improvements, and \$9,201,000 on maintenance and operation of state roads.

The County of Charleston has spent \$12,285,217 on road repair, reconstruction and resurfacing and the Town of Mount Pleasant has spent \$2,579,500 on road maintenance, drainage and traffic signals.

In addition to the above listed investments, the CHATS Policy Committee has made a public commitment to secure additional funds in the amount of approximately \$100 million from various sources by the end of 1998. These potential sources include, but are not limited to:

- ◆ Federal demonstration funds appropriated by US Senators and Congressional Representatives
- ◆ US Department of Defense
- ◆ Federal Department of Energy
- ◆ The State Ports Authority
- ◆ SC Department of Transportation
- ◆ SC Department of Commerce
- ◆ SC Railroad Commission
- ◆ Santee-Cooper

As all of the above Federal and State entities have a direct or indirect interest in the height and channel width requirements of the proposed replacement bridge, they should be expected to participate financially in the "match" commitment. After their pledges are received, the Charleston community leaders will make a decision as to how to raise the balance required under this Cooper River Bridge's replacement application. Options for raising these funds would include a limited period sales tax, a county-wide millage increase, a local option gasoline tax increase, a local vehicle license fee, etc. In deference to the repeatedly expressed opposition of the cities of Charleston and Mount Pleasant, tolling of the replacement bridge will not be considered.

It is respectively requested that the significant investment to date and the commitment to secure further funding from these sources be considered as the local contribution given as justification for the Infrastructure Bank's pledge to finance this project.

Total Cost of Project:

As discussed earlier, when completed, the bridge replacement project will have cost approximately \$441 million. A breakdown of these costs is as follows:

<b>Design/Construction Management</b> (including engineering, inspections, construction management and right of way fees)	<b>\$ 40,215,000</b>
<b>Right of Way Acquisition</b>	<b>\$ 11,235,000</b>

<b>Construction</b> (including interchanges, approaches, vessel impact measures and demolition)	<b><u>\$368,550,000</u></b>
<b>Proposed Project Cost</b>	<b>\$420,000,000</b>
<b>+ Preliminary design, environmental assessment, and right of way analysis (Already completed)</b>	<b><u>\$ 21,000,000</u></b>
<b>Total Project Cost</b>	<b>\$441,000,000</b>

Amount & Type of Assistance Requested:

This application requests **\$325 million or 77.38% of the actual costs for replacement of the bridges, whichever is greater**, in assistance from the State Infrastructure Bank. Approved funds would be disbursed by the bank as a transfer to the South Carolina Department of Transportation based upon requisitions.

Other sources of Funding:

The project has previously received special federal demonstration funding and has excellent potential for receiving additional federal funding, particularly during the process for reauthorization of the ISTEA legislation. Although additional sources have not committed to providing funding, every effort will continue to be made by the CHATS Policy Committee to secure additional funds to offset costs of replacing the bridges.

Anticipated Disbursement of Funds:

Appendix D includes a calculation of the costs, prepared by SCDOT, which will be expended as the project is implemented. The following schedule identifies critical points in the project when allocations of the funding will be needed. The requested \$325 million or 77.38% of these costs would be requested for disbursement or transfer by the Infrastructure Bank to SCDOT as the project progresses.

<b>Month 1</b> (Approximately 7/1998):	<b>\$ 50,000,000</b>
<b>Month 16</b> (Approximately 10/1999):	<b>\$ 50,000,000</b>
<b>Month 22</b> (Approximately 4/2000):	<b>\$110,000,000</b>
<b>Month 33</b> (Approximately 3/2001):	<b>\$105,000,000</b>
<b>Month 44</b> (Approximately 2/2002):	<b><u>\$104,000,000</u></b>
	<b>\$420,000,000</b>

### Useful Life of Project:

Based upon preliminary engineering of the structure, the proposed bridge design and materials will have a useful life of 75 years. Maintenance and related costs, including resurfacing of the new bridge, during its lifetime would be assumed by SCDOT.

### **PROJECT APPROACH:**

The proposed bridge replacement project will be developed by SCDOT. SCDOT has to date, and will continue to, manage all aspects of the engineering design, contractor selection, construction management and allocation of funds. The time table on page 16 depicts the anticipated construction schedule, with critical milestones, to be accomplished on this project.

### Current status:

Work on the Environmental Impact Statement (EIS) for the project began in 1991 and is nearing completion. It is currently being modified after investigation and adoption of a route which takes the bridge south of the existing Pearman Bridge, crossing over both bridges in the saddles and continuing on to the New Market alignment. It is anticipated that the EIS will be completed and approved by the Federal Highway Administration in 1998.

### Potential Obstacles:

There are no foreseen issues or obstacles facing this project. All environmental issues have been addressed in the EIS and the structures has been designed to minimize its impact on the wetlands by using minimal fill and crossing the majority of the wetlands area by the bridge structures.

### Design Methodology:

There are two methods in which the project can be designed:

1. Conventional design, bid and construct: Using this method, SCDOT would advertise for a consultant to design the project.

Consultant applicants would be evaluated on their qualifications to design such a major structure. SCDOT expects that a managing consultant who has experience in the design of signature structures, such as the cable stay bridge, would be selected. The selected consultant would have a team of other consultants to assist in designing the detail of the remainder of the structure. The consultant would be required to use criteria provided by SCDOT which incorporates SCDOT specifications and those which are

standard in the industry to develop the design.

Upon completion of the design, the project would be advertised for bidding by qualified contractors. SCDOT would hire a consultant to inspect the contractors work, and an SCDOT engineer would be assigned to supervise the consultant for compliance with criteria and specifications provided.

2. Design-Build: In this method, the Contractor is selected with his design consultant team. The consultant team is a team of consultants, put together by the contractor, who have the capability to design a structure which is consistent with his construction methods that will meet the SCDOT criteria provided to him.

Prior advertising for a design-build contractor, the SCDOT will have completed the EIS and developed the route and right of way required for the structure. In the contractor selection process, the SCDOT will advertise a Request for Qualification to which the applicant parties respond with their qualifications. A selection board then selects the 3-6 contractors that are best qualified and invites them to prepare a proposal based upon the Request for Proposals package provided to them. This package includes all SCDOT criteria and right of way information necessary for the contractor to put together a design and firm price for the work. The contractor's proposal is evaluated for compliance with the criteria and given a score for technical merit upon receipt.

The price of the proposal is considered only after the technical evaluation is completed. The lowest price for the highest quality is determined by dividing the points of the technical evaluation into the price. SCDOT then begins negotiations with the contractor providing the highest quality work for the lowest price.

SCDOT anticipates advertising its Request for Proposal as soon as funding for the project has been secured and awarding a contract within nine (9) months.

Right of way Acquisition:

SCDOT will acquire all right of way and initiate the removal or relocation of utilities prior to beginning construction. The right of way acquisition process would begin as soon as funding is approved. The contractor will coordinate all utility relocations upon commencing work.

Construction:

The construction will be accomplished by the contractor selected by one of the

two methods discussed above.

Construction Management:

Construction of the proposed bridge will be done by the contractor selected, with SCDOT having oversight of the work.

As noted in the conventional "Design-Bid" method, SCDOT would hire a consultant to inspect the contractor's work. As done with the I-526 bridge projects, the department would assign an engineer to supervise the consultant for compliance with their regulations and specifications.

If the "design-build" method is used, the contractor is directly responsible for quality control and quality assurance and will utilize the consultant engineer on his team to certify the work has been completed according to plan and specifications. Again, SCDOT will have oversight of the contractors work.

Insurance and Bonding:

Insurance and bonds required of the contractor will be as specified by SCDOT, in accord with standard practices of SCDOT.

Compliance with Applicable Laws:

The contractor and any consultants will be required to agree to abide by all applicable laws and regulations in their contract.

Design Criteria and Level of Service:

As standard with SCDOT Road and Bridge projects, the Design Criteria used will be AASHTO Regulations. AASHTO standards incorporate safety of the motoring public as a criteria.

Operation and Maintenance:

Operation and maintenance of the bridge facility will be the responsibility of SCDOT.

Tort Liability and Ownership:

SCDOT will own the proposed facility and will be liable for any tort claims.



## **OTHER BONUS POINTS:**

Furthermore, the Charleston Area Transportation Study Policy Committee requests that consideration be given for bonus points due to the following facts:

- Historically, this project has been acknowledged as the top priority need in the state by the SCDOT, stated by resolution in 1989 by the then SC Highway Commission after receiving the results of a bridge replacement feasibility study report by the Department.
- The project is the only facility being proposed for funding by the State Infrastructure Bank that is an existing facility.
- In South Carolina, bridge replacement funding in general has been traditionally prioritized on a statewide basis and funded by the SCDOT rather than by the MPO's such as CHATS.
- SCDOT is prepared to go forward with the replacement project as soon as funds are approved and no other time delays are anticipated
- The project has the potential of using the design-build approach, which is more cost effective than traditional methods of implementation.
- The South Carolina Department of Transportation will assume all responsibility for continued maintenance of the proposed replacement bridge.
- Considerable investment of funding, time, and effort has already been devoted to this project for preliminary design and engineering, environmental impact studies, and right of way analysis.
- The obsolete existing facilities, if not replaced, will continue to require substantial ongoing maintenance and repairs that can only increase in costs due to further aging of the facility and inflation.
- Safety factors as well as liability factors due to the structural deficiencies and functional obsolescence of the existing facilities should be considered in any decision regarding funding for replacement of these facilities.
- The project has previously received special federal demonstration funding and has excellent potential for receiving additional federal funding.
- The proposed bridge will provide opportunities for pedestrian, cyclist and transit use which do not exist on the existing bridges.

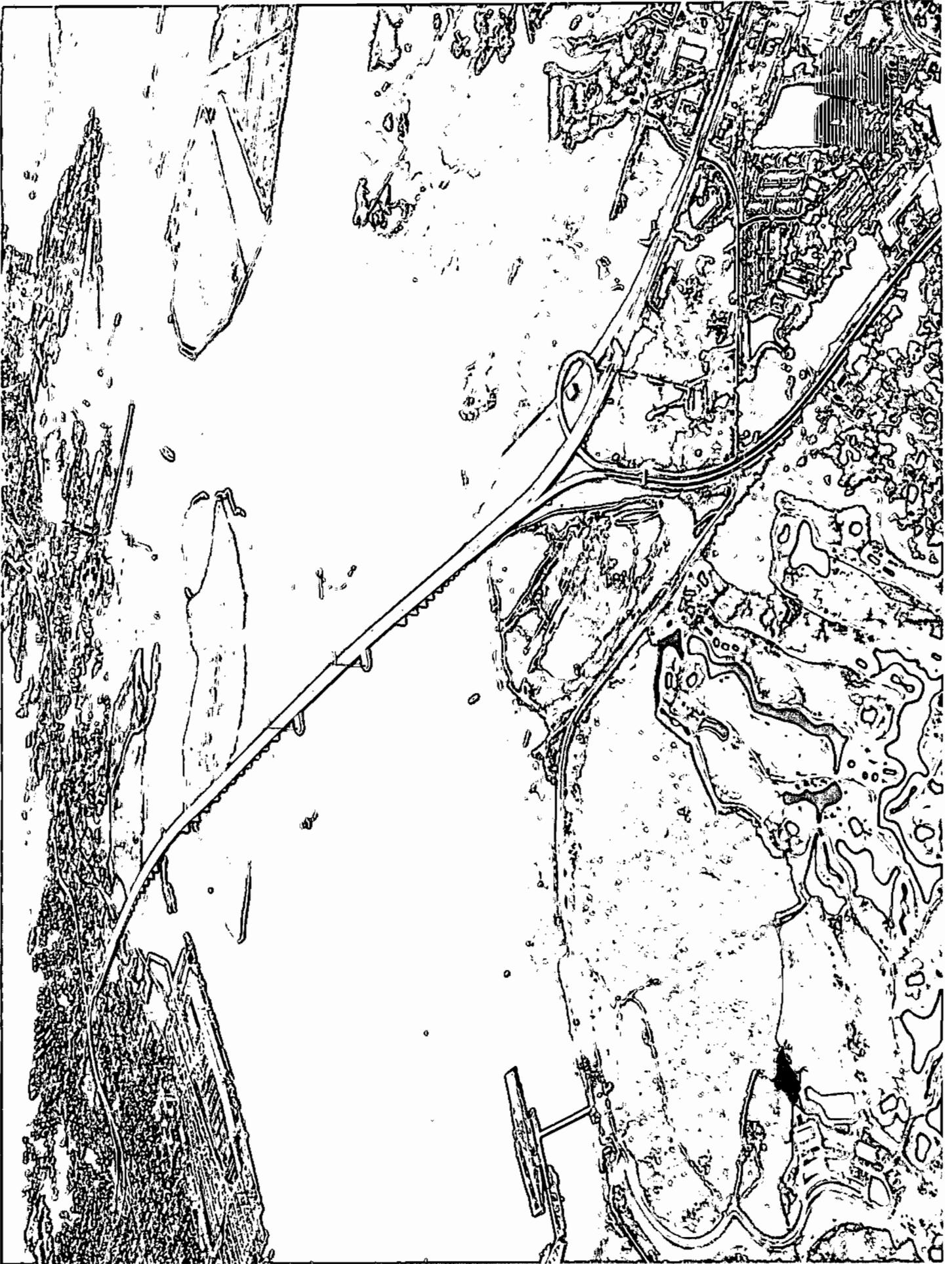
## **CONCLUSION**

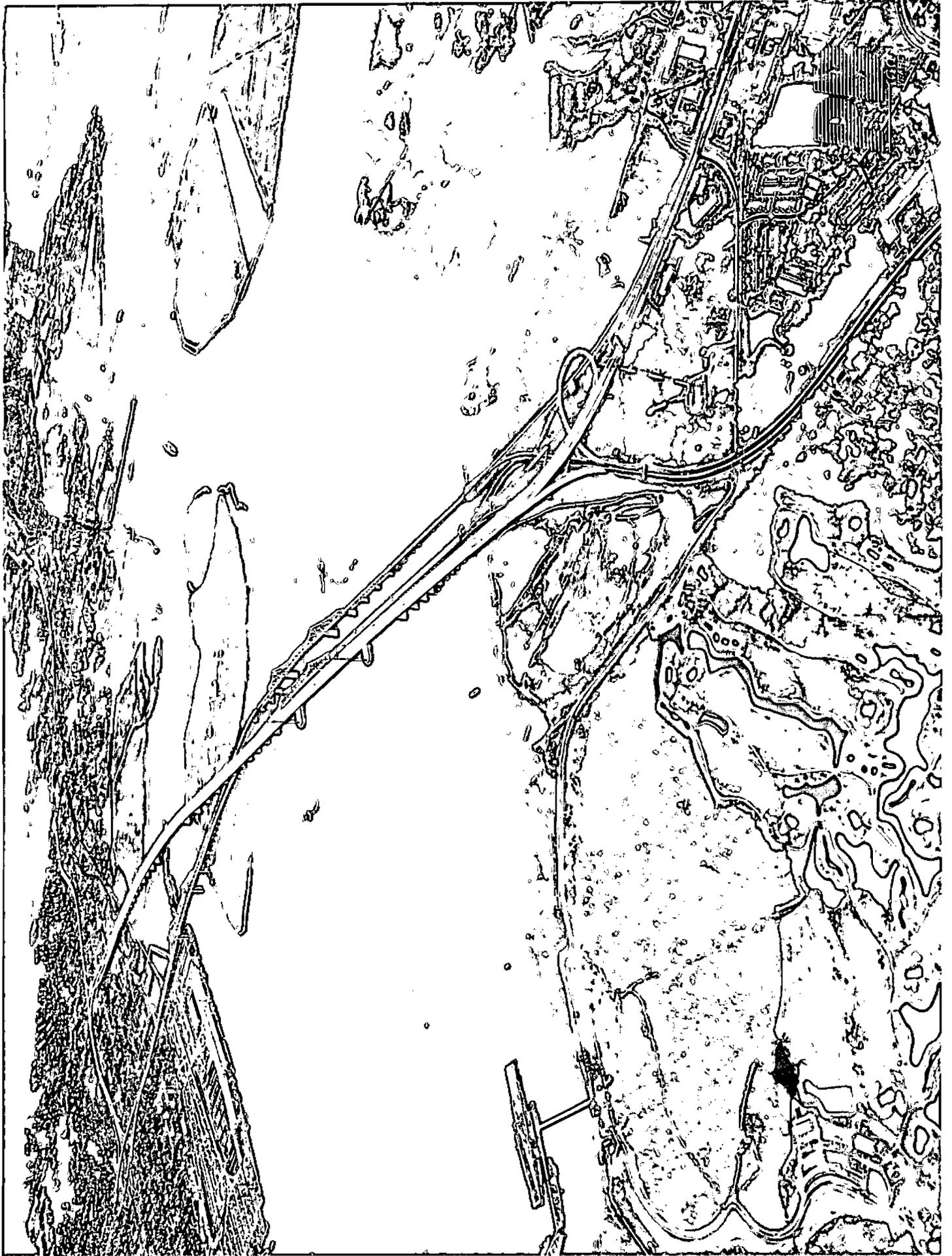
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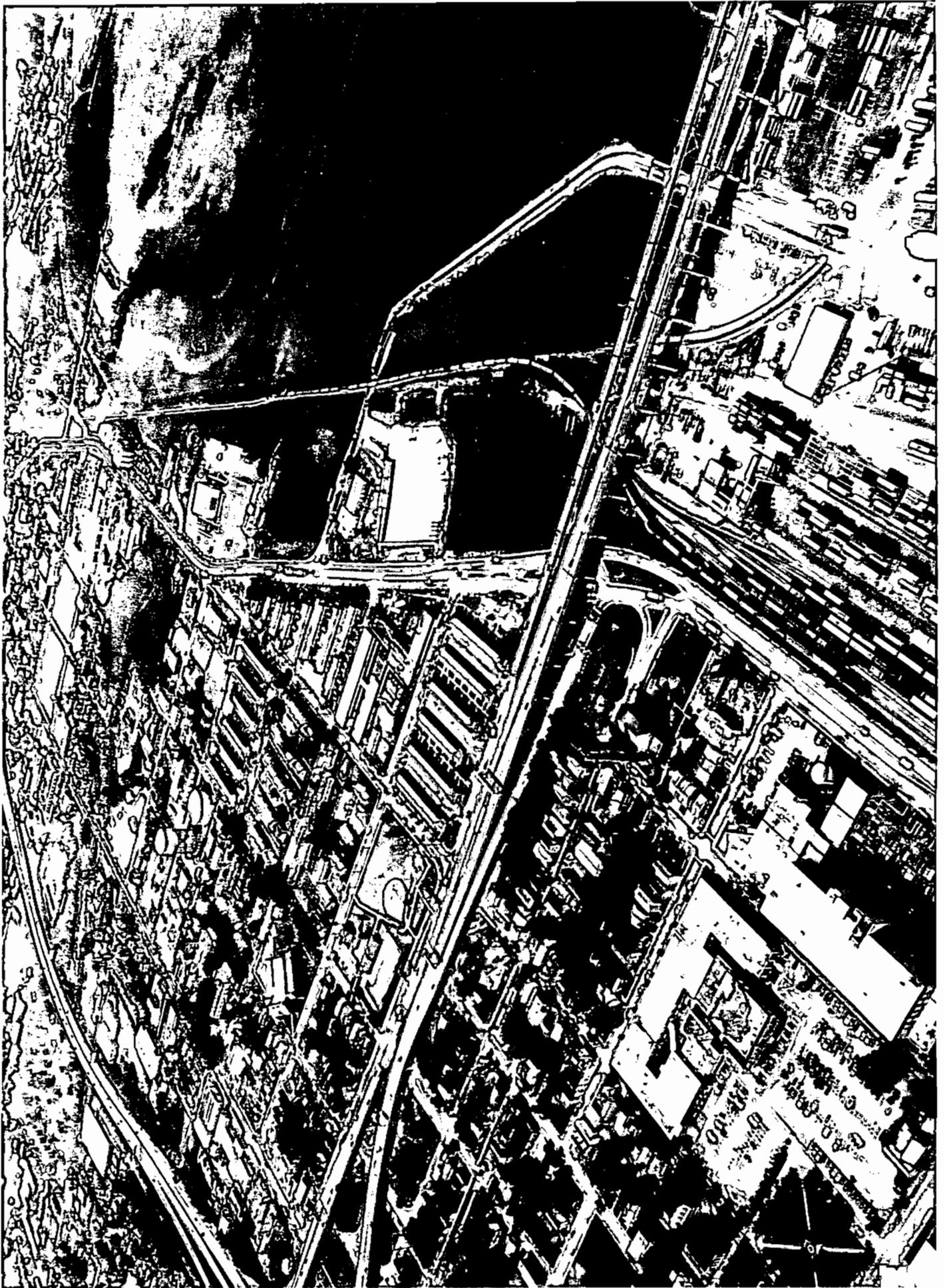
Planning for the future is a heavy responsibility. The builders in 1929 planned so well that the Grace Bridge has not only accommodated but has allowed for the growth for the state and region. Its spans have successfully allowed for many generations of ships to travel unimpeded to and from South Carolina's major port and have helped to welcome millions of visitors to the area each year. The Cooper River Bridges now must be replaced and it is imperative that today's leaders plan effectively.

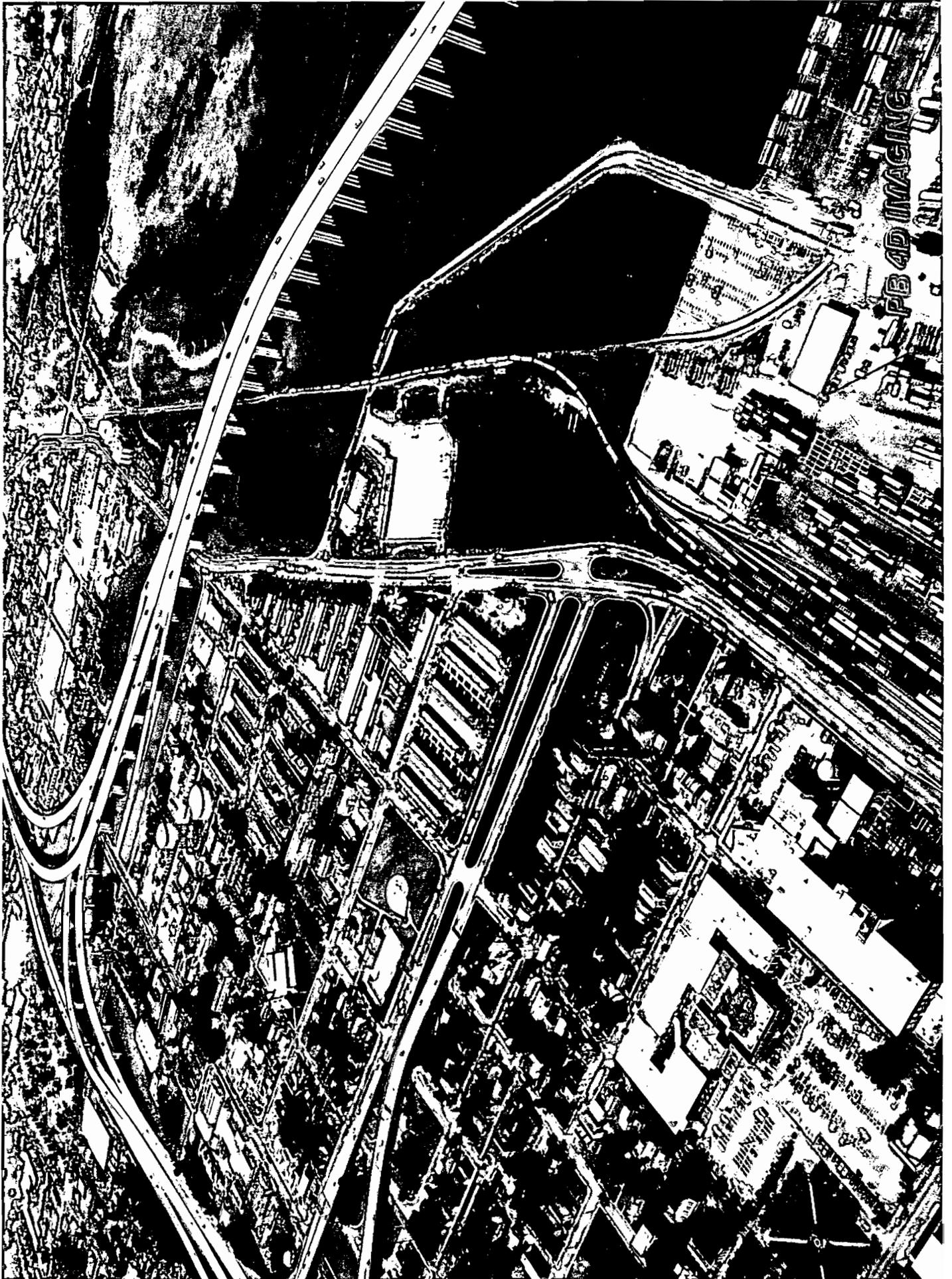
## **APPENDIX A: PHOTO IMAGERY**

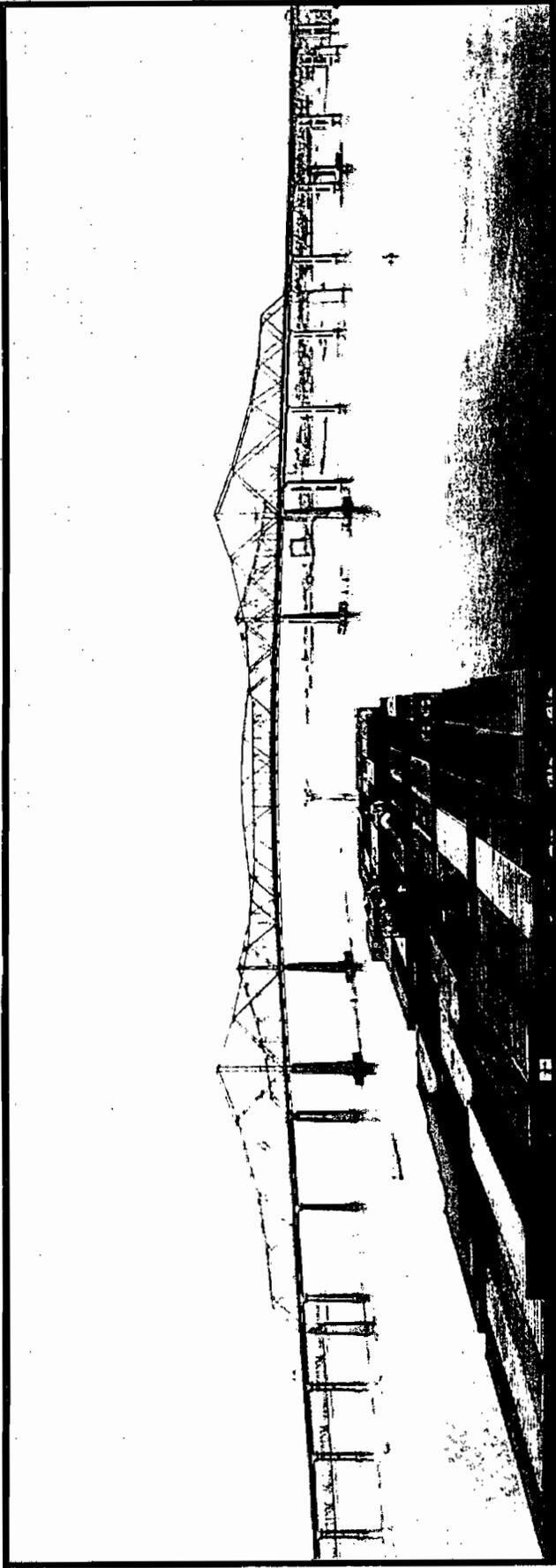
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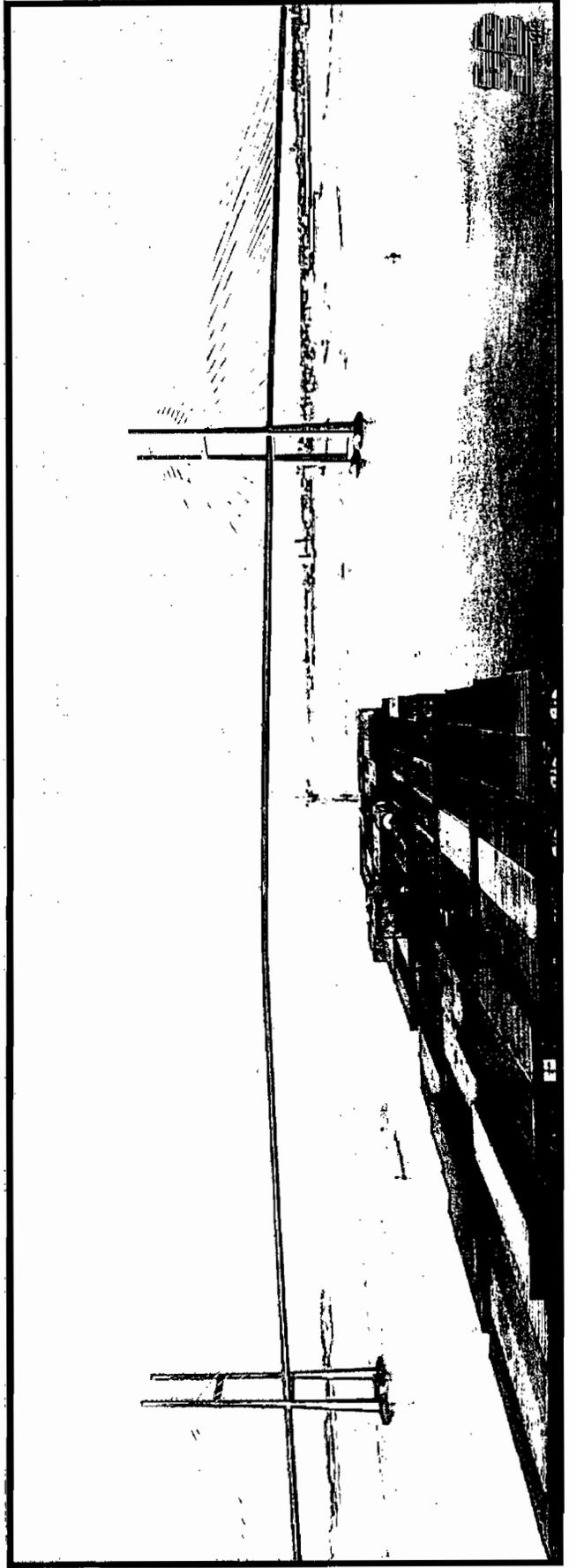








Existing Cooper River Bridges Looking Downstream

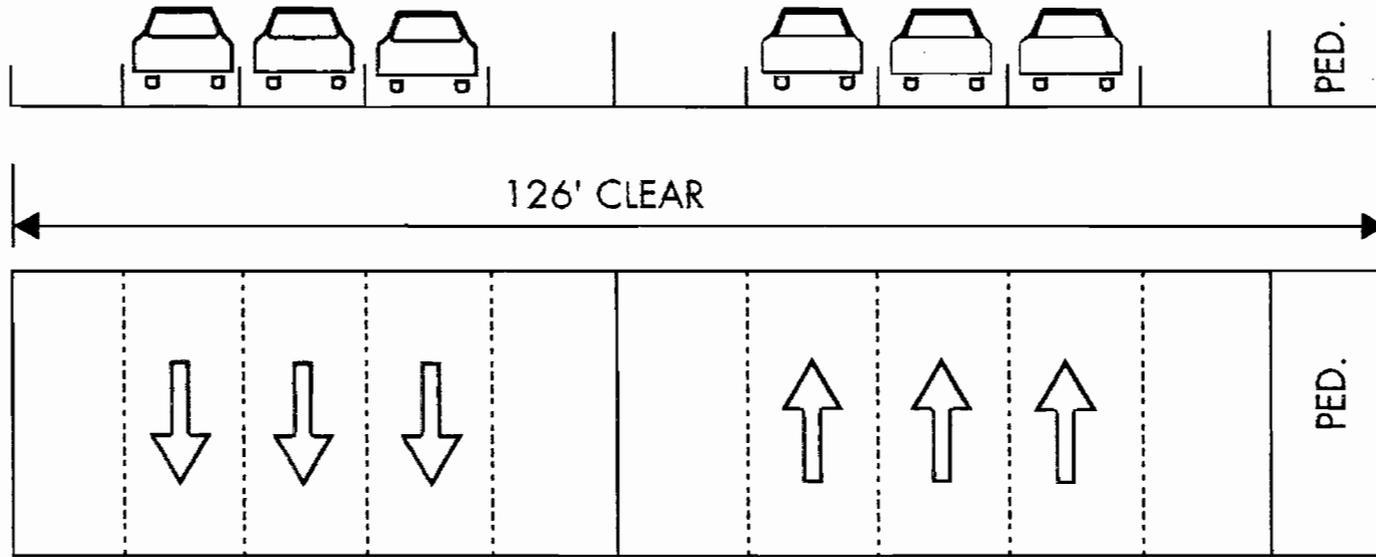


Preferred Alternative Looking Downstream

## **APPENDIX B: ALTERNATIVE ROADWAY CONFIGURATIONS**

A

# Possible Utilization of Structure Width



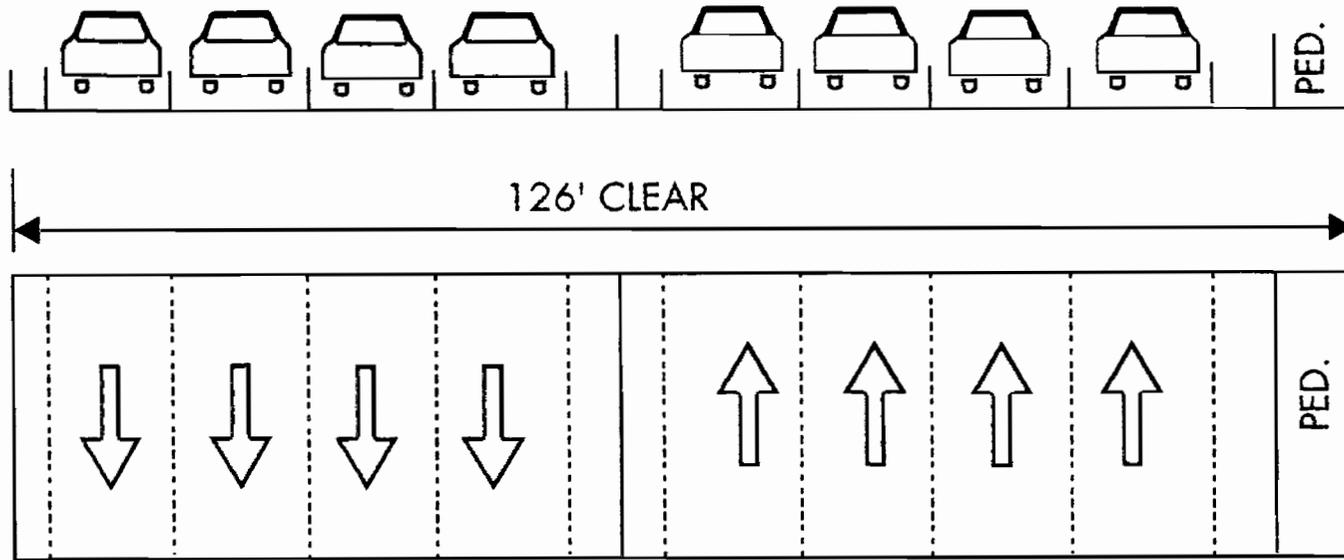
- 6 TRAVEL LANES
- PEDESTRIAN LANE

10'	SHOULDER	10
3	LANES 12'	36
10'	SHOULDER	10
2'	BARRIER RAIL	2
10'	SHOULDER	10
3	LANES 12	36
10'	SHOULDER	10
2'	BARRIER	2
10'	PEDESTRIAN	10
	CLEAR WIDTH	<u>126</u>

2	OUTSIDE RAILS	<u>3</u>
	TOTAL	129

B

# Possible Utilization of Structure Width



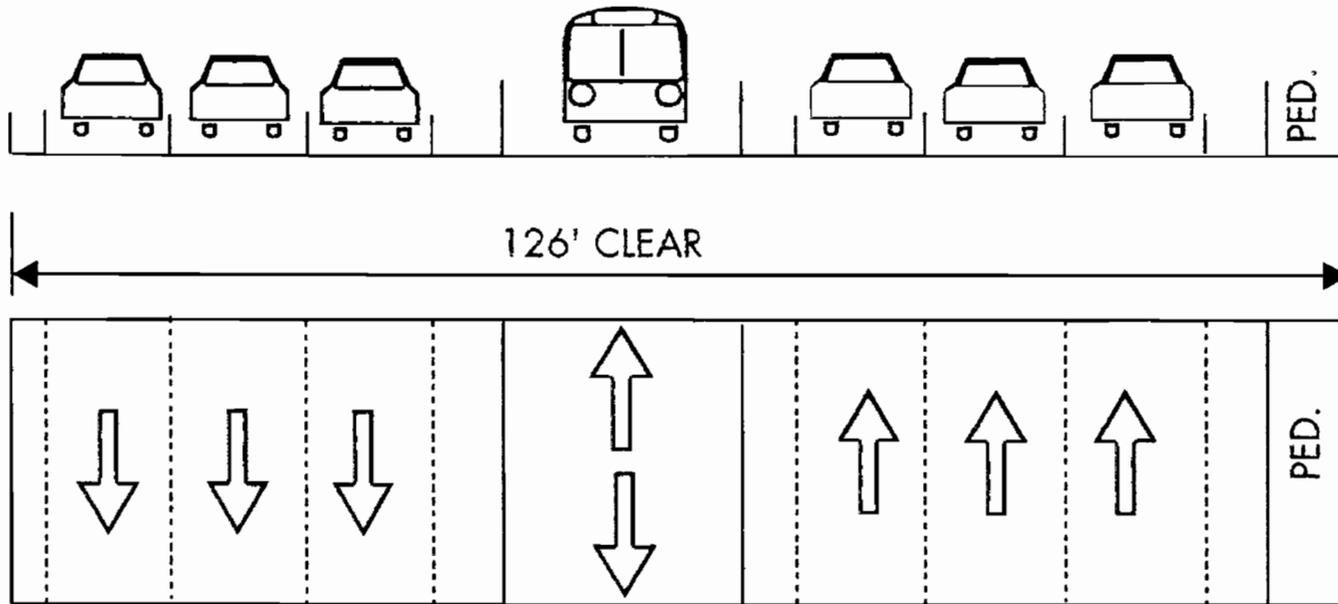
- 8 TRAVEL LANES
- PEDESTRIAN LANE

4'	SHOULDER	4
4	LANES 12'	48
4'	SHOULDER	4
2'	BARRIER RAIL	2
4'	SHOULDER	4
4	LANES 12	48
4'	SHOULDER	4
2'	BARRIER	2
10'	PEDESTRIAN	<u>10</u>
	CLEAR WIDTH	126

2	OUTSIDE RAILS	<u>3</u>
	TOTAL	129

C

# Possible Utilization of Structure Width



- 6 TRAVEL LANES
- HOV / TRANSIT LANE
- PEDESTRIAN LANE

4'	SHOULDER	4
3	LANES 12'	36
4'	SHOULDER	4
2'	BARRIER RAIL	2
	HOV LANE	22
2'	BARRIER RAIL	2
4'	SHOULDER	4
3	LANES 12'	36
4'	SHOULDER	4
2'	BARRIER	2
10'	PEDESTRIAN	10
	CLEAR WIDTH	<u>126</u>

2	OUTSIDE RAILS	3
	TOTAL	<u>129</u>

## **APPENDIX C: RESOLUTIONS**

---

# RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED, THAT

the Berkeley-Charleston-Dorchester Council of Governments is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 15th day of September, 1997

  
Name and Title

Certified true and correct copy of a resolution adopted at a legally convened meeting of the Berkeley-Charlest-Dorchester Council of Governments held on September 15, 1997

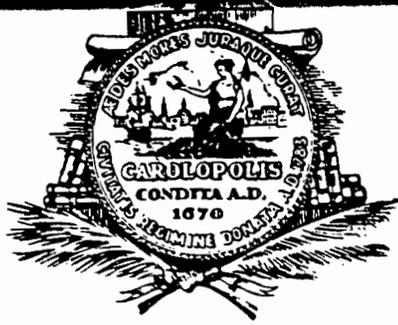
  
Name

Executive Director

Title

9/15/97

Date



## RESOLUTION

**WHEREAS,** the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

**WHEREAS,** the replacement of these facilities will be require in the near future (due to the age and deterioration of the existing facilities) in order of maintain the currently available access across the Cooper River between peninsula Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

**WHEREAS,** the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

**WHEREAS,** the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

**WHEREAS,** the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

### NOW THEREFORE BE IT RESOLVED, THAT

the Charleston City Council is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 14<sup>th</sup> day of October, 1997

Joseph P. Riley Jr.  
Name

Mayor  
Title

Certified true and correct copy of a resolution adopted at a legally convened meeting of the Charleston City Council held on October 14, 1997.

Vanessa Turner-Maybank  
Name

Clerk of Council  
Title

October 14, 1997  
Date

## RESOLUTION

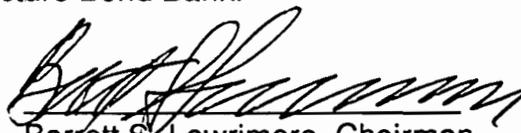
**WHEREAS**, the Charleston Area Transportation (**CHATS**) Policy Committee has been invited to submit an application to the South Carolina transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges; and

**WHEREAS**, due to the age and deterioration of the existing bridges, the replacement of these facilities will be required in the near future in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River; and

**WHEREAS**, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but for the entire State of South Carolina; and

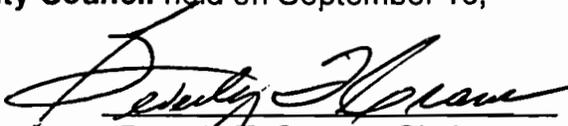
**WHEREAS**, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public.

**NOW THEREFORE BE IT RESOLVED, THAT CHARLESTON COUNTY COUNCIL** is in full approval and support of the **CHATS'** application to the South Carolina Transportation Infrastructure Bond Bank.

  
Barrett S. Lawrimore, Chairman  
Charleston County Council  
September 16, 1997

Certified true and correct copy of a resolution adopted at a legally convened meeting of **Charleston County Council** held on September 16, 1997.



  
Beverly T. Craven, Clerk  
Charleston County Council  
September 16, 1997

## RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges; and

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River; and

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina; and

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area; and

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

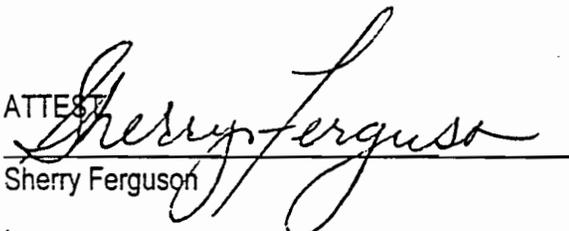
NOW THEREFORE BE IT RESOLVED THAT the City of Goose Creek is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

Adopted this 9th day of September, 1997.



Michael J. Heitzler, Ed.D.  
Mayor

ATTEST



Sherry Ferguson

**TOWN OF HOLLYWOOD, SC  
RESOLUTION NUMBER 97-005  
SC TRANSPORTATION INFRASTRUCTURE BOND BANK**

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

**NOW THEREFORE BE IT RESOLVED, THAT**

the Hollywood Town Council is in full approval and support of the application to the South Carolina Transportation Infrastructure Bond Bank.

Witnessed this 22nd day of September, 1997.

Certify true and correct copy of a resolution adopted at a legally convened meeting of the Hollywood Town Council held on September 22nd, 1997.

ATTEST: Herbert Gadson      Phyllis Im. Boone  
Herbert Gadson, Mayor      Phyllis Boone, Clerk/Treasurer

RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges; and

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River; and

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina; and as

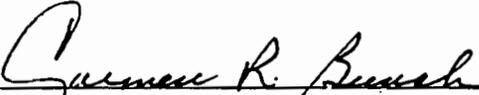
WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area; and

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL MEMBERS OF THE CITY OF ISLE OF PALMS, THAT

the City of Isle of Palms is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 23rd day of September 1997.

  
Carmen R. Bunch, Mayor



# RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED, THAT

the TOWN OF JAMESTOWN is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 7<sup>th</sup> day of October, 1997

John D. Sherry  
Name and Title  
Town Council of Jamestown

Certified true and correct copy of a resolution adopted at a legally convened meeting of  
TOWN COUNCIL held on October 7, 1997

ROY P. PIPKIN

Name

MAYOR

Title

Oct 7, 97

Date

RESOLUTION 97-3

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

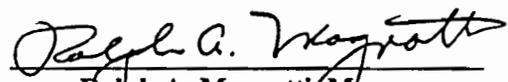
WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED THAT

the Town Council of the Town of Kiawah Island, SC is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 9th day of September, 1997

  
Ralph A. Magnotti, Mayor

Certified true and correct copy of a resolution adopted at a legally convened meeting of the Town Council of the Town of Kiawah Island, SC held on September 9, 1997

  
Rita M. Moran  
Town Clerk  
September 11, 1997  
Date

RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED, THAT the Town of Lincolville is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 1 day of October, 1997

*Charles T. Buggs*  
Mayor Name and Title

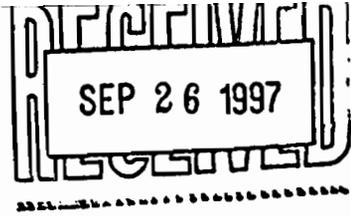
Certified true and correct copy of a resolution adopted at a legally convened meeting of Town's Council held on October 1, 1997



*Linda Groome*  
Name

*Town Clerk*  
Title

10-1-97  
Date



RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE BE IT RESOLVED, THAT

the TOWN OF MEGGETT is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 22 day of SEPTEMBER, 1997

Gray R. Coff Mayor  
Name and Title

Certified true and correct copy of a resolution adopted at a legally convened meeting of MEGGETT TOWN COUNCIL held on 22 SEPT, 1997

Coree L. Commins  
Name

Asst. Clerk  
Title

9/23/97  
Date

**A RESOLUTION****IN SUPPORT OF THE REPLACEMENT OF THE COOPER RIVER BRIDGES.**

WHEREAS, THE CHARLESTON AREA TRANSPORTATION STUDY (CHATS) POLICY COMMITTEE HAS BEEN INVITED TO SUBMIT AN APPLICATION TO THE SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BOND BANK FOR THE REPLACEMENT OF THE COOPER RIVER BRIDGES;

WHEREAS, THE REPLACEMENT OF THESE AGING EXISTING FACILITIES IS CRITICAL FOR ECONOMIC DEVELOPMENT AND PROSPERITY, NOT ONLY FOR THE REGION, BUT THE ENTIRE STATE OF SOUTH CAROLINA;

WHEREAS, THE REPLACEMENT OF THESE FACILITIES WILL ENHANCE MOBILITY, ACCESSIBILITY, AND SAFETY FOR THE RESIDENTS OF THE REGION AND THE STATE AS WELL AS THE ANNUAL VISITORS TO THE AREA;

WHEREAS, THE REPLACEMENT OF THESE FACILITIES WILL ENHANCE THE QUALITY OF LIFE AND PROMOTE THE GENERAL WELFARE OF THE PUBLIC;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH CHARLESTON, IN COUNCIL ASSEMBLED, THAT THE CITY OF NORTH CHARLESTON SUPPORTS THE REPLACEMENT OF THE COOPER RIVER BRIDGES IN A TIMELY MANNER.

Resolved in City Council this 25 day  
of Sept., in the Year of Our Lord, 1997,  
and in the 221st year of the Independence of the  
United States of America.



R. KEITH SUMMEY  
MAYOR

ATTEST:



DIANNE GREER, CMC  
MUNICIPAL CLERK

APPROVED AS TO FORM:



J. BRADY HAIR  
LEGAL COUNSEL

**SOUTH CAROLINA STATE PORTS AUTHORITY  
RESOLUTION**

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges; and

WHEREAS, the replacement of these facilities will be required in the near future (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper and Wando rivers; and

WHEREAS, the replacement of these aging facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina; and

WHEREAS, the replacement of these facilities will enhance the mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area; and

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

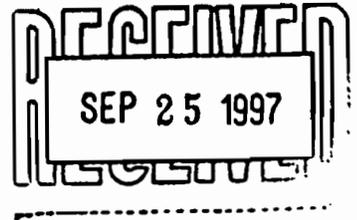
NOW, THEREFORE, BE IT RESOLVED BY THE SOUTH CAROLINA STATE PORTS AUTHORITY IN MEETING DULY ASSEMBLED:

The South Carolina State Ports Authority is in full approval and support of the application to the South Carolina Transportation Infrastructure Bond Bank.

Resolved in a meeting duly assembled this 10th day of September, 1997.

SOUTH CAROLINA STATE PORTS AUTHORITY

By:   
Billy J. Coleman  
Its: Secretary



RESOLUTION

WHEREAS, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges; and

WHEREAS, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River; and

WHEREAS, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina; and

WHEREAS, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area; and

WHEREAS, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND TOWN COUNCIL MEMBERS OF THE TOWN OF SULLIVAN'S ISLAND, THAT

the Town of Sullivan's Island is in full approval and support of the application to the SC Transportation Infrastructure Bond Bank.

WITNESSED this 23rd day of September, 1997.

*J. Marshall Stith*  
J. Marshall Stith, Mayor

Attest:

*Caryn R. Huger*  
Town Clerk

**Town of Summerville, S.C.**

**A RESOLUTION**

**WHEREAS**, the Charleston Area Transportation Study (CHATS) Policy Committee has been invited to submit an application to the South Carolina Transportation Infrastructure Bond Bank for the replacement of the Cooper River Bridges;

**WHEREAS**, the replacement of these facilities will be required in the near future, (due to the age and deterioration of the existing facilities) in order to maintain the currently available access across the Cooper River between peninsular Charleston and the East Cooper area, while at the same time maintaining shipping accessibility on the Cooper River;

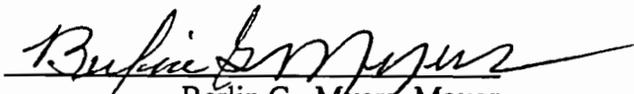
**WHEREAS**, the replacement of these aging existing facilities is critical for economic development and prosperity, not only for the region, but the entire State of South Carolina;

**WHEREAS**, the replacement of these facilities will enhance mobility, accessibility, and safety for the residents of the region and the state as well as the annual visitors to the area;

**WHEREAS**, the replacement of these facilities will enhance the quality of life and promote the general welfare of the public;

**NOW THEREFORE BE IT RESOLVED**, that the Town of Summerville is in full approval and support of the application to the South Carolina Transportation Infrastructure Bond Bank.

**Done at Summerville, SC  
this 10<sup>th</sup> day of September, 1997**

  
Berlin G. Myers, Mayor

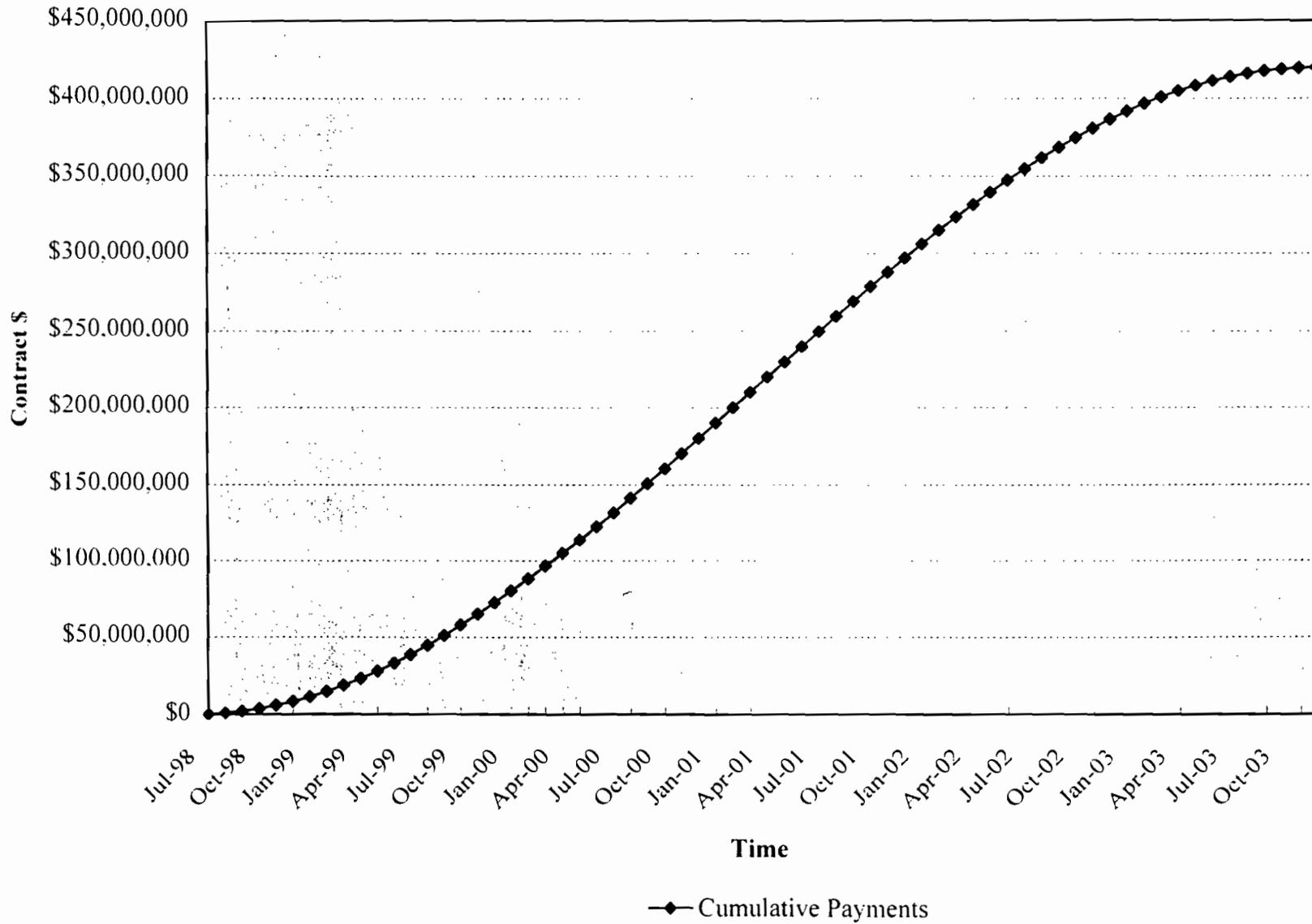
**ATTEST:**

  
Lisa Wallace, Clerk to Council

## **APPENDIX D: PROJECT COST CALCULATIONS**

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# Grace Pearman Replacement Payment Schedule



## Grace Pearman Bridge Replacement Payment Schedule

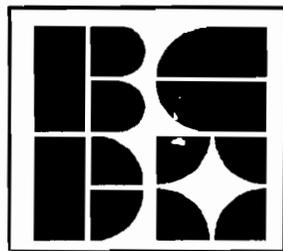
Contract Amount       \$420,000,000  
Contract Months       66

Estimate Month	Estimate No.	Monthly Payments	Cumulative Payments
Jul-98	1	237,859	237,859
Aug-98	2	713,037	950,896
Sep-98	3	1,186,601	2,137,497
Oct-98	4	1,657,476	3,794,974
Nov-98	5	2,124,597	5,919,571
Dec-98	6	2,586,905	8,506,476
Jan-99	7	3,043,353	11,549,828
Feb-99	8	3,492,906	15,042,734
Mar-99	9	3,934,547	18,977,281
Apr-99	10	4,367,275	23,344,556
May-99	11	4,790,109	28,134,665
Jun-99	12	5,202,093	33,336,758
Jul-99	13	5,602,292	38,939,050
Aug-99	14	5,989,800	44,928,850
Sep-99	15	6,363,739	51,292,589
Oct-99	16	6,723,263	58,015,852
Nov-99	17	7,067,556	65,083,408
Dec-99	18	7,395,838	72,479,246
Jan-00	19	7,707,367	80,186,613
Feb-00	20	8,001,436	88,188,049
Mar-00	21	8,277,379	96,465,428
Apr-00	22	8,534,572	105,000,000
May-00	23	8,772,430	113,772,430
Jun-00	24	8,990,417	122,762,847
Jul-00	25	9,188,037	131,950,884
Aug-00	26	9,364,843	141,315,728
Sep-00	27	9,520,435	150,836,163
Oct-00	28	9,654,460	160,490,624
Nov-00	29	9,766,615	170,257,239
Dec-00	30	9,856,645	180,113,884
Jan-01	31	9,924,347	190,038,231
Feb-01	32	9,969,567	200,007,798
Mar-01	33	9,992,202	210,000,000

## Grace Pearman Bridge Replacement Payment Schedule

Contract Amount      \$420,000,000  
 Contract Months      66

Estimate Month	Estimate No.	Monthly Payments	Cumulative Payments
Apr-01	34	9,992,202	219,992,202
May-01	35	9,969,567	229,961,769
Jun-01	36	9,924,347	239,886,116
Jul-01	37	9,856,645	249,742,761
Aug-01	38	9,766,615	259,509,376
Sep-01	39	9,654,460	269,163,837
Oct-01	40	9,520,435	278,684,272
Nov-01	41	9,364,843	288,049,116
Dec-01	42	9,188,037	297,237,153
Jan-02	43	8,990,417	306,227,570
Feb-02	44	8,772,430	315,000,000
Mar-02	45	8,534,572	323,534,572
Apr-02	46	8,277,379	331,811,951
May-02	47	8,001,436	339,813,387
Jun-02	48	7,707,367	347,520,754
Jul-02	49	7,395,838	354,916,592
Aug-02	50	7,067,556	361,984,148
Sep-02	51	6,723,263	368,707,411
Oct-02	52	6,363,739	375,071,150
Nov-02	53	5,989,800	381,060,950
Dec-02	54	5,602,292	386,663,242
Jan-03	55	5,202,093	391,865,335
Feb-03	56	4,790,109	396,655,444
Mar-03	57	4,367,275	401,022,719
Apr-03	58	3,934,547	404,957,266
May-03	59	3,492,906	408,450,172
Jun-03	60	3,043,353	411,493,524
Jul-03	61	2,586,905	414,080,429
Aug-03	62	2,124,597	416,205,026
Sep-03	63	1,657,476	417,862,503
Oct-03	64	1,186,601	419,049,104
Nov-03	65	713,037	419,762,141
Dec-03	66	237,859	420,000,000



BERKELEY  
CHARLESTON  
DORCHESTER  
COUNCIL OF GOVERNMENTS

5290 Rivers Avenue, Suite 400, North Charleston, South Carolina 29406-6357  
803/529-0400 FAX: 803/529-0305