
UPDATE II

WITH EXECUTIVE SUMMARY

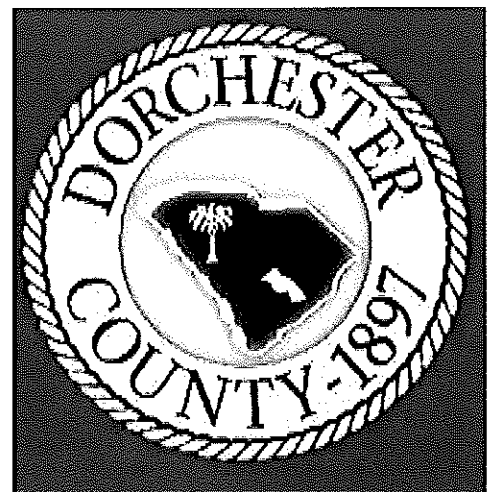
**Application to the
South Carolina
Transportation Infrastructure Bank**

**SUBMITTED BY:
DORCHESTER COUNTY
SOUTH CAROLINA**

NOVEMBER 20, 2006

**Update I
April 27, 2011**

November 11, 2011





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November 11, 2011

Mr. Don Leonard, Chairman
South Carolina Transportation Infrastructure Bank
P.O. Box 191
Columbia, SC 29202

Re: Dorchester County Application for Financial Assistance from the South Carolina Transportation Infrastructure Bank

Dear Chairman Leonard:

On behalf of Dorchester County Council, I would like to submit to you Dorchester County's revised application for assistance from the Transportation Infrastructure Bank. The following are the county's priorities for the projects: The widening of S.C. Route 165 (Deleamar Highway) from two lanes to five lanes from S.C. Route 61 to Ashley Ridge High School; the widening of U.S. Route 78 Phase 3 from two lanes to five lanes; the construction of the Berlin G. Myers Parkway Phase III from SC Route 165 to US Route 17A; and the Orangeburg Loop, widening a portion of Orangeburg Road, Mallard Road, and Jedburg Road from two lanes to five lanes towards Interstate 26.

All of these projects are critical to helping our businesses grow, improving our citizens' quality of life, and promoting our community as a great place to visit, live, work, and play. It is vitally important to our economic future to maintain our existing infrastructure and sustain our quality of life, which attracted our corporate citizens and is helping us to attract new corporations and citizens who are locating new businesses that support the economy of our region and state.

Total amount required to complete the Dorchester County One-Cent Sales Tax Program is \$364.56 million. This includes over \$125 million, which has been dedicated to these projects through a one cent sales tax increase made available through a referendum passed by Dorchester County citizens in November, 2004, that allowed the sale of bonds. Our original request from the South Carolina Transportation Infrastructure Bank SIB was for \$213.2 million. Dorchester County is now requesting \$129.4 million from the South Carolina Transportation Infrastructure Bank based upon being able to obtain other local, state, and federal funding.

Thank you for considering our revised application. We look forward to hearing your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry S. Hargett". The signature is written in a cursive style with a long, sweeping flourish extending upwards and to the right.

Larry S. Hargett, Chairman
Dorchester County Council
LSHargett@aol.com
(843) 514-7135

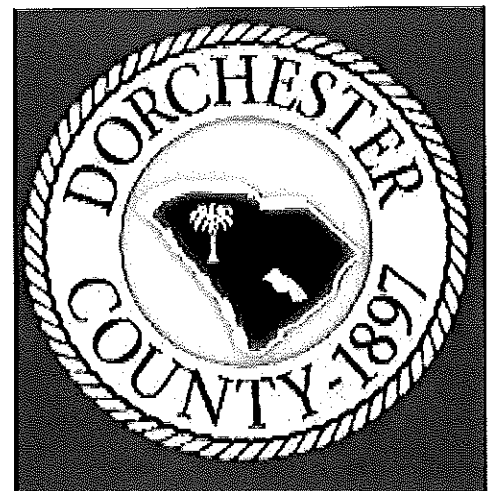
**EXECUTIVE SUMMARY
UPDATE II**

**Application to the
South Carolina
Transportation Infrastructure Bank**

**Submitted by:
Dorchester County
South Carolina
November 20, 2006**

**Update I
April 27, 2011**

November 11, 2011



**EXECUTIVE SUMMARY - UPDATE II
DORCHESTER COUNTY APPLICATION
FOR FINANCIAL ASSISTANCE
FROM THE
SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK (SIB)**

Dorchester County is updating its application for financial assistance to construct and improve transportation facilities throughout Dorchester County as specified in *Local Question Number 1* on the November 2, 2004 Dorchester County ballot.

BACKGROUND

November 20, 2006, Dorchester County submitted an application for funding to the SIB. January 26, 2007, the SIB Board visited Dorchester County to view the proposed projects. November 27, 2007, Dorchester County made their formal presentation to the SIB and was approved for grant funding in the amount of \$213.2 million, subject to availability of new funds to the SIB. After securing additional sources of funding, April 27, 2011, Dorchester County submitted an updated application with a \$79.2 million reduction in the original grant request with a revised shortfall of \$134 million in the program.

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

At the June 27, 2004 meeting, the committee unanimously agreed upon a list of 22 identified road projects to be undertaken at an estimated cost of \$163.1 million dollars. This list of projects, along with a 1¢ proposed sales tax increase, was presented to the Dorchester County voters as *Local Question Number 1* on the November 2, 2004, Dorchester County ballot. The question was approved by the voters.

Since the 1¢ sales tax referendum passed in November 2004, Dorchester County established the Dorchester County Sales Tax Transportation Authority (DCTA) and this group began executing the development, design and construction of the 22 projects. During this process the DCTA partnered with the South Carolina Department of Transportation (SCDOT) in the development of an Intergovernmental Agreement (IGA) since a majority of the projects involved improvements to state owned roads. The IGA was signed on June 29, 2006 between the SCDOT and the DCTA.

Since early 2005, the DCTA and the design team have been diligently working on all 22 projects. During the project development process, detailed studies have been performed and show that some of the 22 projects, as originally scoped, will not provide acceptable results. Due to increased traffic projections, design modifications and construction escalation, the estimated cost



to complete the 22 projects on the list is now \$364.56 million, which creates a significant shortfall in funding.

The 1¢ Sales Tax referendum allowed the sale of bonds to generate a maximum of \$125 million for the Dorchester County Sales Tax Transportation Authority Road Improvement Program (Program).

Since the original funding request from the SIB, through the efforts of Dorchester County, in cooperation with the SCDOT the following additional sources of funding have been allotted to the Program:

Federal Guideshare	\$21.2 million
Earmark	\$ 6.6 million
ARRA Funds	\$ 1.0 million
ARRA Replacement Funds	\$14.6 million
Safety Funds	\$ 3.2 million
2011 Federal Match Program	\$ 8.0 million
2012 Federal Match Program	\$ 9.6 million
North Charleston Area Contributions	\$1.96 million
Interest & Additional Tax Collection	\$24.0 million

It is anticipated that Rural Guideshare Funding will be available to the Program in the amount up to \$4.8 million/year. The Program plans to accumulate \$20 million from this funding source.

The 1¢ Sales Tax proceeds combined with the above described additional funding, yields an updated funded program amounting to \$235.16 million. Therefore, Dorchester County now has a \$129.4 million shortfall in the program, which is the basis for this application update.

As previously stated, since the original application of November 20, 2006, Dorchester County has diligently been working on their Program and pursuing additional sources of funding wherever possible. This effort demonstrates the local commitment to these projects, and the additional funding secured results in an \$83.8 million reduction in the original grant request from the SIB.

The following pages describe the projects, update the project statuses, update cost estimates, demonstrate current financing assumptions, and demonstrate program approach.

CONTACT PERSON

Mr. Jason Ward
Dorchester County Administrator
201 Johnson Street
St. George, South Carolina 29477

Phone: (843) 832-0100
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Email: wardj@dorchestercounty.net



8. Widen Road S-18-22, Orangeburg Road from existing 20-foot pavement to 24-foot pavement and resurface from SC 642 (Dorchester Road) to Berkeley County line. Include intersection improvements at Road S-18-35. Total length 9.39 miles.
Status: Complete
9. Resurface street and roads in and adjacent to the Town of Harleyville and repave and reconstruct deteriorated sections of concrete sidewalk to ADA Standards. Resurfacing – 9.11 miles; sidewalk rehabilitation – 1.74 miles.
Status: Complete
10. Resurface streets in the Town of Ridgeville and remove existing asphalt sidewalks and construct sidewalks to ADA Standards. Sidewalks -1.63 miles; resurfacing – 2.79 miles.
Status: Complete
11. Resurface streets and roads in and adjacent to the Town of St. George. Total length 6.18 miles.
Status: Complete
12. Extend Old Fort Road (S-18-662) from Old Fort Estates to Ladson Road (S-18-230). Length 1.2 miles.
Status: Complete
13. Traffic Study and intersection improvements on SC 642 (Dorchester Road) at Robert Bosch Plant.
Status: Complete
14. Pave 260 miles of County and State (SCDOT) dirt roads.
Status: Under Construction
15. Resurface and improve 0.93 miles of Industrial Road (S-18-194) and S-18-84. Total length 9.40 miles.
Status: Complete
16. Resurface and widen SC 453 at intersection of Interstate 26 from Circle Cement Plant to S-18-50.
Status: Complete
17. Future Drive from American LaFrance to Westcott.
Status: Complete
18. Old Fort Road – Oakbrook Elementary School to Palmetto Commerce Parkway.
Status: Removed from Program
19. Patriots Blvd. from Appian Way to Wescott.
Status: Complete



20. Widen SC 165 (Bacons Bridge Road) from two (2) lanes to four (4) lanes with center turning lanes from end of 4-lane section to SC 61. Includes intersection alignment at Mikel Drive (S-18-505) and Edisto Drive (S-18-260). Length 4.0 miles.

Status: Construction to begin early 2012.

21. Lincoln Blvd. from SC 642 (Dorchester Road) to Road S-18-62 (Ashley Phosphate Road).

Status: Complete

22. Intersection improvements on SC 642 (Dorchester Road) at Indigo Fields Subdivision.

Status: Complete

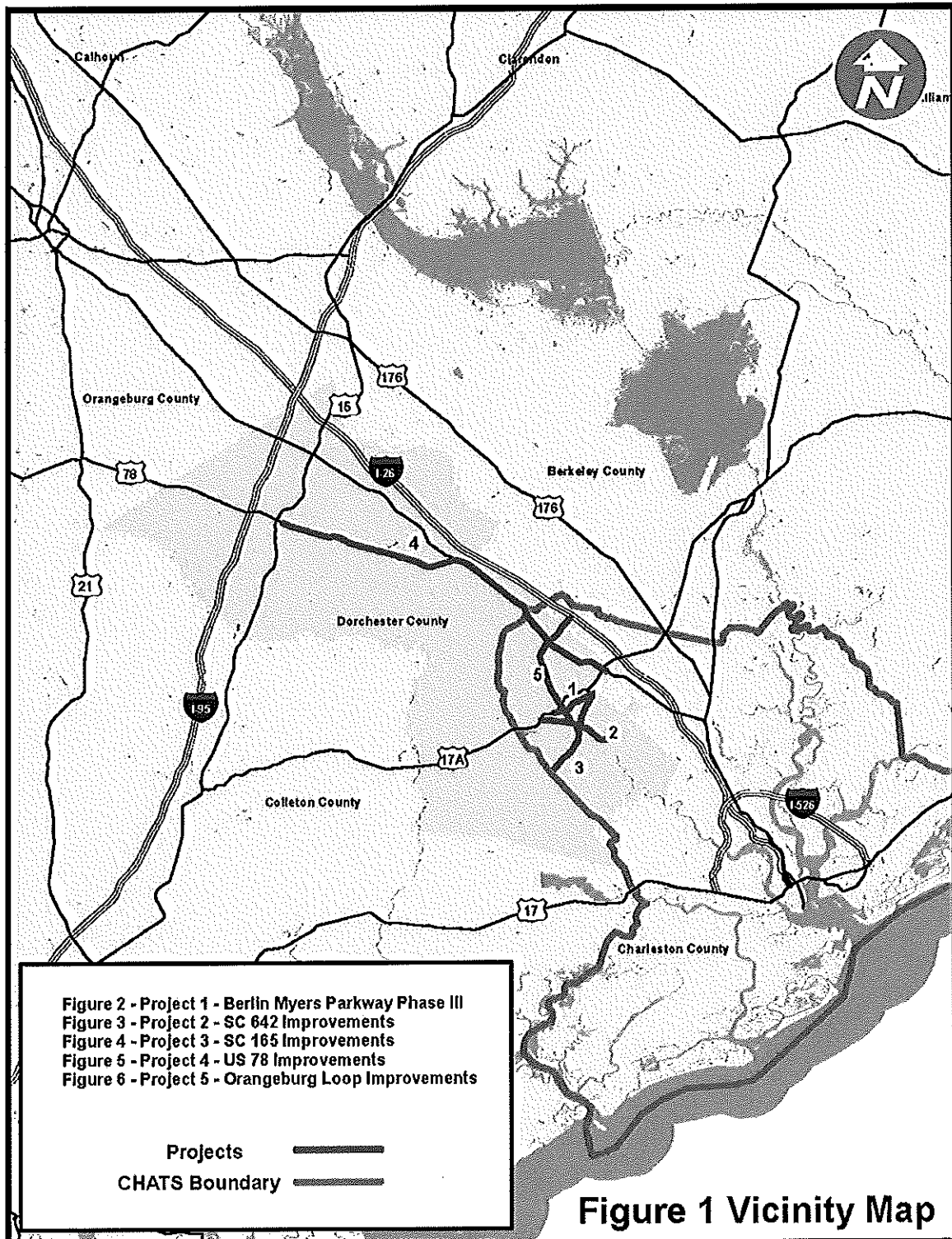
In the original SIB Application of November 20, 2006, and approved November 27, 2007, financial assistance was requested to enable five (5) of the major projects to be constructed. Since that time, in an effort to keep the projects progressing, additional sources of funding were secured, scope reductions were implemented, and funding was reallocated between projects. Following are the five (5) projects, their current descriptions, and current cost estimates.

1. Complete construction of Berlin G. Myers Parkway from SC 165 to US 17A. Length: 3.3 miles; cost: \$56.9 million.
2. Widen SC 642 (Dorchester Road) from two (2) lanes to five (5) lanes from Oakbrook just west of Road S-18-199 (Trolley Road) to US 17A. Length: 5.3 miles; cost: \$34.4 million. (Scope of project was reduced.)
3. Widen SC 165 (Bacons Bridge Road) from two (2) lanes to five (5) lanes from end of the existing four (4) lane section to new Ashley Ridge High School. Total Length: 6.5 miles; cost: \$49.0 million.
(From existing 4-lane section to SC 61: Length: 4.0 miles; cost: \$36.0 million)
(From SC 61 to new Ashley Ridge High School: Length: 2.5 miles; cost: \$13.0 million)
4. Widen US 78 from two (2) lanes to five (5) lanes in certain sections and apply required safety design from S-65 (W. Richardson Avenue) in Summerville to the beginning of the existing four (4) lane section in St. George. Total Length: 24.67 miles; cost: \$65.9 million.
(Phase 1: Length: 11.47 miles; cost: \$11.0 million)
(Phase 2: Length: 8.20 miles; cost: \$21.2 million)
(Phase 3: Length: 5.00 miles; cost: \$33.7 million)
5. Orangeburg Loop: Widen Road S-18-22 (Orangeburg Road) from two (2) lanes to five (5) lanes from SC 642 (Dorchester Road) to S-18-58; widen S-18-58/S-8-16 from two (2) lanes to five (5) lanes to I-26. Length: 9.3 miles; cost \$65.0 million.



Four of the five projects, although with minor scope variations, were included on the list from the Dorchester County Citizens Committee and subsequently approved by the Dorchester County voters on November 2, 2004. The fifth project, Orangeburg Loop, is included in the Capital Improvement Plan (CIP) for Dorchester County (November 23, 2010).

These five (5) projects are shown in Figure 1.



Project 1: Berlin G. Myers Parkway Extension

Project Description

The completion of the Berlin G. Myers Parkway is from SC 165 to US 17A. This will be the third and final phase of the Berlin G. Myers Parkway project to provide a limited access roadway from Interstate 26 to the southwest side of Summerville. There will be at-grade intersections at Luden Road, Greenwave Boulevard, US 17A and Orangeburg Road. There will be a single point urban interchange (SPUI) at SC 165 (E. Carolina Avenue). The design for the major portion of the project will consist of two (2) travel lanes in each direction with curb and gutter. The median will be 14 feet wide, consisting of a 2-foot curb and gutter on each side and a 10-foot wide planted section in the middle.

Project Schedule

- Final Environmental Assessment approved May 31, 2006
- Right-of-Way Acquisition Complete
- Final Design Complete
- Ready for Construction
- Waiting on FEMA approval and USACE permit

Project Need

The Berlin G. Myers Parkway project was developed to be a limited access roadway from Interstate 26 to the southwest side of Summerville and to relieve traffic congestion on various transportation facilities in the Summerville area, primarily US 17A and SC 165 (Bacon's Bridge Road). Although intended to principally serve through traffic, growth in the region has resulted in additional needs. An additional role of the project will now be to serve local traffic, providing a safer and quicker access to Interstate 26.

The table shows the projected Average Daily Traffic Counts (ADT) for the design year 2030.

<u>Area of Projected Traffic on Parkway</u>	<u>2030 ADT</u>
E. Carolina Ave. to Luden Road	28,700
Luden Road to Orangeburg Road	18,100
Orangeburg Road to US 17A	13,900

Project 2: SC 642 (Dorchester Road) Improvements

Project Description (Scope was reduced from November 20, 2006 SIB Application)

- Realign SC 642 at US 17A to improve intersection
- Widen from 2 to 5 lanes with 4-foot paved and 6-foot grass shoulders from US 17A to Oak Drive
- Widen from 2 to 5 lanes with curb and gutter and 10-foot multi-use path on the north side from Oak Drive to near S-199 (Trolley Road)
- Widen culvert at Sawmill Branch



Project Schedule

- Bids received on March 15, 2011
- Began Construction - June 2011

Project Need

Due to existing traffic congestion and associated delays, the purpose of the proposed project is to improve traffic flow as well as reduce congestion and delays by constructing additional travel lanes. In addition, bicycles and pedestrians will be accommodated with better accessibility. Intersection improvements will be constructed at US 17A, SC 165 (Bacons Bridge Road), and S-18-22 (Orangeburg Road).

The table shown compares the 2005 Average Daily Traffic Counts (ADT) with the projected ADT for 2030. The ADT for 2030 includes the completion of other sales tax projects.

<u>Area of Traffic Data on SC 642</u>	<u>2005 ADT</u>	<u>2030 ADT</u>
US 17 to S-18-22	6,800	18,244
S-18-22 to SC 165	17,300	40,421
SC 165 to S-18-199	23,000	49,144

Project 3: SC 165 (Bacons Bridge Road) Improvements

Project Description

Widen of SC 165 (Bacons Bridge Road) from two (2) lanes to five (5) lanes from the end of the existing four (4) lane section near secondary road S-18-199 (Trolley Road) to the new Ashley Ridge High School south of SC 61 (Ashley River Road). Total Length: 6.5 miles.

(Bacons Bridge Road Phase: Widening to 5 lanes from existing 4-lane section to SC 61: Length: 4.0 miles)

(Deleamar Highway Phase: Widening to 5 lanes from SC 61 to new High School: Length: 2.5 miles)

SC 165 (Bacons Bridge Road) was in the original Referendum as Project 20. The Deleamar Highway Phase was added in order to widen SC 165 to the new Ashley Ridge High School.

Project Schedule SC 165 (Bacons Bridge Road Phase)

- Environmental Documentation Complete
- Right-of-Way Acquisition Complete
- Begin Construction: 1st Quarter 2012

Project Schedule SC 165 (Deleamar Highway Phase)

- Preliminary Engineering 85% Complete
- Right-of-Way Acquisition - Unfunded
- Begin Construction - Unfunded



Overall Project Need

Due to existing traffic congestion and associated delays, the purpose of the proposed project is to improve traffic flow as well as reduce congestion and delays by constructing additional travel lanes. In addition, bicycles and pedestrians will be accommodated with better accessibility. Intersection improvements will be constructed at SC 61, SC 642, and Edisto/Mikel/Farm Roads intersection. This project will also facilitate traffic to and from the new Ashley Ridge High School.

The table shown compares the 2005 Average Daily Traffic Counts (ADT) with the projected ADT for 2030. The ADT for 2030 includes the completion of other sales tax projects.

<u>Area of Traffic on SC 165</u>	<u>2005 ADT</u>	<u>2030 ADT</u>
SC 61 to SC 642	13,400	39,220
SC 642 to S-199	17,000	29,446
Rantowels Creek to SC 61	4,800	12,100*

*ADT does not reflect school schedules or special events.

Project 4: US 78 Improvements

Overall Project Description

The proposed project is located along existing US 78 beginning in northwest Summerville at secondary road S-18-65 (W. Richardson Avenue) and continuing northwest along the existing alignment to secondary road S-18-167 in St. George. In an effort to advance the proposed improvements, the project was divided into three phases. Specific details of each phase and the proposed improvements follow:

Phase 1 Project Description

- From near S-18-167 (Sugarhill Road) in St. George to approximately 0.8 miles west of US 178, resurface and provide 4-foot paved shoulders and 6-foot grass shoulders.
- Construct 3-lane section with curb & gutter on both sides and sidewalk on one side (resident side) through Town of Dorchester.
- Length – 11.47 miles.

Phase 1 Schedule

- Under Construction

Phase 2 Project Description

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



- From approximately 0.5 miles west of SC 27 North to approximately 0.25 miles west of SC 173, widen from 2 to 5 lanes, and provide 4-foot paved shoulders and 6-foot grass shoulders. (approximately 2.2 miles)
- From approximately 0.25 miles west of SC 173 to approximately 0.7 miles east of S-18-630 (Campbell Thicket Road) construct a 3-lane section with 4-foot paved and 6-foot grass shoulders. (approximately 1.6 miles)
- From approximately 0.7 miles east of S-18-630 (Campbell Thicket Road) to near S-22 (Orangeburg Road) resurface and provide 4-foot paved shoulders and 6-foot grass shoulders. (approximately 1.3 miles)
- Length – 8.2 miles.

Phase 2 Schedule

- Environmental Document Underway
- Public Hearing – 1st Quarter 2012
- Right-of-Way Acquisition – 2nd Quarter 2012

Phase 3 Project Description

- From approximately 0.5 miles west of S-18-22 to approximately 0.2 miles west of S-18-58 (Jedburg Road), widen from 2 to 5 lanes with 4-foot paved and 6-foot grass shoulders. (approximately 1.7 miles)
- From approximately 0.2 miles west of S-18-58 to S-18-165 (W. Richardson Avenue), widen from 2 to 5 lanes with curb and gutter. Four-foot paved and 6-foot grass shoulder will be used instead of curb and gutter on the side adjacent to Norfolk Southern R/R. Sidewalk will be provided only on the side away from Norfolk Southern R/R. (approximately 3.30 miles)
- Length – 5.00 miles.

Phase 3 Schedule (Tentative)

- Environmental Document Underway
- Public Hearing – 1st Quarter 2012 (Possible)
- Right-of-Way Acquisition – Unfunded

Overall Project Need

The purpose of the proposed project is to improve safety conditions, increase traffic capacity, and improve traffic flow.

The table shown compares the 2005 Average Daily Traffic Counts (ADT) with the projected ADT for 2030. The ADT for 2030 includes the completion of other sales tax projects.

<u>Area of Traffic on SC 165</u>	<u>2005 ADT</u>	<u>2030 ADT</u>
S-18-58 to Summerville	14,800	22,852
S-18-58 to SC 27	6,800	14,144
SC 27 to US 178	7,500	15,837
US 178 to St. George	5,300	10,536



Project 5: Orangeburg Loop

Project Description

Widen Road S-18-22 (Orangeburg Road) from two (2) lanes to five (5) lanes from SC 642 (Dorchester Road) to S-18-58 (Mallard Road). Widen S-18-58/S-8-16 (Mallard/Jedburg Road) from two (2) lanes to five (5) to Interstate 26. Dorchester County would carry the project to the Dorchester-Berkeley county line; the .85-mile segment from there to Interstate 26 would be the responsibility of Berkeley County.

Project Schedule – (Tentative – Unfunded)

- Complete Environment Assessment – 2nd Quarter 2013
- Design Public Hearing – 2nd Quarter 2013
- Begin Right-of-Way Acquisition – 3rd Quarter 2013
- Begin Construction – 4th Quarter 2015

Project Need

Due to existing traffic congestion and anticipated growth along the Orangeburg Road corridor, the purpose of the proposed project is to improve traffic flow as well as reduce congestion and delays by constructing additional travel lanes providing Summerville with another multi-lane connection to I-26.

The table shown compares the 2005 Average Daily Traffic Counts (ADT) with the projected ADT for 2030. The ADT for 2030 includes the completion of other sales tax projects.

<u>Area of Traffic Data on S-18-22/S-18-58</u>	<u>2005 ADT</u>	<u>2030 ADT</u>
S-18-22		
From SC 642 to US 17A	9,800	23,139
From US 17A to S-58	10,100	22,796
S-18-58/S-8-16		
From S-18-22 to US 78	5,600	13,933
From US 78 to I-26	7,700	23,559

PUBLIC BENEFITS

The Dorchester County Citizens Committee and subsequently Dorchester County voters identified Berlin G. Myers Parkway, SC 642 (Dorchester Road), SC 165 (Bacons Bridge Road), and US 78 as major projects to be undertaken. All four projects were included on the list of 22 projects. Orangeburg Loop has been recognized for years by the Charleston Area Transportation Committee (CHATS) as a much needed project and is now included in the Capital Improvement Plan (CIP) for Dorchester County (November 23, 2010).

These five projects, along with the other 17 projects, will improve traffic mobility, safety, economic development, and will contribute to the improvement of the quality of life for current and future citizens of Dorchester County.



Traffic Studies/Traffic Volumes

Based on the large amount of development that has occurred in recent years and the large amount of future planned development within Dorchester County and the region, Dorchester County initiated its road improvement program. Transportation Planning Studies have been completed for the planned projects and the current and projected traffic growth is shown for the five major projects.

Urgency of Projects/Projected Population Growth

Dorchester County is the fastest growing county in South Carolina. Between 2000 and 2010, the population increased from 96,413 to 136,555, an increase of 41.6%. **Table 1** shows the Dorchester County population projections calculated by South Carolina Budget and Control Board, Office of Research and Statistics, for 2015 and 2120. (The projections were based on the 2000 census and the 2007 population estimates.)

Table 1
Dorchester County Population Projections

Year	Population	% Increase from 2000 Census
2010	136,555 (census #)	41.6%
2015	139,370 (projection #)	44.6%
2020	149,300 (projection #)	54.8%

In view of the rapid growth of Dorchester County, conventional funding sources are not adequate to fund the transportation infrastructure necessary to support this growth.

Resolutions of Support

The Dorchester County Citizens Committee on June 27, 2004, unanimously agreed that these projects should be undertaken. On November 2, 2004, Dorchester County voters agreed to a 1¢ sales tax to fund these projects. This demonstrates the local commitment/support for these projects. Letters, resolutions of support, etc. were received in support for these projects from the following entities:

South Carolina Transportation Infrastructure Bank Board Meeting November 27, 2007 Meeting Minutes, Dorchester County Voters Referendum, Cooperative Intergovernmental Agreement between the Dorchester County Sales Tax Authority and the South Carolina Department of Transportation, Town of Summerville, City of North Charleston, Town of Ridgeville, Town of Harleyville, Town of St. George, Town of Reevesville, Greater Summerville Dorchester County Chamber of Commerce, Dorchester County Economic Development, and CHATS.



FINANCIAL PLAN

Cost of Projects

Based on preliminary estimates, the total cost of the 22 projects in the Dorchester County program, plus the Orangeburg Loop, is \$364.56 million. The 1¢ Sales Tax Referendum allows the sale of bonds to generate a maximum of \$125 million. These bond funds, combined with the previously described additional funding, yield an updated funded program amounting to \$235.16 million. Therefore, Dorchester County now has a \$129.4 million shortfall in the program, which is the basis for this updated application. Dorchester County is requesting \$129.4 million in grant assistance from the SIB to complete their program. This is 35.5% of the entire program (64.5% match). Dorchester County is requesting the financial assistance to apply to the five major projects previously described.

Table 2
Estimates for the Five (5) Major Projects

Project	Termini	Length (miles)	Cost (\$millions)
1. Berlin G. Myers Parkway	SC 165 to US 17A	3.3	56.9
2. SC 642 (Dorchester Road)	S-18-199 to US 17A	5.3	34.4
3. SC 165 (Bacons Bridge Road)	Existing 4 lanes to New High School	6.5	49.0
4. US 78	S-18-65 to St. George	24.5	65.9
5. Orangeburg Loop	SC 642 to I-26	9.3	65.0
		Total	271.2

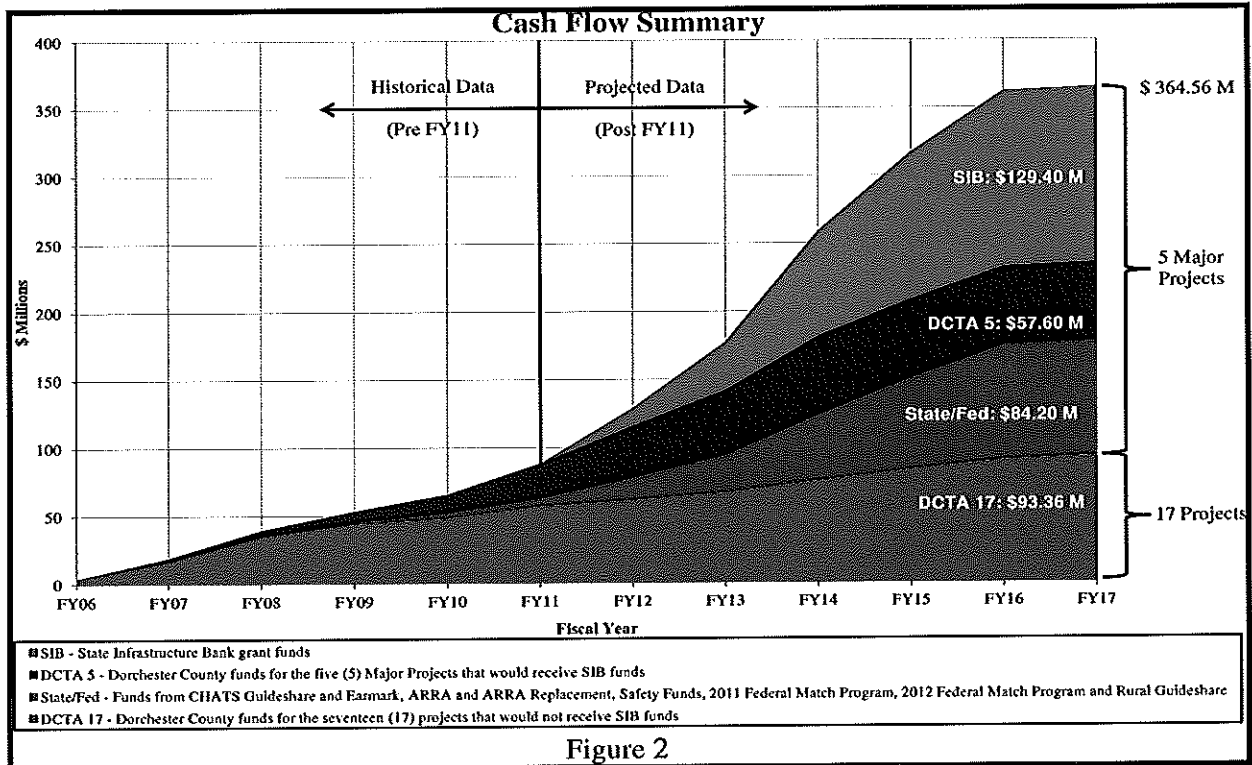
Table 3
Funding Sources

Source	Amount (\$millions)	Percent
State Infrastructure Bank	\$129.4	35.5%
Local Sales Tax Bonds	\$125.0	34.3 %
Excess Tax Revenue and Interest	\$24.0	6.6%
North Charleston Area Contributions	\$1.96	0.5%
Federal Guidesshare	\$21.2	5.8%
Earmarks	\$6.6	1.8%
ARRA Funds	\$1.0	0.3%
ARRA Replacement Funds	\$14.6	4.0%
Safety Funds	\$3.2	0.9%
2011 Fed. Match Program	\$8.0	2.2%
2012 Fed. Match Program	\$9.6	2.6%
Rural Guidesshare	\$20.0	5.5%
Total	\$364.56	100%



Schedule of Revenues and Expenditures

Dorchester County has been collecting the sales tax and the majority of the projects are underway. Figures 2 and 3 show funding that has already been spent, the projected expenditures, and when the funding assistance will be needed from the SIB. Additionally, Figures 2 and 3 illustrate that the current Program will exhaust all of the \$125 million sales tax revenue and the other sources of funding without the program being completed. Some funding is needed now, or in the coming months, to either begin development of certain projects or continue the development of others. The funding for construction could come in subsequent years.



Funding Source													
	FY 06	FY07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
SIB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13.00	\$22.40	\$42.00	\$31.00	\$21.00	\$0.00	\$129.40
DCTA (5)	\$0.29	\$1.89	\$2.05	\$3.40	\$5.91	\$11.86	\$12.63	\$9.57	\$10.00	\$0.00	\$0.00	\$0.00	\$57.60
State/Fed	\$0.00	\$0.00	\$0.15	\$0.89	\$2.44	\$1.86	\$10.86	\$11.00	\$21.00	\$19.00	\$17.00	\$0.00	\$84.20
DCTA (17)	\$3.30	\$13.16	\$18.28	\$9.56	\$4.02	\$8.78	\$4.18	\$5.43	\$8.65	\$8.00	\$7.00	\$3.00	\$93.36
Total	\$3.59	\$15.05	\$20.48	\$13.85	\$12.37	\$22.50	\$40.67	\$48.40	\$81.65	\$58.00	\$45.00	\$3.00	\$364.56

Project Requirements													
	FY 06	FY07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
5 Major	\$0.29	\$1.89	\$2.20	\$4.29	\$8.35	\$13.72	\$35.46	\$44.00	\$73.00	\$50.00	\$38.00	\$0.00	\$271.20
17 Minor	\$3.30	\$13.16	\$18.28	\$9.56	\$4.02	\$8.78	\$5.21	\$4.40	\$8.65	\$8.00	\$7.00	\$3.00	\$93.36
Total	\$3.59	\$15.05	\$20.48	\$13.85	\$12.37	\$22.50	\$40.67	\$48.40	\$81.65	\$58.00	\$45.00	\$3.00	\$364.56

DCTA Funds													
	FY 06	FY07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
DCTA Funds	\$3.59	\$15.05	\$20.33	\$12.96	\$9.93	\$20.64	\$16.81	\$15.00	\$18.65	\$8.00	\$7.00	\$3.00	\$150.96
Cumulative	\$3.59	\$18.64	\$38.97	\$51.93	\$61.86	\$82.50	\$99.31	\$114.31	\$132.96	\$140.96	\$147.96	\$150.96	\$150.96

† Includes \$1.96M North Charleston area contributions

Figure 3



Project Priorities

Priorities for receiving SIB funding for the five major projects are established based on “keeping the pump primed” so that a funding shortfall would not occur and result in a project being inactivated. So far DCTA has been able to keep all of their projects moving forward simultaneously, thanks primarily to the assistance of the SCDOT in securing additional funding. But now DCTA is approaching a critical point where progress on these much needed projects will have to be curtailed due to funding shortfalls. The following **Table 4** projects a funding priority that would keep all of the five major projects moving forward to their completion:

**Table 4
Funding Priorities**

Project	Funding Amount	When Needed
Project 3: SC 165 (Bacons Bridge Road Phase) SC 165 (Delemar Highway Phase)*	Funded \$13 Million	4 th Quarter 2011
Project 4: US 78 Improvements Phase 3	\$31.4 Million	4 th Quarter 2011
Project 5: Orangeburg Loop Improvements	\$65 Million	4 th Quarter 2011
Project 1: Berlin Myers Parkway Phase 3	\$20 Million	4 th Quarter 2011
Project 2: SC 642 Improvements	Funded	
Total	\$129.4 Million	
*Segment to new Ashley Ridge High School		

PROJECT APPROACH

Since Dorchester County passed the 1¢ sales tax on November 2, 2004 and begun collecting revenues, preliminary engineering has begun on all the 22 projects listed in the bond referendum. Most of the smaller projects have already been completed. No preliminary engineering has begun on the Orangeburg Loop project as described in this application. Each project will include preliminary engineering/environmental, right-of-way acquisition, and construction.

Project Schedule

The estimated time frame for completion of each major activity for the 5 major projects is shown in **Table 5**.



**Table 5
Project Completion Schedule**

Project/Activity	Start	End
Project 1: Berlin G. Myers Parkway		
Preliminary Engineering/Environmental		Complete
Right-of-Way		Complete
Construction	Ready-Waiting on Permits	
Project 2: SC 642		
Preliminary Engineering/Environmental		Complete
Right-of-Way		Complete
Construction	Underway	November 2013
Project 3: SC 165 (Bacons Bridge Road)		
Preliminary Engineering/Environmental		Complete
Right-of-Way		Complete
Construction	1 st Quarter 2012	3 rd Quarter 2014
Project 3: SC 165 (Delemar Highway)*		
Preliminary Engineering/Environmental	4 th Quarter 2011 (Unfunded)	3 rd Quarter 2012
Right-of-Way	4 th Quarter 2012 (Unfunded)	2 nd Quarter 2113
Construction	2 nd Quarter 2013 (Unfunded)	2 nd Quarter 2015
*Segment to new Ashley Ridge High School		
Project 4: US 78 Phase 1		
Preliminary Engineering/Environmental		Complete
Right-of-Way		Complete
Construction		Complete
Project 4: US 78 Phase 2		
Preliminary Engineering/Environmental	Underway	1 st Quarter 2012
Right-of-Way	1 st Quarter 2012	4 th Quarter 2012
Construction	1 st Quarter 2013	2 nd Quarter 2015
Project 4: US 78 Phase 3		
Preliminary Engineering/Environmental	Underway	1 st Quarter 2012
Right-of-Way	2 nd Quarter 2011 (Unfunded)	2 nd Quarter 2013
Construction	2 nd Quarter 2013 (Unfunded)	3 rd Quarter 2015
Project 5: Orangeburg Loop		
Preliminary Engineering/Environmental	1 st Quarter 2012 (Unfunded)	1 st Quarter 2014
Right-of-Way	1 st Quarter 2014 (Unfunded)	4 th Quarter 2015
Construction	4 th Quarter 2015 (Unfunded)	4 th Quarter 2018

Note: "Unfunded" means SIB funds or other funds (yet to be identified) are needed to continue project.



Current Project Status for the 5 major projects

All projects are being developed in compliance with the Federal National Environmental Policy Act of 1969 as amended, so they can remain eligible for Federal Funding.

Project 1: Berlin G. Myers Parkway

- Right-of-way acquisition complete
- Ready for construction
- Waiting on USACE permit and FEMA approval

Project 2: SC 642

- Construction Underway

Project 3: SC 165 (Bacons Bridge Road Phase)

- Right-of-way underway
- Environmental permits(s) submitted
- Construction Bids – 1st Quarter 2012

Project 3: SC 165 (Delemar Road Phase) (Segment to new Ashley Ridge High School)

- Preliminary Engineering on-hold
- Public Information Meeting held June 3, 2010
- Additional funding needed to complete right-of-way drawings

Project 4: US 78 Phase 1

- Under Construction

Project 4: US 78 Phase 2

- Preliminary Engineering underway
- Public Hearing – 1st Quarter 2012
- Right-of-way acquisition – 1st Quarter 2012

Project 4: US 78 Phase 3

- Preliminary Engineering underway
- Public Hearing – 1st Quarter 2012
- Additional funding needed to begin right-of-way acquisition

Project 5: Orangeburg Loop

- Preliminary Engineering awaiting funding



UPDATE II

**Application to the
South Carolina
Transportation Infrastructure Bank**

**SUBMITTED BY:
DORCHESTER COUNTY
SOUTH CAROLINA**

NOVEMBER 20, 2006

**Update I
April 27, 2011**

November 11, 2011

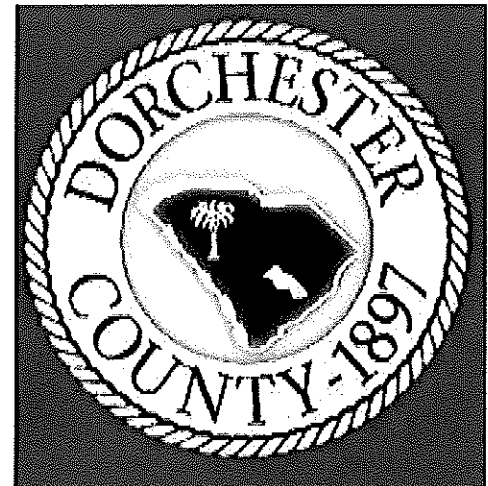


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**UPDATE II
DORCHESTER COUNTY APPLICATION
FOR FINANCIAL ASSISTANCE
FROM THE
SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK (SIB)**

Dorchester County is updating its application for financial assistance to construct and improve transportation facilities throughout Dorchester County as specified in *Local Question Number 1* on the November 2, 2004 Dorchester County ballot.

BACKGROUND

November 20, 2006, Dorchester County submitted an application for funding to the SIB. January 26, 2007, the SIB Board visited Dorchester County to view the proposed projects. November 27, 2007, Dorchester County made their formal presentation to the SIB and was approved for grant funding in the amount of \$213.2 million, subject to availability of new funds to the SIB. (See minutes of SIB meeting in Appendix A.) After securing additional sources of funding, April 27, 2011, Dorchester County submitted an updated application with a \$79.2 million reduction in the original grant request with a revised shortfall of \$134 million in the program.

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

At the June 27, 2004 meeting, the committee unanimously agreed upon a list of 22 identified road projects to be undertaken at an estimated cost of \$163.1 million dollars. This list of projects, along with a 1¢ proposed sales tax increase, was presented to the Dorchester County voters as *Local Question Number 1* on the November 2, 2004, Dorchester County ballot. The question was approved by the voters.

Since the 1¢ sales tax referendum passed in November 2004, Dorchester County established the Dorchester County Sales Tax Transportation Authority (DCTA) and this group began executing the development, design and construction of the 22 projects. During this process the DCTA partnered with the South Carolina Department of Transportation (SCDOT) in the development of an Intergovernmental Agreement (IGA) since a majority of the projects involved improvements to state owned roads. The IGA was signed on June 29, 2006 between the SCDOT and the DCTA.

Since early 2005, the DCTA and the design team have been diligently working on all 22 projects. During the project development process, detailed studies have been performed and show that some of the 22 projects, as originally scoped, will not provide acceptable results. Due to increased traffic projections, design modifications and construction escalation, the estimated cost



to complete the 22 projects on the list is now \$364.56 million, which creates a significant shortfall in funding.

The 1¢ Sales Tax referendum allowed the sale of bonds to generate a maximum of \$125 million for the Dorchester County Sales Tax Transportation Authority Road Improvement Program (Program).

Since the original funding request from the SIB, through the efforts of Dorchester County, in cooperation with the SCDOT the following additional sources of funding have been allotted to the Program:

Federal Guideshare	\$21.2 million
Earmark	\$ 6.6 million
ARRA Funds	\$ 1.0 million
ARRA Replacement Funds	\$14.6 million
Safety Funds	\$ 3.2 million
2011 Federal Match Program	\$ 8.0 million
2012 Federal Match Program	\$ 9.6 million
North Charleston Area Contributions	\$1.96 million
Interest & Additional Tax Collection	\$24.0 million

It is anticipated that Rural Guideshare Funding will be available to the Program in the amount up to \$4.8 million/year. The Program plans to accumulate \$20 million from this funding source.

The 1¢ Sales Tax proceeds combined with the above described additional funding, yields an updated funded program amounting to \$235.16 million. Therefore, Dorchester County now has a \$129.4 million shortfall in the program, which is the basis for this application update.

As previously stated, since the original application of November 20, 2006, Dorchester County has diligently been working on their Program and pursuing additional sources of funding wherever possible. This effort demonstrates the local commitment to these projects, and the additional funding secured results in an \$83.8 million reduction in the original grant request from the SIB.

The following pages describe the projects, update the project statuses, update cost estimates, demonstrate current financing assumptions, and demonstrate program approach.

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DESCRIPTION OF PROJECTS/ BRIEF STATUS

The Dorchester County Citizens Committee on June 27, 2004, unanimously agreed upon the following list of 22 projects to be undertaken. On November 2, 2004, Dorchester County voters agreed to a 1¢ sales tax to fund this list of 22 projects:

1. Complete construction of Berlin G. Myers Parkway from SC 165 to US 17A.
Status: Right-of-way acquired; construction plans and specifications completed; waiting on FEMA approval and U.S. Army Corps of Engineers permit.
2. Apply required safety design, construct 6.6 miles, three (3) lane-passing lanes in sections and improve intersections at Jedburg (Road S-18-58) and Deming Way Road (S-18-789) on US 78 from SC 165 to beginning of four (4) lane section in St. George. Total length 24.59 miles.
**Status: Phase 1: From near S-18-167 (Sugarhill Road) in St. George to approximately 0.8 miles west of US 178 (11.47 miles)-Under Construction.
Phase 2: From approximately 0.8 miles west of US 178 to near S-22 (Orangeburg Road) (8.2 miles)-Environmental Assessment (EA) Document and Right-of-Way Plans being prepared.
Phase 3: From near S-22 (Orangeburg Road) to near S-165 (W. Richardson Ave.) (5.00 miles)-Environmental Assessment (EA) document and Right-of-Way Plans being prepared.**
3. Widen existing two (2) lane section of four (4) lanes with left and right turn lane on SC 642 (Dorchester Road) from Oakbrook just west of Road S-18-199 to US 17A. Total length 5.3 miles.
Status: Under construction.
4. Widen existing 24-foot pavement to 28 feet and resurface US 178 from US- 78 to the Orangeburg County Line. Total length 15.2 miles.
Status: Complete
5. Widen existing 24-foot pavement to 28 feet and resurface US 15, from Grover to the Colleton County Line. Total length 3.4 miles.
Status: Complete
6. Widen existing 20-foot pavement to 24 feet and resurface Road S-18-13, Central Avenue, including intersection improvements at Road S-18-59 (Parsons Road) and replacement of Brick Arch Culvert and realignment of roadway at Road S-18-215. Total length 6.7 miles.
Status: Complete
7. Improve intersection of Road S-18-339 (Gahagan Road) and SC165-Berlin G. Myers Parkway.
Status: Complete



8. Widen Road S-18-22, Orangeburg Road from existing 20-foot pavement to 24-foot pavement and resurface from SC 642 (Dorchester Road) to Berkeley County line. Include intersection improvements at Road S-18-35. Total length 9.39 miles.
Status: Complete
9. Resurface street and roads in and adjacent to the Town of Harleyville and repave and reconstruct deteriorated sections of concrete sidewalk to ADA Standards. Resurfacing – 9.11 miles; sidewalk rehabilitation – 1.74 miles.
Status: Complete
10. Resurface streets in the Town of Ridgeville and remove existing asphalt sidewalks and construct sidewalks to ADA Standards. Sidewalks -1.63 miles; resurfacing – 2.79 miles.
Status: Complete
11. Resurface streets and roads in and adjacent to the Town of St. George. Total length 6.18 miles.
Status: Complete
12. Extend Old Fort Road (S-18-662) from Old Fort Estates to Ladson Road (S-18-230). Length 1.2 miles.
Status: Complete
13. Traffic Study and intersection improvements on SC 642 (Dorchester Road) at Robert Bosch Plant.
Status: Complete
14. Pave 260 miles of County and State (SCDOT) dirt roads.
Status: Under Construction
15. Resurface and improve 0.93 miles of Industrial Road (S-18-194) and S-18-84. Total length 9.40 miles.
Status: Complete
16. Resurface and widen SC 453 at intersection of Interstate 26 from Circle Cement Plant to S-18-50.
Status: Complete
17. Future Drive from American LaFrance to Westcott.
Status: Complete
18. Old Fort Road – Oakbrook Elementary School to Palmetto Commerce Parkway.
Status: Removed from Program
19. Patriots Blvd. from Appian Way to Wescott.
Status: Complete



20. Widen SC 165 (Bacons Bridge Road) from two (2) lanes to four (4) lanes with center turning lanes from end of 4-lane section to SC 61. Includes intersection alignment at Mikel Drive (S-18-505) and Edisto Drive (S-18-260). Length 4.0 miles.
Status: Construction to begin early 2012.
21. Lincoln Blvd. from SC 642 (Dorchester Road) to Road S-18-62 (Ashley Phosphate Road).
Status: Complete
22. Intersection improvements on SC 642 (Dorchester Road) at Indigo Fields Subdivision.
Status: Complete

In the original SIB Application of November 20, 2006, and approved November 27, 2007, financial assistance was requested to enable five (5) of the major projects to be constructed. Since that time, in an effort to keep the projects progressing, additional sources of funding were secured, scope reductions were implemented, and funding was reallocated between projects. Following are the five (5) projects, their current descriptions, and current cost estimates.

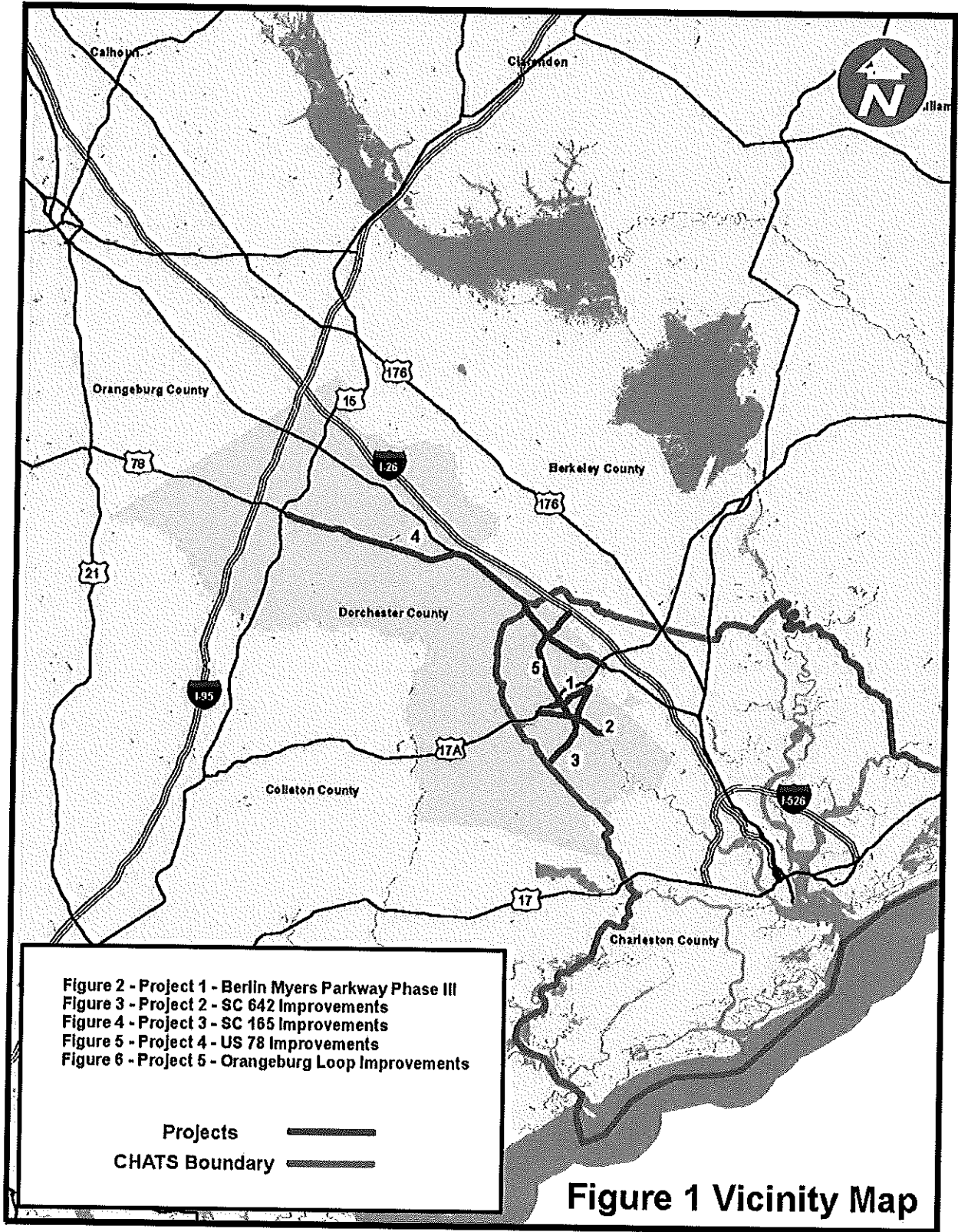
1. Complete construction of Berlin G. Myers Parkway from SC 165 to US 17A.
Length: 3.3 miles; cost: \$56.9 million.
2. Widen SC 642 (Dorchester Road) from two (2) lanes to five (5) lanes from Oakbrook just west of Road S-18-199 (Trolley Road) to US 17A.
Length: 5.3 miles; cost: \$34.4 million. (Scope of project was reduced.)
3. Widen SC 165 (Bacons Bridge Road) from two (2) lanes to five (5) lanes from end of the existing four (4) lane section to new Ashley Ridge High School.
Total Length: 6.5 miles; cost: \$49.0 million.
(From existing 4-lane section to SC 61: Length: 4.0 miles; cost: \$36.0 million)
(From SC 61 to new Ashley Ridge High School: Length: 2.5 miles; cost: \$13.0 million)
4. Widen US 78 from two (2) lanes to five (5) lanes in certain sections and apply required safety design from S-65 (W. Richardson Avenue) in Summerville to the beginning of the existing four (4) lane section in St. George.
Total Length: 24.67 miles; cost: \$65.9 million.
(Phase 1: Length: 11.47 miles; cost: \$11.0 million)
(Phase 2: Length: 8.20 miles; cost: \$21.2 million)
(Phase 3: Length: 5.00 miles; cost: \$33.7 million)
5. Orangeburg Loop: Widen Road S-18-22 (Orangeburg Road) from two (2) lanes to five (5) lanes from SC 642 (Dorchester Road) to S-18-58; widen S-18-58/S-8-16 from two (2) lanes to five (5) lanes to I-26.
Length: 9.3 miles; cost \$65.0 million.



Four of the five projects, although with minor scope variations, were included on the list from the Dorchester County Citizens Committee and subsequently approved by the Dorchester County voters on November 2, 2004. The fifth project, Orangeburg Loop, is included in the Capital Improvement Plan (CIP) for Dorchester County (November 23, 2010).

These five (5) projects are shown in **Figure 1**.





Project 1: Berlin G. Myers Parkway Extension

Project Description

The completion of the Berlin G. Myers Parkway is from SC 165 to US 17A. This will be the third and final phase of the Berlin G. Myers Parkway project to provide a limited access roadway from Interstate 26 to the southwest side of Summerville. There will be at-grade intersections at Luden Road, Greenwave Boulevard, US 17A and Orangeburg Road. There will be a single point urban interchange (SPUI) at SC 165 (E. Carolina Avenue). The design for the major portion of the project will consist of two (2) travel lanes in each direction with curb and gutter. The median will be 14 feet wide, consisting of a 2-foot curb and gutter on each side and a 10-foot wide planted section in the middle.

Project Schedule

- Final Environmental Assessment approved May 31, 2006
- Right-of-Way Acquisition Complete
- Final Design Complete
- Ready for Construction
- Waiting on FEMA approval and USACE permit

Project Need

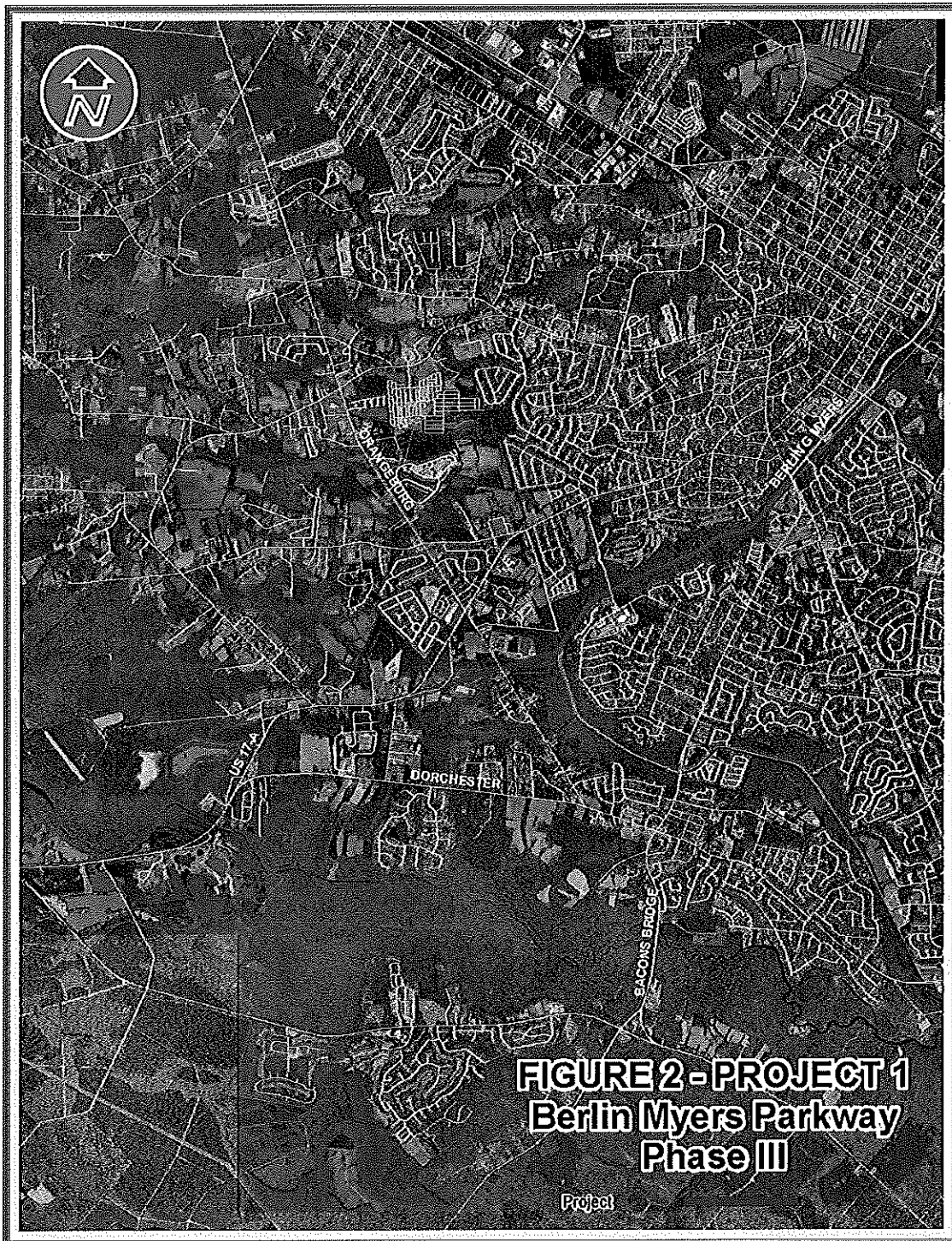
The Berlin G. Myers Parkway project was developed to be a limited access roadway from Interstate 26 to the southwest side of Summerville and to relieve traffic congestion on various transportation facilities in the Summerville area, primarily US 17A and SC 165 (Bacon's Bridge Road). Although intended to principally serve through traffic, growth in the region has resulted in additional needs. An additional role of the project will now be to serve local traffic, providing a safer and quicker access to Interstate 26.

The table shows the projected Average Daily Traffic Counts (ADT) for the design year 2030.

<u>Area of Projected Traffic on Parkway</u>	<u>2030 ADT</u>
E. Carolina Ave. to Luden Road	28,700
Luden Road to Orangeburg Road	18,100
Orangeburg Road to US 17A	13,900

The location of Project 1: Berlin G. Myers Parkway Extension is shown in **Figure 2**.





PROJECT 2: SC 642 (Dorchester Road) Improvements

Project Description (Scope was reduced from November 20, 2006 SIB Application)

- Realign SC 642 at US 17A to improve intersection
- Widen from 2 to 5 lanes with 4-foot paved and 6-foot grass shoulders from US 17A to Oak Drive
- Widen from 2 to 5 lanes with curb and gutter and 10-foot multi-use path on the north side from Oak Drive to near S-199 (Trolley Road)
- Widen culvert at Sawmill Branch

Project Schedule

- Bids received on March 15, 2011
- Began Construction - June 2011

Project Need

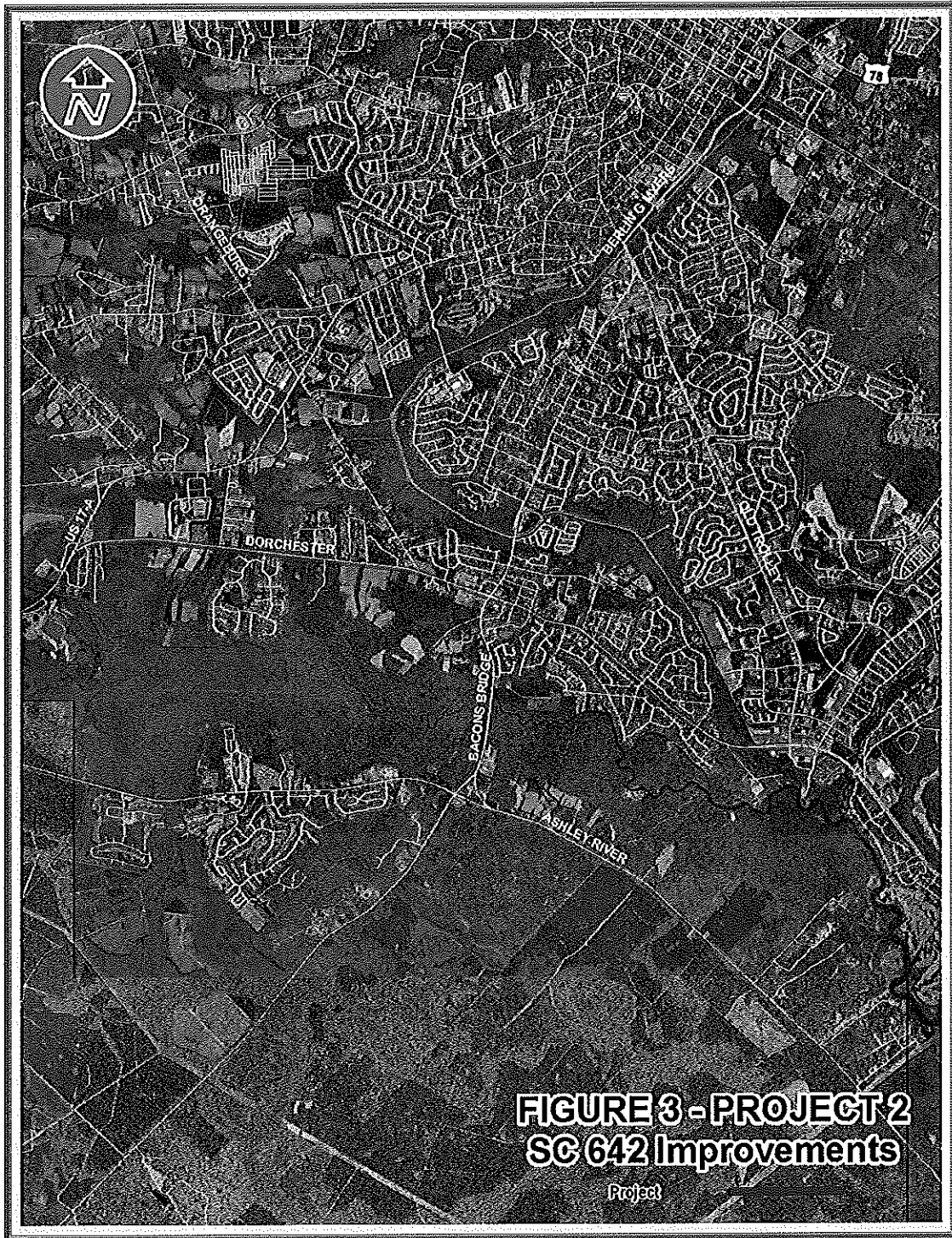
Due to existing traffic congestion and associated delays, the purpose of the proposed project is to improve traffic flow as well as reduce congestion and delays by constructing additional travel lanes. In addition, bicycles and pedestrians will be accommodated with better accessibility. Intersection improvements will be constructed at US 17A, SC 165 (Bacons Bridge Road), and S-18-22 (Orangeburg Road).

The table shown compares the 2005 Average Daily Traffic Counts (ADT) with the projected ADT for 2030. The ADT for 2030 includes the completion of other sales tax projects.

<u>Area of Traffic Data on SC 642</u>	<u>2005 ADT</u>	<u>2030 ADT</u>
US 17 to S-18-22	6,800	18,244
S-18-22 to SC 165	17,300	40,421
SC 165 to S-18-199	23,000	49,144

The location of Project 2: SC 642 (Dorchester Road) Improvements is shown in **Figure 3**.





Project 3: SC 165 (Bacons Bridge Road) Improvements

Project Description

Widen of SC 165 (Bacons Bridge Road) from two (2) lanes to five (5) lanes from the end of the existing four (4) lane section near secondary road S-18-199 (Trolley Road) to the new Ashley Ridge High School south of SC 61 (Ashley River Road). Total Length: 6.5 miles.

(Bacons Bridge Road Phase: Widening to 5 lanes from existing 4-lane section to SC 61: Length: 4.0 miles)

(Delemar Highway Phase: Widening to 5 lanes from SC 61 to new High School: Length: 2.5 miles)

SC 165 (Bacons Bridge Road) was in the original Referendum as Project 20. The Delemar Highway Phase was added in order to widen SC 165 to the new Ashley Ridge High School.

Project Schedule SC 165 (Bacons Bridge Road Phase)

- Environmental Documentation Complete
- Right-of-Way Acquisition Complete
- Begin Construction: 1st Quarter 2012

Project Schedule SC 165 (Delemar Highway Phase)

- Preliminary Engineering 85% Complete
- Right-of-Way Acquisition - Unfunded
- Begin Construction - Unfunded

Project Need

Due to existing traffic congestion and associated delays, the purpose of the proposed project is to improve traffic flow as well as reduce congestion and delays by constructing additional travel lanes. In addition, bicycles and pedestrians will be accommodated with better accessibility. Intersection improvements will be constructed at SC 61, SC 642, and Edisto/Mikel/Farm Roads intersection. This project will also facilitate traffic to and from the new Ashley Ridge High School.

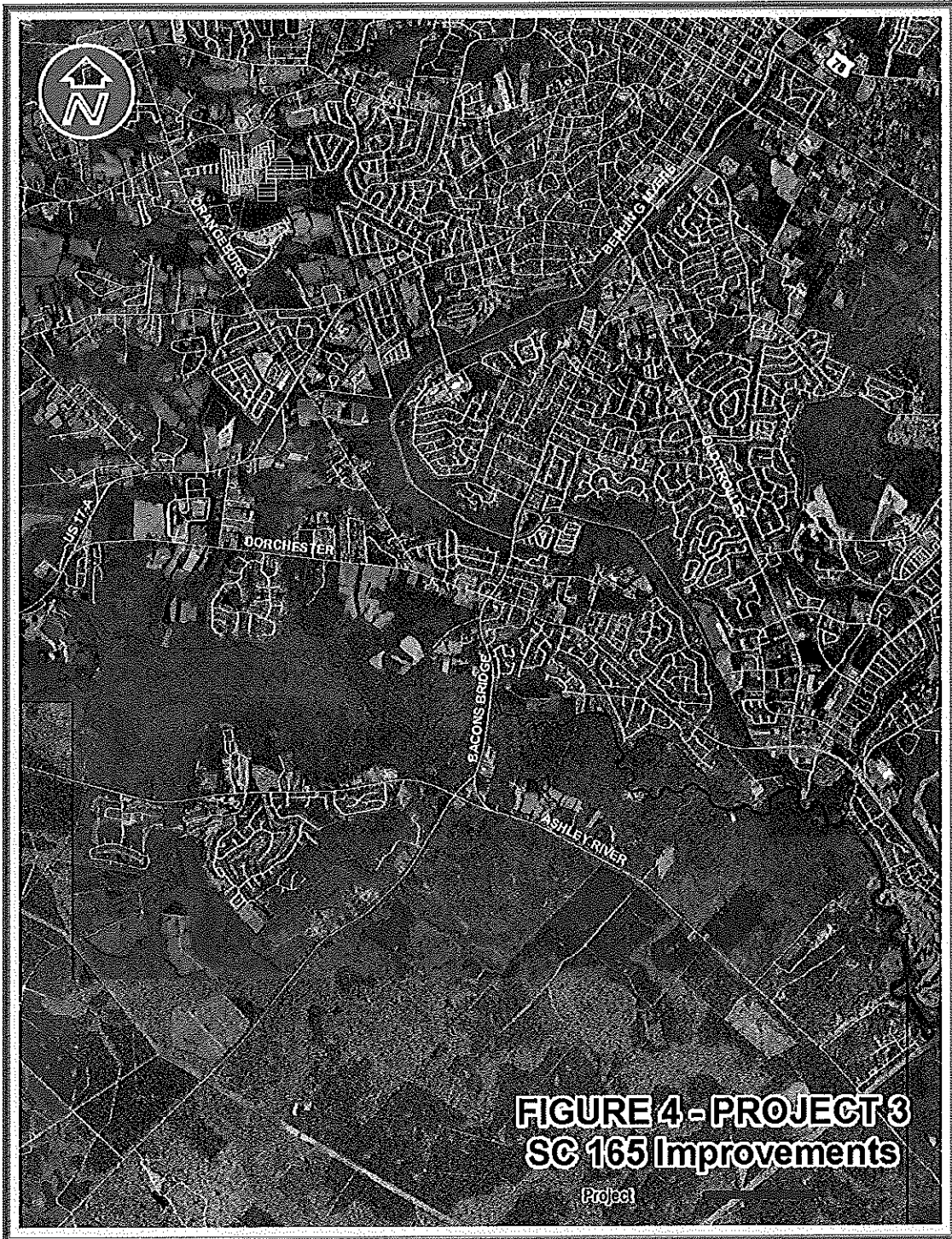
The table shown compares the 2005 Average Daily Traffic Counts (ADT) with the projected ADT for 2030. The ADT for 2030 includes the completion of other sales tax projects.

<u>Area of Traffic on SC 165</u>	<u>2005 ADT</u>	<u>2030 ADT</u>
SC 61 to SC 642	13,400	39,220
SC 642 to S-199	17,000	29,446
Rantowels Creek to SC 61	4,800	12,100*

*ADT does not reflect school schedules or special events.

The location of Project 3: SC 165 (Bacons Bridge Road) Improvements is shown in **Figure 4**.





Project 4: US 78 Improvements

Overall Project Description

The proposed project is located along existing US 78 beginning in northwest Summerville at secondary road S-18-65 (W. Richardson Avenue) and continuing northwest along the existing alignment to secondary road S-18-167 in St. George. In an effort to advance the proposed improvements, the project was divided into three phases. Specific details of each phase and the proposed improvements follow:

Phase 1 Project Description

- From near S-18-167 (Sugarhill Road) in St. George to approximately 0.8 miles west of US 178, resurface and provide 4-foot paved shoulders and 6-foot grass shoulders.
- Construct 3-lane section with curb & gutter on both sides and sidewalk on one side (resident side) through Town of Dorchester.
- Length – 11.47 miles.

Phase 1 Schedule

- Under Construction

Phase 2 Project Description

- From approximately 0.8 miles west of US 178 to approximately 0.5 miles west of SC 27 North, resurface and provide 4-foot paved shoulders and 6-foot grass shoulders. (approximately 3.1 miles)
- From approximately 0.5 miles west of SC 27 North to approximately 0.25 miles west of SC 173, widen from 2 to 5 lanes, and provide 4-foot paved shoulders and 6-foot grass shoulders. (approximately 2.2 miles)
- From approximately 0.25 miles west of SC 173 to approximately 0.7 miles east of S-18-630 (Campbell Thicket Road) construct a 3-lane section with 4-foot paved and 6-foot grass shoulders. (approximately 1.6 miles)
- From approximately 0.7 miles east of S-18-630 (Campbell Thicket Road) to near S-22 (Orangeburg Road) resurface and provide 4-foot paved shoulders and 6-foot grass shoulders. (approximately 1.3 miles)
- Length – 8.2 miles.

Phase 2 Schedule

- Environmental Document Underway
- Public Hearing – 1st Quarter 2012
- Right-of-Way Acquisition – 2nd Quarter 2012



Phase 3 Project Description

- From approximately 0.5 miles west of S-18-22 to approximately 0.2 miles west of S-18-58 (Jedburg Road), widen from 2 to 5 lanes with 4-foot paved and 6-foot grass shoulders. (approximately 1.7 miles)
- From approximately 0.2 miles west of S-18-58 to S-18-165 (W. Richardson Avenue), widen from 2 to 5 lanes with curb and gutter. Four-foot paved and 6-foot grass shoulder will be used instead of curb and gutter on the side adjacent to Norfolk Southern R/R. Sidewalk will be provided only on the side away from Norfolk Southern R/R. (approximately 3.30 miles)
- Length – 5.00 miles.

Phase 3 Schedule (Tentative)

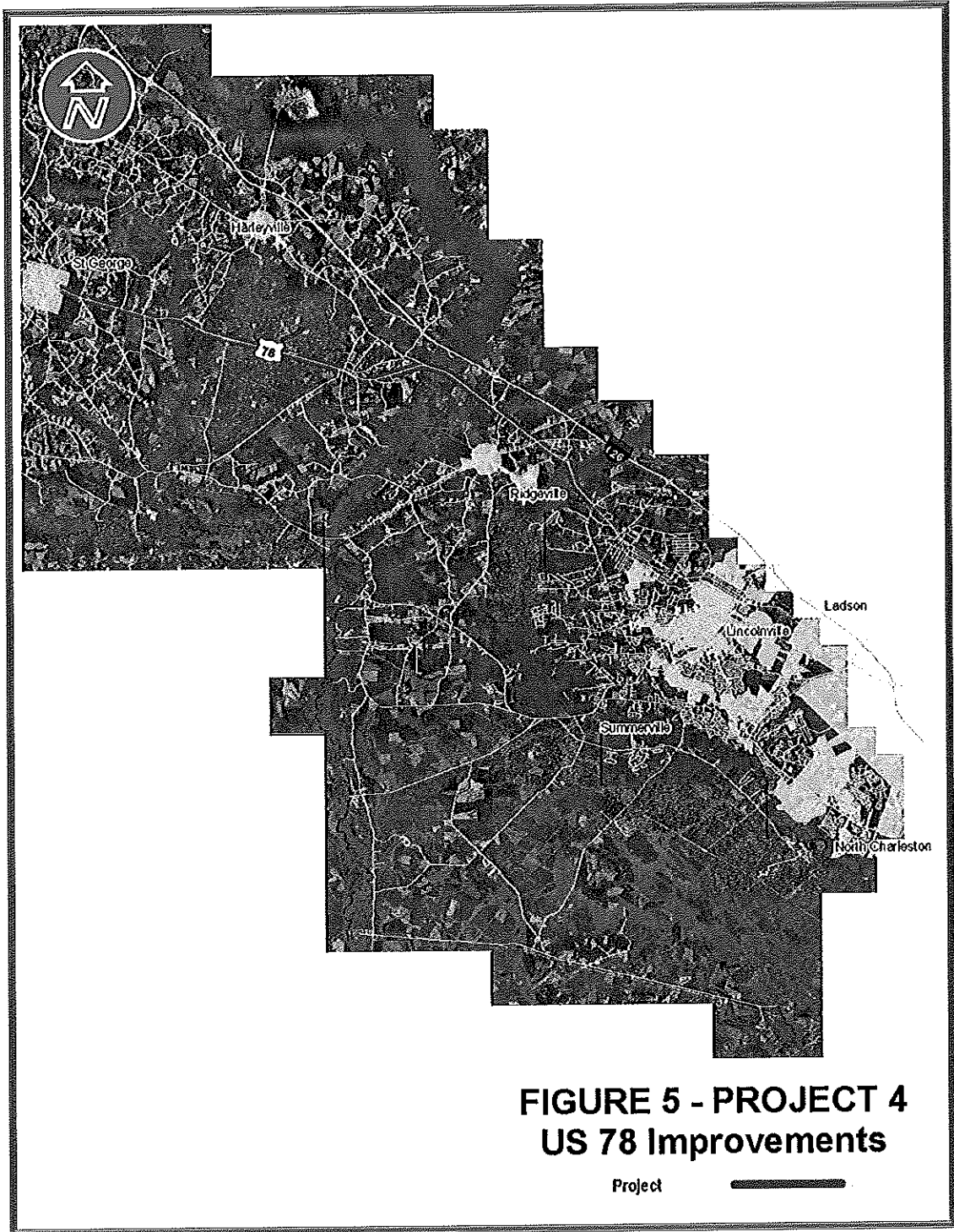
- Environmental Document Underway
- Public Hearing – 1st Quarter 2012 (Possible)
- Right-of-Way Acquisition – Unfunded

Overall Project Need

The purpose of the proposed project is to improve safety conditions, increase traffic capacity, and improve traffic flow.

The location of Project 4: US 78 Improvements is shown in **Figure 5**.





Project 5: Orangeburg Loop

Project Description

Widen Road S-18-22 (Orangeburg Road) from two (2) lanes to five (5) lanes from SC 642 (Dorchester Road) to S-18-58 (Mallard Road). Widen S-18-58/S-8-16 (Mallard/Jedburg Road) from two (2) lanes to five (5) to Interstate 26. Dorchester County would carry the project to the Dorchester-Berkeley county line; the .85-mile segment from there to Interstate 26 would be the responsibility of Berkeley County.

Project Schedule – (Tentative – Unfunded)

- Complete Environment Assessment – 2nd Quarter 2013
- Design Public Hearing – 2nd Quarter 2013
- Begin Right-of-Way Acquisition – 3rd Quarter 2013
- Begin Construction – 4th Quarter 2015

Project Need

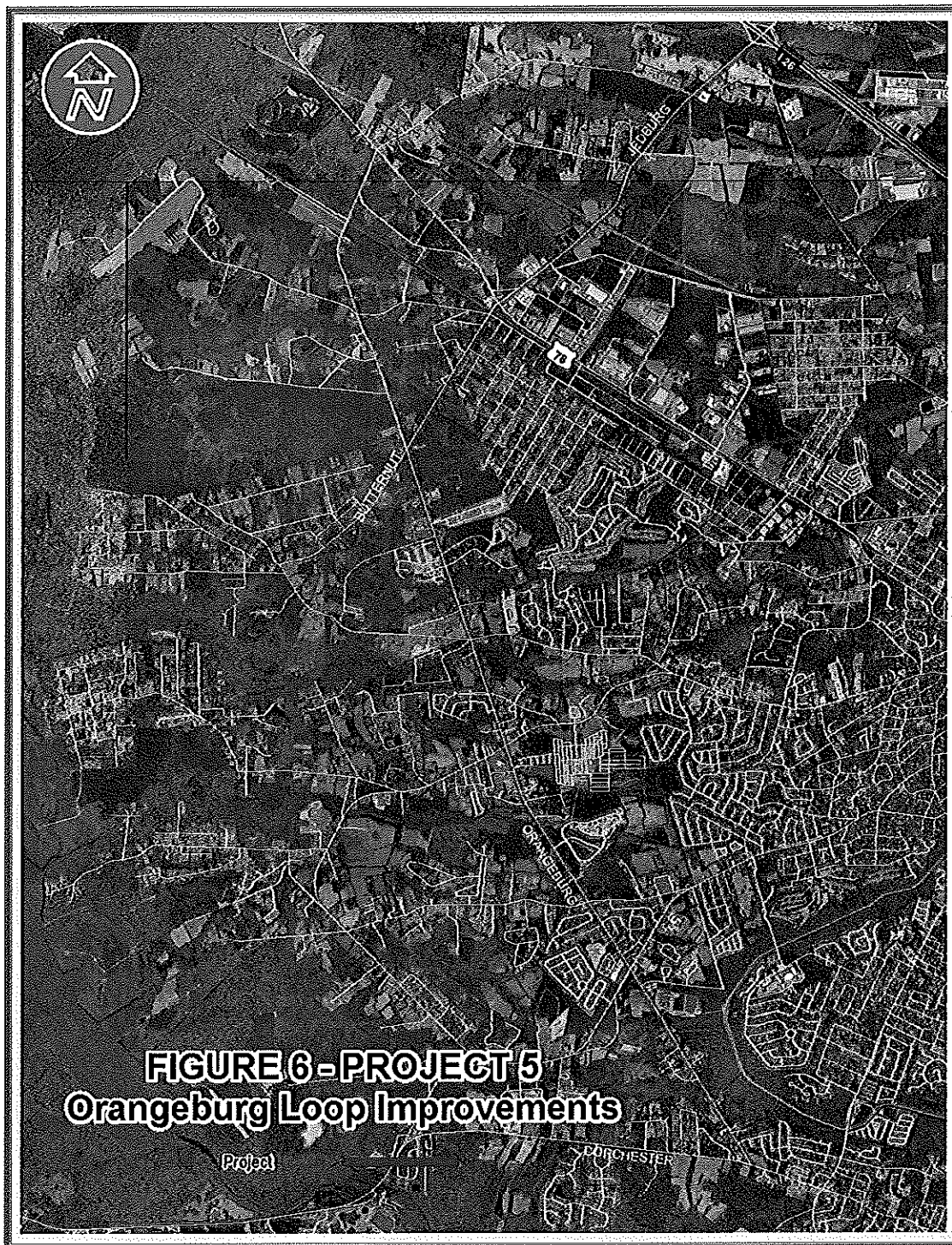
Due to existing traffic congestion and anticipated growth along the Orangeburg Road corridor, the purpose of the proposed project is to improve traffic flow as well as reduce congestion and delays by constructing additional travel lanes providing Summerville with another multi-lane connection to I-26.

The table shown compares the 2005 Average Daily Traffic Counts (ADT) with the projected ADT for 2030. The ADT for 2030 includes the completion of other sales tax projects.

<u>Area of Traffic Data on S-18-22/S-18-58</u>	<u>2005 ADT</u>	<u>2030 ADT</u>
S-18-22		
From SC 642 to US 17A	9,800	23,139
From US 17A to S-58	10,100	22,796
S-18-58/S-8-16		
From S-18-22 to US 78	5,600	13,933
From US 78 to I-26	7,700	23,559

The location of Project 5: Orangeburg Loop is shown in **Figure 6**.





PUBLIC BENEFITS

The Dorchester County Citizens Committee and subsequently Dorchester County voters identified Berlin G. Myers Parkway, SC 642 (Dorchester Road), SC 165 (Bacons Bridge Road), and US 78 as major projects to be undertaken. All four projects were included on the list of 22 projects. Orangeburg Loop has been recognized for years by the Charleston Area Transportation Committee (CHATS) as a much needed project and is now included in the Capital Improvement Plan (CIP) for Dorchester County (November 23, 2010).

These five projects, along with the other 17 projects, will improve traffic mobility, safety, economic development, and will contribute to the improvement of the quality of life for current and future citizens of Dorchester County.

Traffic Studies/Traffic Volumes

Based on the large amount of development that has occurred in recent years and the large amount of future planned development within Dorchester County and the region, Dorchester County initiated its road improvement program. Transportation Planning Studies have been completed for the planned projects and the current and projected traffic growth is shown in **Table 1** for the five major projects.



**Table 1
Current and Projected Traffic Volumes
for the Five Major Projects**

Route	Segment	SCDOT Station #	SCDOT 2005 AADT	Projected 2030 Volume
Project 1: Berlin G. Myers Parkway				
Berlin G. Myers Parkway	E. Carolina Ave. to Luden Road	N/A	N/A	28,700
Berlin G. Myers Parkway	Luden Road to Orangeburg Road	N/A	N/A	18,100
Berlin G. Myers Parkway	Orangeburg Road to US 17A	N/A		13,900
Project 2: SC 642				
SC 642	US 17A to S-18-22	165	6,800	18,244
SC 642	S-18-22 to SC 165	167	17,300	40,421
SC 642	SC 165 to S-18-199	169	23,000	49,144
Project 3: SC 165				
SC 165	SC 61 to SC 642	159	13,400	39,220
SC 165	SC 642 to S-18-199	161	17,000	29,466
SC 165	Rantowels Cr. to SC 61	155	4,800	12,100
Project 4: US 78				
US 78	S-18-58 to Summerville	137	14,800	22,852
US 78	S-18-58 to SC 27	135	6,800	14,144
US 78	SC 27 to US 178	134	7,500	15,837
US 78	US 178 to St. George	133	5,300	10,536
Project 5: Orangeburg Loop				
S-18-22	SC 642 to US 17A	209	9,800	23,139
S-18-22	US 17A to S-18-58	211	10,100	22,796
S-18-58	S-18-22 to US 78	241	5,600	13,933
S-18-58	US 78 to I-26	240	7,700	23,559



Urgency of Projects/Projected Population Growth

Dorchester County is the fastest growing county in South Carolina. Between 2000 and 2010, the population increased from 96,413 to 136,555, an increase of 41.6%. Table 2 shows the Dorchester County population projections calculated by South Carolina Budget and Control Board, Office of Research and Statistics, for 2015 and 2120. (The projections were based on the 2000 census and the 2007 population estimates.)

Table 2
Dorchester County Population Projections

Year	Population	% Increase from 2000 Census
2010	136,555 (census #)	41.6%
2015	139,370 (projection #)	44.6%
2020	149,300 (projection #)	54.8%

In view of the rapid growth of Dorchester County, conventional funding sources are not adequate to fund the transportation infrastructure necessary to support this growth.



Resolutions of Support

The Dorchester County Citizens Committee on June 27, 2004, unanimously agreed that these projects should be undertaken. On November 2, 2004, Dorchester County voters agreed to a 1¢ sales tax to fund these projects. This demonstrates the local commitment/support for these projects.

Letters, resolutions of support, and a copy of Local Question Number 1 in support for these projects from the following entities are provided in **Appendix A:**

1. South Carolina Transportation Infrastructure Bank Board Meeting November 27, 2007 Meeting Minutes
2. Dorchester County Citizens Committee Letter/Bylaws
3. Dorchester County Voters Referendum
4. Cooperative Intergovernmental Agreement between the Dorchester County Sales Tax Authority and the South Carolina Department of Transportation
5. Town of Summerville Letter
6. City of North Charleston Letter
7. Town of Ridgeville Letter
8. Town of Harleyville Letter
9. Town of St. George Letter
10. Town of Reevesville Letter
11. Greater Summerville Dorchester County Chamber of Commerce Letter
12. Dorchester County Economic Development Letter
13. CHATS Financial Statement



FINANCIAL PLAN

Cost of Projects

Based on preliminary estimates, the total cost of the 22 projects in the Dorchester County program, plus the Orangeburg Loop, is \$364.56 million. The 1¢ Sales Tax Referendum allows the sale of bonds to generate a maximum of \$125 million. These bond funds, combined with the previously described additional funding, yield an updated funded program amounting to \$235.16 million. Therefore, Dorchester County now has a \$129.4 million shortfall in the program, which is the basis for this updated application. Dorchester County is requesting \$129.4 million in assistance from the SIB to complete their program. This is 35.5% of the entire program (64.5% match).

Dorchester County is requesting the financial assistance to apply to the five major projects previously described.

Table 3
Estimates for the Five (5) Major Projects

Project	Termini	Length (miles)	Cost (\$millions)
1. Berlin G. Myers Parkway	SC 165 to US 17A	3.3	56.9
2. SC 642 (Dorchester Road)	S-18-199 to US 17A	5.3	34.4
3. SC 165 (Bacons Bridge Road)	Existing 4 lanes to New High School	6.5	49.0
4. US 78	S-18-65 to St. George	24.5	65.9
5. Orangeburg Loop	SC 642 to I-26	9.3	65.0
		Total	271.2



Assistance Requested

The amount of assistance requested from the SIB is \$129.4 million as shown in **Table 4**. The balance required for the projects will be provided from funding sources below.

Table 4
Funding Sources

Source	Amount (\$millions)	Percent
State Infrastructure Bank	\$129.4	35.5%
Local Sales Tax Bonds	\$125.0	34.3 %
Excess Tax Revenue and Interest	\$24.0	6.6%
North Charleston Area Contributions	\$1.96	0.5%
Federal Guideshare	\$21.2	5.8%
Earmarks	\$6.6	1.8%
ARRA Funds	\$1.0	0.3%
ARRA Replacement Funds	\$14.6	4.0%
Safety Funds	\$3.2	0.9%
2011 Fed. Match Program	\$8.0	2.2%
2012 Fed. Match Program	\$9.6	2.6%
Rural Guideshare	\$20.0	5.5%
Total	\$364.56	100%

Local Funding Sources

Dorchester County voters have already passed a 1¢ sales tax that will generate \$125 million for these projects. The interest and excess tax collections will generate \$24 million. Contributions from the North Charleston area total \$1.96 million.

Type of Assistance Requested

Dorchester County requests that the funding from the SIB be in the form of a \$129.4 million grant. The money generated from the 1¢ sales tax and the other sources of funding previously described will provide the remaining 64.5% of the programs costs.

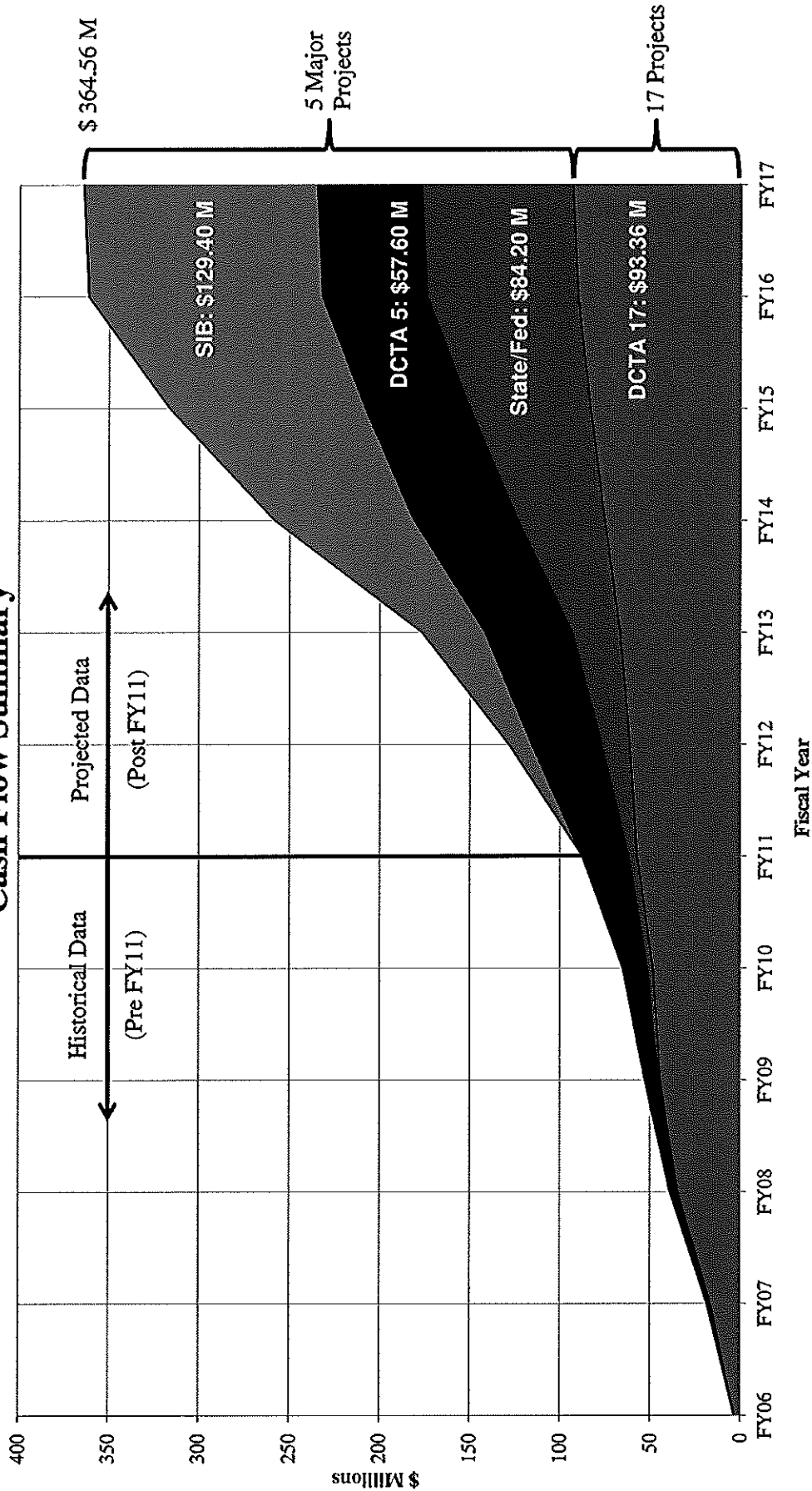
Schedule of Revenues and Expenditures

Dorchester County has been collecting the sales tax and the majority of the projects are underway. Figures 7 and 8 show funding that has already been spent, the projected expenditures, and when the funding assistance will be needed from the SIB. Additionally, Figures 7 and 8 illustrate that the current Program will exhaust all of the \$125 million sales tax revenue and the other sources of funding without the program being completed. Some funding is needed now, or in the coming months, to either begin development of certain projects or continue the development of others. The funding for construction could come in subsequent years.





Cash Flow Summary



- SIB - State Infrastructure Bank grant funds
- DCTA 5 - Dorchester County funds for the five (5) Major Projects that would receive SIB funds
- State/Fed - Funds from CHATS Guideshare and Earmark, ARRA and ARRA Replacement, Safety Funds, 2011 Federal Match Program, 2012 Federal Match Program and Rural Guideshare
- DCTA 17 - Dorchester County funds for the seventeen (17) projects that would not receive SIB funds

Figure 7



Funding Source

	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
SIB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13.00	\$22.40	\$42.00	\$31.00	\$21.00	\$0.00	\$129.40
DCTA (5)	\$0.29	\$1.89	\$2.05	\$3.40	\$5.91	\$11.86	\$12.63	\$9.57	\$10.00	\$0.00	\$0.00	\$0.00	\$57.60
State/Fed	\$0.00	\$0.00	\$0.15	\$0.89	\$2.44	\$1.86	\$10.86	\$11.00	\$21.00	\$19.00	\$17.00	\$0.00	\$84.20
DCTA (17)	\$3.30	\$13.16	\$18.28	\$9.56	\$4.02	\$8.78	\$4.18	\$5.43	\$8.65	\$8.00	\$7.00	\$3.00	\$93.36
Total	\$3.59	\$15.05	\$20.48	\$13.85	\$12.37	\$22.50	\$40.67	\$48.40	\$81.65	\$58.00	\$45.00	\$3.00	\$364.56

Project Requirements

	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total
5 Major	\$0.29	\$1.89	\$2.20	\$4.29	\$8.35	\$13.72	\$35.46	\$44.00	\$73.00	\$50.00	\$38.00	\$0.00	\$271.20
17 Minor	\$3.30	\$13.16	\$18.28	\$9.56	\$4.02	\$8.78	\$5.21	\$4.40	\$8.65	\$8.00	\$7.00	\$3.00	\$93.36
Total	\$3.59	\$15.05	\$20.48	\$13.85	\$12.37	\$22.50	\$40.67	\$48.40	\$81.65	\$58.00	\$45.00	\$3.00	\$364.56

DCTA Funds

	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17
DCTA funds	\$3.59	\$15.05	\$20.33	\$12.96	\$9.93	\$20.64	\$16.81	\$15.00	\$18.65	\$8.00	\$7.00	\$3.00
Cumulative	\$3.59	\$18.64	\$38.97	\$51.93	\$61.86	\$82.50	\$99.31	\$114.31	\$132.96	\$140.96	\$147.96	\$150.96 ¹

¹ Includes \$1.96M North Charleston area contributions

Figure 8

Project Useful Life

See Cooperative Intergovernmental Agreement in **Appendix A**.

Project Maintenance

See Cooperative Intergovernmental Agreement in **Appendix A**.

Project Priorities

Priorities for receiving SIB funding for the five major projects are established based on “keeping the pump primed” so that a funding shortfall would not occur and result in a project being inactivated. So far DCTA has been able to keep all of their projects moving forward simultaneously, thanks primarily to the assistance of the SCDOT in securing additional funding. But now DCTA is approving a critical point where progress on these much needed projects will have to be curtailed due to funding shortfalls. The following **Table 5** projects a funding priority that would keep all of the five major projects moving forward to their completion:

Table 5
Funding Priorities

Project	Funding Amount	When Needed
Project 3: SC 165 (Bacons Bridge Road Phase) SC 165 (Delemar Highway Phase)*	Funded \$13 Million	4 th Quarter 2011
Project 4: US 78 Improvements Phase 3	\$31.4 Million	4 th Quarter 2011
Project 5: Orangeburg Loop Improvements	\$65 Million	4 th Quarter 2011
Project 1: Berlin Myers Parkway Phase 3	\$20 Million	4 th Quarter 2011
Project 2: SC 642 Improvements	Funded	
Total	\$129.4 Million	
*Segment to new Ashley Ridge High School		

PROJECT APPROACH

Since Dorchester County passed the 1¢ sales tax on November 2, 2004 and begun collecting revenues, preliminary engineering has begun on all the 22 projects listed in the bond referendum. Most of the smaller projects have already been completed. No preliminary engineering has begun on the Orangeburg Loop project as described in this application. Each project will include preliminary engineering/environmental, right-of-way acquisition, and construction.

Project Schedule

The estimated time frame for completion of each major activity for the 5 major projects is shown in **Table 6**.

The implementation schedule is illustrated in **Figure 9**



**Table 6
Project Completion Schedule**

Project/Activity	Start	End
Project 1: Berlin G. Myers Parkway		
Preliminary Engineering/Environmental		Complete
Right-of-Way		Complete
Construction	Ready-Waiting on Permits	
Project 2: SC 642		
Preliminary Engineering/Environmental		Complete
Right-of-Way		Complete
Construction	Underway	November 2013
Project 3: SC 165 (Bacons Bridge Road)		
Preliminary Engineering/Environmental		Complete
Right-of-Way		Complete
Construction	1 st Quarter 2012	3 rd Quarter 2014
Project 3: SC 165 (Delemar Highway)*		
Preliminary Engineering/Environmental	4 th Quarter 2011 (Unfunded)	3 rd Quarter 2012
Right-of-Way	4 th Quarter 2012 (Unfunded)	2 nd Quarter 2113
Construction	2 nd Quarter 2013 (Unfunded)	2 nd Quarter 2015
*Segment to new Ashley Ridge High School		
Project 4: US 78 Phase 1		
Preliminary Engineering/Environmental		Complete
Right-of-Way		Complete
Construction		Complete
Project 4: US 78 Phase 2		
Preliminary Engineering/Environmental	Underway	1 st Quarter 2012
Right-of-Way	1 st Quarter 2012	4 th Quarter 2012
Construction	1 st Quarter 2013	2 nd Quarter 2015
Project 4: US 78 Phase 3		
Preliminary Engineering/Environmental	Underway	1 st Quarter 2012
Right-of-Way	2 nd Quarter 2011 (Unfunded)	2 nd Quarter 2013
Construction	2 nd Quarter 2013 (Unfunded)	3 rd Quarter 2015
Project 5: Orangeburg Loop		
Preliminary Engineering/Environmental	1 st Quarter 2012 (Unfunded)	1 st Quarter 2014
Right-of-Way	1 st Quarter 2014 (Unfunded)	4 th Quarter 2015
Construction	4 th Quarter 2015 (Unfunded)	4 th Quarter 2018

Note: "Unfunded" means SIB funds or other funds (yet to be identified) are needed to continue project.



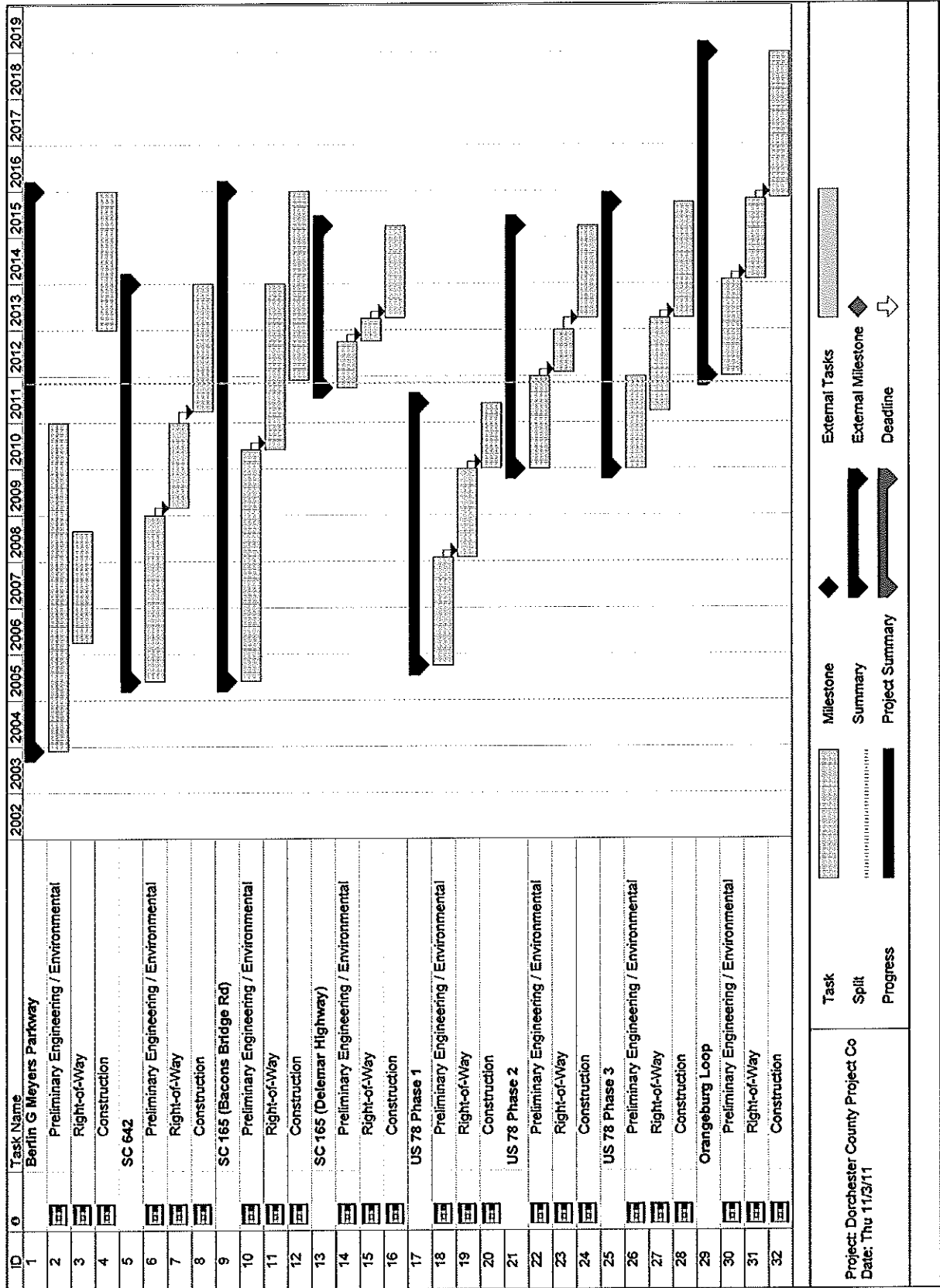


Figure 9

Current Project Status for the 5 major projects

All projects are being developed in compliance with the Federal National Environmental Policy Act of 1969 as amended, so they can remain eligible for Federal Funding.

Project 1: Berlin G. Myers Parkway

- Right-of-way acquisition complete
- Ready for construction
- Waiting on USACE permit and FEMA approval

Project 2: SC 642

- Construction Underway

Project 3: SC 165 (Bacons Bridge Road Phase)

- Right-of-way underway
- Environmental permits(s) submitted
- Construction Bids – 1st Quarter 2012

Project 3: SC 165 (Delemar Road Phase) (Segment to new Ashley Ridge High School)

- Preliminary Engineering on-hold
- Public Information Meeting held June 3, 2010
- Additional funding needed to complete right-of-way drawings

Project 4: US 78 Phase 1

- Under Construction

Project 4: US 78 Phase 2

- Preliminary Engineering underway
- Public Hearing – 1st Quarter 2012
- Right-of-way acquisition – 1st Quarter 2012

Project 4: US 78 Phase 3

- Preliminary Engineering underway
- Public Hearing – 1st Quarter 2012
- Additional funding needed to begin right-of-way acquisition

Project 5: Orangeburg Loop

- Preliminary Engineering awaiting funding



Potential Obstacles

The projects have been selected, the Dorchester County voters have approved the 1¢ sales tax, the DCTA has been formed, collection of taxes has begun, and an IGA with SCDOT has already been signed. Coordination with the environmental resource agencies has begun as well. The only major obstacle to completing Dorchester County's Program is securing the necessary funding.

Responsible Entity

Dorchester County will be responsible for all aspects of the planning, design, right-of-way acquisition, and construction of the projects. SCDOT will assist Dorchester County in all aspects of the projects and will assume maintenance responsibility once the project has been constructed and accepted by SCDOT. Please refer to the IGA found in **Appendix A** if additional details are needed.



APPENDIX A

- 1. South Carolina Transportation Infrastructure Bank Board Meeting November 27, 2007 Meeting Minutes**
- 2. Dorchester County Citizens Committee Letter/Bylaws**
- 3. Dorchester County Voters Referendum**
- 4. Cooperative Intergovernmental Agreement between the Dorchester County Sales Tax Authority and the South Carolina Department of Transportation**
- 5. Town of Summerville Letter**
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- 7. Town of Ridgeville Letter**
- 8. Town of Harleyville Letter**
- 9. Town of St. George Letter**
- 10. Town of Reevesville Letter**
- 11. Greater Summerville Dorchester County Chamber of Commerce Letter**
- 12. Dorchester County Economic Development Letter**
- 13. CHATS Financial Statement**



APPENDIX A

Consideration of Funding Request for Approved Projects:

Horry County

John Weaver, Horry County Attorney, and Steve Gosnell, Horry County Engineer, made a presentation the Bank commending the ongoing partnership between the Bank, the County, and SCDOT which has contributed to over \$1.1 billion in road improvements in the County. Mr. Gosnell advised that the most recent project approved by the Bank consists of the final leg of the Carolina Bays Parkway and widening of SC707. The Bank previously approved \$150 million in the form of a grant to this project. The County's contribution to the project from its capital projects sales tax is \$94 million. Mr. Gosnell reported that since the Bank's approval of the project in June 2006, the cost of the project has been re-evaluated. Based on increased right of way costs and increased construction costs, the revised cost estimate for the project is \$329 million, an increase of \$85 million. The County requested an increase in the grant from the Bank in the amount of \$85 million. Senator Leatherman made a motion to increase the funding from the Bank in the amount of \$85 million with any amounts received from sale of surplus right of way to be paid to the Bank or credited against the Bank's grant. The motion was seconded by Representative Limehouse and passed unanimously.

Aiken County

Senator Ryberg presented Aiken County's request for additional funds for the Palmetto Parkway project. Funds requested include the following elements which were included in the original scope of the project:

I-20/US 25 Interchange bridge and US 25 widening	\$ 8,712,434
Completion of Clearwater Road to 5 lanes	\$ 5,889,000
Completion of the Multi-use Trail	<u>\$ 3,461,489</u>
Total	\$18,062,923

Mr. Jones made a motion to increase the Bank's funding for the Palmetto Parkway project by \$18,062,923. Mr. Duncan seconded the motion and it passed unanimously.

Town of Mount Pleasant

Bobby Clair, consultant for the Town of Mount Pleasant, presented the Town's request for additional funds for the US17/I-526 Interchange Improvement project. The town requested an additional \$11.4 million to cover increased right of way costs. Representative Limehouse made a motion to increase the Bank's funding of the Mount Pleasant interchange project by \$11.4 million. The motion was seconded by Mr. Metcalf and passed unanimously.

Consideration of Evaluation Committee Recommendations:

Mr. Metcalf advised the Board that the Evaluation Committee had met that morning and heard presentations from Berkeley County and Dorchester County on their project applications. Berkeley County's request includes a new interchange on I-26, improvements to the existing Jedburg Road Interchange, improvements to frontage roads, widening 4.6 miles on I-26, and construction of a new road - Sheep Island Parkway. The project is related to economic investment in the form of manufacturing, distribution centers, and commercial development. The total project cost is \$178.3

million. The County requested financial assistance from the Bank in the form of a grant in the amount of \$115.8 million. The County's contribution in the amount of \$62.5 million, which includes \$33.8 million in impact fees and \$28.64 million in right of way donations. The Evaluation Committee recommended that the Board find this project an eligible project and qualified for financial assistance by the Bank.

Representative Limehouse made a motion that the Board finds this project eligible and qualified to receive financial assistance and approves the project for funding from the next available funds of the Bank, as determined by the Board, with certain conditions, as follows:

- The Bank determines in its discretion that all existing obligations on previously approved projects are fully funded;
- The County, SCDOT (if a party), and the Bank enter into an Intergovernmental Agreement satisfactory to the Bank at the time deemed appropriate by the Bank; and
- The Bank reserves the right to re-evaluate the project and funding when funds for the project become available.

Dorchester County's request includes five projects for widening or new construction to alleviate congestion and improve safety. The total cost of the five improvement projects is \$284.8 million. The County requested financial assistance from the Bank in the form of a grant in the amount of \$213.2 million. The County's contribution in the amount of \$46.4 million is from the County transportation sales tax. In addition, CHATS has included \$25.2 million for these projects in its transportation plan. The County advised no funding is needed from the Bank until July 2009. The Evaluation Committee recommended that the Board find this project an eligible project and qualified for financial assistance by the Bank.

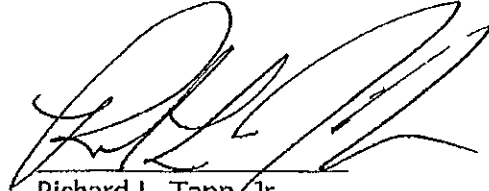
Representative Limehouse made a motion that the Board finds this project eligible and qualified to receive financial assistance and approves the project for funding from the next available funds of the Bank, as determined by the Board, with certain conditions, as follows:

- The Bank determines in its discretion that all existing obligations on previously approved projects are fully funded;
- The County, SCDOT (if a party), and the Bank enter into an Intergovernmental Agreement satisfactory to the Bank at the time deemed appropriate by the Bank; and
- The Bank reserves the right to re-evaluate the project and funding when funds for the project become available.

The Board requested the Evaluation Committee rank the Berkeley and Dorchester County applications based on criteria set forth in the application evaluation process.

Election of Vice-Chairman: Mr. Tapp nominated Max Metcalf as Vice-Chairman of the Board of the Bank. Nominations were closed and Mr. Metcalf was elected by acclamation.

Adjournment: There being no other business, the meeting was adjourned by unanimous consent at 4:15 p.m.

A handwritten signature in black ink, appearing to read 'R. L. Tapp, Jr.', written in a cursive style.

Richard L. Tapp, Jr.
Secretary

DORCHESTER COUNTY

CITIZENS COMMITTEE

June 28, 2004

PO Box 96
St. George, SC 29477

Mr. Randy Scott
Chairman Dorchester County Council
201 Johnston Street
St. George, SC 29477

Mr. Chairman and Council Members:

This letter is submitted as a summary report of the status of finds to date by the Dorchester County Citizens Committee. As a committee we have met three times. During our most recent meeting of June 27, 2004, the committee unanimously agreed upon a list of twenty-two (22) identified road projects to be undertaken at an estimated cost of \$ 163.1 million. The list of projects agreed upon is attached to this letter. These projects are listed in no particular order of priority.

The committee recognizes the shortfall between the 163.1 million is estimated road project costs and the last projected potential \$ 114.6 million that can be funded from the proposed 1% sales tax. Several of the committee believes that this shortfall can be bridged by the qualification of several projects for Federal funding plus some financial support from SCDOT. It is the committee's opinion that all of these projects are doable at this time from a funding standpoint. The larger projects will probably require more time for engineering studies, surveying, property acquisition, etc. The more lengthy timing of the larger projects could allow several of the smaller projects to be started more quickly if the 1% sales tax is approved.


Again, it is believed that all of these projects are doable. However, there was strong sentiment that the representatives from the various areas of Dorchester County not be bypassed in having input into the prioritization process. The committee addressed the prioritization issue at the meeting, held on June 27, 2004.

If Dorchester County Council should need assistance in identifying and allocating funds for the various road projects the committee is willing to accept this responsibility at your discretion and direction.

The committee also gives thanks to Davis & Floyd, Ralph Whitehead Associates and

the SCDOT for their donated time and cost estimates. Their services were most valuable.

Respectfully yours,



Marshall Murdaugh

Chairman - - Dorchester County Citizens Committee

CC; Willie Davis - - Vice Chairman
Skip Elliott - - Councilman
Chris Murphy - - Councilman
Jason Ward - - Interim Administrator

Kenneth Waggoner - - Councilman
Larry Hargett - - Councilman
Richard Rosebrock - - Councilman

Attachments

*BYLAWS OF THE
DORCHESTER COUNTY CITIZENS COMMITTEE*

ARTICLE I

The name of this committee shall be Dorchester County Citizens Committee.

ARTICLE II

The object and purpose of this committee shall be to perform duties as specified herein and establish highway construction and maintenance needs and requirements for all roads except, Interstate Routes in Dorchester County.

ARTICLE III

The membership of the committee shall be as established by the Dorchester County Council and Mayor's of towns and cities within the county, and shall be composed of one (1) member each district and one (1) member each town or city.

ARTICLE IV

Section 1. The officers of the committee shall be a Chairman, a Vice-Chairman and a Secretary. These officers shall perform the duties prescribed by these by-laws and such other duties applicable to the office as prescribed by the parliamentary authority adopted by this committee.

Section 2. The officers shall be nominated and elected at the first regular meeting in May, 2004, and shall serve for one (1) year or until their successors are elected or until the mission is accomplished. Their term will begin at the time they are elected.

Section 3. If a vacancy should occur in any office by resignation or other reason, the committee shall fill that vacancy by election at the next regular meeting. The Vice-Chairman will not automatically advance to the position of Chairman.

ARTICLE V

Section 1. The regular meeting shall be called by the Chairman unless other wise ordered by the committee.

Section 2. Special meetings may be called by the chairman with notice to members and consent of at least six (6) members. The purpose of the special meeting shall be stated. In case of emergency three (3) days notice shall be given.

Section 3. Six (6) members of the committee shall constitute a quorum.

Section 4. Pursuant to the South Carolina Freedom of Information Act, Section 30-4-80, the Secretary shall post all meeting notices as required

ARTICLE VI

Committees

Section 1. A committee of Finance and Resources composed of three (3) members shall be appointed. The purpose shall be to maintain a perpetual record of resources, appropriations, and reserves.

Section 2. A committee on Technical Concerns composed of three (3) members shall be appointed. The purpose shall be to provide technical information and advice needed in order to make informed and practical decisions in the performance of prescribes duties.

Section 3. A committee on Compliance and Public Relations composed of three (3) members shall be appointed. The purpose shall be to monitor compliance with state law in the development and administration of the County Plan, to submit authorized news releases to the news media, and to perform any other approved assignments within the area of public relations.

Section 4. All standing committees shall be appointed by the Chairman and ratified by the Committee.

Section 5. Such other committees, standing or special, shall be appointed and ratified as the Chairman or the Committee shall from time to time deem necessary to carry on the work of the Committee. The Chairman shall be ex-officio a member of all committees except one that may be appointed for the purpose of nominations for Committee officers.

ARTICLE VII

Parliamentary Authority

The rules contained in the current edition of Roberts Rules of Order Newly Revised shall govern the Committee in all cases to which they are applicable and in which they are not in conflict with these bylaws, any state statute that may govern the operation of the Committee, and any special rules of order the Committee may adopt.

ARTICLE VIII

Amendment of Bylaws

These bylaws may be amended at any regular meeting of the Committee by a two-thirds vote, provided that the proposed amendment has been submitted in writing during the regular meeting.

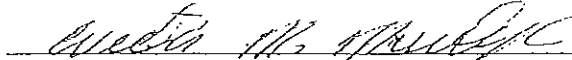
Adopted in the regular Meeting of May 2004.

*STANDING RULES
DORCHESTER COUNTY CITIZENS COMMITTEE*

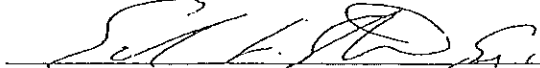
Rule 1. The time for regular meetings shall be 7:00 PM. The time for special meetings shall be determined by the circumstances justifying the call.

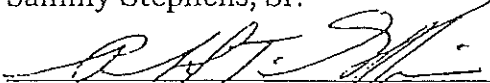
Rule 2. Request by an person for permission to address the Committee at any regular meeting shall be in writing with the subject of the presentation clearly stated, and must be received by the Chairman no later than two (2) weeks prior to the meeting at which any audience is desired. All requests shall be acknowledged by the Chairman at the earliest convenience with clear advice as to whether the audience will be allowed or denied and why. Presentations will be limited to three (3) per meeting, and the time for each will be limited to ten minutes.

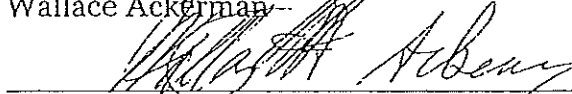
DORCHESTER COUNTY CITIZENS COMMITTEE SIGNATURES

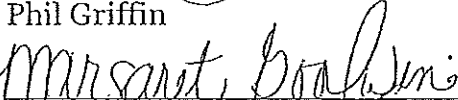

Curtis Marshall Murdaugh, Chairman Date 6-27-2004


Scott Garcia Date 6-27-2004



Sammy Stephens, Sr. Date 6/27/04

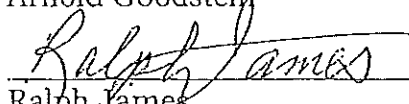

Wallace Ackerman Date 6/27/04

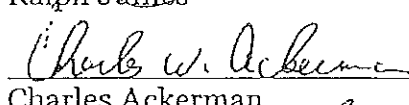

Phil Griffin Date 6/23/04


Margaret Goodwine Date 6/27/04


Jim McGraw Date 06/27/04


Arnold Goodstein Date 6/27/04


Ralph James Date 6/27/04


Charles Ackerman Date 6/27/04


Jim Tuton Date 6/27/04


Reginald Cusack Date 6/28/04

Dorchester County Board of Elections & Registration

201 Johnston Street, St. George, South Carolina 29477

Board Members
Bobby E. Hill, Chair
Queen E. Bowman
Raymond L. Carvin
Philip T. Jones
Lee H. Moultrie
Charles W. Pearson, II
Metall "Jerry" Sauerford



Director of Elections
Kathy Worthington
843 543-0187 or 832-0187
worthington@tax.cc.sc.gov
Director of Voter Registration
Londell Young
843 543-0132 or 832-0132
lyoung@dorchestercounty.net

November 12, 2004

Mr. Sumet R. Maybank, III
Director
S. C. Department of Revenue
Post Office Box 125
Columbia, South Carolina 29214

Dear Mr. Maybank:

Pursuant to Section 4-37-30 (A)(4), this letter shall serve as certification by the Dorchester County Board of Elections and Registration of the results of the One-Cent (1%) Special Transportation Sales Tax Referendum which was held on November 2, 2004. Total number of votes cast in favor of the imposition of the sales tax was 17,855 and those opposed was 15,759.

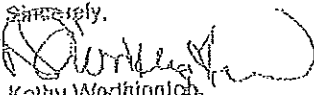
On the question concerning the issuance of not exceeding \$125 million dollars in general obligation bonds to mature over a period not to exceed twenty-five years, the results were 19,708 in favor and 15,078 opposed.

The maximum cost of the project or projects to be funded in whole or in part from the proceeds of the tax was \$163,113,830.00 and the maximum time specified for the imposition of the tax was twenty-five years. The principal amount of bonds to be supported by the tax receiving a favorable vote was not to exceed \$125 million dollars.

Should you need any further information from the Dorchester County Board of Elections and Registration concerning the Sales Tax Referendum which was held on November 2, 2004, in order to timely comply with the requirements of Section 4-37-30 (A)(4) so that it may be imposed effective May 1, 2005, please let me know immediately.

With every good wish, I remain

Sincerely,


Kathy Worthington
Director of Elections

VIA HAND DELIVERY
Willie Davis, Vice-Chairman
Dorchester County Council

Ms. Barbara Brown, Local Government Analyst
S.C. Department of Revenue
P. O. Box 124
Columbia, South Carolina 29214

DORCHESTER COUNTY BOARD OF ELECTIONS & REGISTRATION
Minutes for November 5, 2004
Certification of November 2, 2004 General Election

Those Present
Chairman Bobby Hill
Queen Bowman
Jerry Sauerbrei
Lee Moultrie

Phil Jones
Chuck Pearson
Kathy Worthington

Chairman Hill called the meeting to order at 10:0 a.m. in the County Council hearing room. He introduced members of the Board to those in attendance and the Board and Director were sworn in.

Chairman Hill explained we had a lot of paper ballots. More paper was voted in this election than in our history. Over 42,000 voters came to the polls or voted absentee this election.

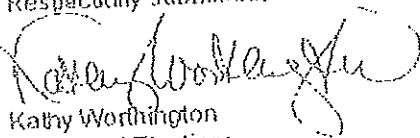
A ballot box was opened and the contents included 65 uncounted absentee ballots, and 479 provisional ballots. Curbside and failsafe ballots had been sorted on November 4 and likewise placed in the ballot box. The 65 unsigned or unwitnessed absentee ballots were considered voids. Commissioners Hill, Pearson and Moultrie reviewed each provisional ballot envelope to determine its eligibility to be counted and Commissioners Sauerbrei, Bowman and Jones opened eligible envelopes and placed the ballots face down on the table. Mr. Sauerbrei proceeded to read the ballots and Commissioners Bowman and Hill tallied the votes. Of the provisional ballots, 277 were counted and 202 were not counted.

Attached is a copy of the final count. Regarding the local questions on the ballot, local question number one, the One-cent Special Transportation Sales Tax Referendum, the total number of votes cast in favor was 17,855 and those opposed was 15,753. On local question number two concerning the issuance of not exceeding \$125 million dollars in general obligation bonds to mature over a period not to exceed twenty-five years, the results were 19,708 in favor and 15,078 opposed. On local question number three, the effort to dissolve St. George Gum Branch Watershed District, the results were 765 in favor and 487 opposed. On local question number four, the effort to dissolve Little Walnut-Tom and Kate Watershed District, the results were 634 in favor and 521 opposed.

Chairman Hill declared the winners for the countywide and school board races and reminded those who won the local house and senate seats that their race would be certified on the state level.

There being no further business before the Board, the meeting was adjourned at 4:35 p.m.

Respectfully submitted,


Kathy Worthington
Director of Elections

cc: County Administrator, Jason Ward
County Attorney, John Frampton, Esq.

DORCHESTER COUNTY ORDINANCE NO. 2004- 10

AN ORDINANCE

PURSUANT TO S.C. CODE §4-37-30(A) AND SUBJECT TO APPROVAL BY REFERENDUM, AN ORDINANCE TO IMPOSE A ONE-CENT (1%) SPECIAL TRANSPORTATION SALES AND USE TAX FOR NOT MORE THAN TWENTY-FIVE YEARS; TO DEFINE THE TRANSPORTATION PROJECTS FOR WHICH THE PROCEEDS OF THE SALES TAX WILL BE USED; TO PROVIDE THE ESTIMATED CAPITAL COSTS OF THE PROJECTS TO BE FUNDED IN WHOLE OR IN PART FROM THE PROCEEDS OF THE SALES TAX AND THE PRINCIPAL AMOUNT OF BONDS TO BE SUPPORTED BY THE TAX; TO ORDER A COUNTY-WIDE REFERENDUM AUTHORIZING THE IMPOSITION OF THE SALES TAX AND ALLOW THE ISSUE OF GENERAL OBLIGATION BONDS; TO PRESCRIBE THE CONTENTS OF THE BALLOT QUESTIONS IN THE REFERENDUM; TO PROVIDE FOR AN EFFECTIVE AND TERMINATION DATE FOR THE TAX; TO PROVIDE FOR SEVERABILITY AND OTHER MATTERS RELATING THERETO.

WHEREAS, the development, funding, and implementation of specified transportation projects will contribute to a safe and efficient use of Dorchester County's transportation system and will contribute to the well-being of the County's residents, businesses and economy; and

WHEREAS, the Dorchester County Council desires to address specific transportation needs of the County through the designation of specific transportation projects which include, among other things, construction, improvement and renovation of highways, roadways, streets, bridges, and other transportation related projects; and

WHEREAS, Dorchester County desires to address specific transportation needs of the County through the projects specified herein which will be funded from a one-cent (1%) special transportation sales and use tax, and other sources of funding that may become available; and

WHEREAS, Dorchester County desires to condition the imposition of a one-cent (1%) special transportation sales and use tax to fund specific projects provided herein upon the favorable vote of the qualified electors of Dorchester County; and

WHEREAS, Dorchester County desires to condition the issue of general obligation bonds

pg 1

under the exemption provided in Section 14(6), Article X of the Constitution of South Carolina, 1895, so that revenues derived from the imposition of the sales and use tax may be pledged to the repayment of the bonds upon the favorable vote of the qualified electors of Dorchester County;

NOW, THEREFORE, BE IT ORDAINED AND ENACTED, by the County Council of Dorchester County, South Carolina, duly assembled and by the authority of the same as follows:

SPECIAL TRANSPORTATION SALES AND USE TAX

SECTION 1. AUTHORITY.

This Ordinance is enacted pursuant to the authority granted by S.C. Code §4-37-30 (1976, as amended) which provides in relevant part that the Dorchester County Council may, subject to approval by referendum, enact an ordinance imposing a sales and use tax not to exceed one-cent (1%) within Dorchester County for a single transportation project or for multiple transportation projects, for a specific period of time, to collect a limited amount of money; provided, however, the tax imposed by this Ordinance is conditioned upon the favorable vote of the qualified electors of Dorchester County by referendum to impose the tax and upon the favorable vote of the qualified electors of Dorchester County to authorize by referendum the issue of general obligation bonds under the exemption provided in Section 14(6), Article X of the Constitution of South Carolina, 1895, so that revenue derived from the imposition of the sale and use tax may be pledged to the repayment of bonds.

SECTION 2. DEFINITION OF PROJECTS.

A. Subject to the favorable vote of the qualified electors of Dorchester County by referendum, a one-cent (1%) special transportation sales and use tax shall be expended for the design, engineering, construction and improvement of the highways, roadways, streets, bridges, and

pg 2

other transportation-related projects and facilities, including, but not limited to, drainage facilities relating to highways, roadways, streets and bridges including jointly-operated projects of the type specified above of Dorchester County and the South Carolina Department of Transportation and projects operated by Dorchester County and other governmental entities including the South Carolina Transportation Infrastructure Bank as defined by law and payment of such sums as may be required in connection with the issuance of general obligation bonds so that revenues derived from the imposition of the special transportation sales and use tax may be pledged to the repayment of the bonds.

Subject to approval by referendum, a transportation sales and use tax will be imposed for a period of not more than twenty-five (25) years and further subject to approval by referendum, the issue of general obligation bonds supported by the tax in an amount of not more than \$125,000,000.00 for the following projects.

pg 3

SECTION 3. EFFECTIVE DATE AND DURATION OF TAX.

A. If a one-cent (1%) special transportation sales and use tax is approved by a majority of the qualified electors voting in a referendum to be held in Dorchester County on November 2, 2004, such tax is to be imposed for a period not to exceed twenty-five (25) years or the length of the payment for the projects, whichever shall occur first.

B. If a one-cent (1%) special transportation sales and use tax is approved by referendum, the tax is imposed effective the first of May, 2005. If the Dorchester County Election Committee fails to make a timely certification to the Department of Revenue, the imposition of the sales and use tax is postponed for twelve months.

C. The anticipated year the tax will end is 2030. Amounts collected in excess of the required proceeds first will be applied, if necessary, to complete each project for which the tax was imposed. Any additional revenue collected above the specified amount will be applied to the reduction of debt principal of Dorchester County on transportation infrastructure debts only.

SECTION 4. DUTY OF THE DORCHESTER COUNTY ELECTION COMMISSION.

The Dorchester County Election Commission shall conduct the referendum provided herein on November 2, 2004, pursuant to the election laws of this State, *mutatis mutandis*. The Dorchester County Election Commission shall certify the result of the referenda no later than November thirtieth (30th) after the date of the referendum to the Dorchester County Council and to the South Carolina Department of Revenue. The Dorchester County Election Commission shall include in the certification the maximum cost of the project or projects or facilities to be funded in whole or in part from the proceeds of the tax, the maximum time specified for the imposition of the tax, and the principal amount of bonds to be supported by the tax receiving a favorable vote. Expenses of the referendum must be paid by Dorchester County.

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SECTION 5. REFERENDUM

A. CONDUCT OF REFERENDUM

Upon receipt of this Ordinance, the Dorchester County Election Commission shall conduct the following referendum. A Referendum on the question of imposing a one-cent (1%) special transportation sales and use tax in Dorchester County and to authorize the issue of general obligation bonds under the exemption provided in Section 14(6), Article X of the Constitution of South Carolina, 1895, so that revenues derived from the imposition of the transportation sales and use tax may be pledged to the repayment of the bonds. The referenda must be held at the time of the next general election, to wit: November 2, 2004.

B. PUBLICATION OF THE REFERENDUM

The Commission shall publish the date and purpose of the referenda herein once a week for four (4) consecutive weeks immediately preceding the date of the referenda in a newspaper of general circulation in Dorchester County.

C. PUBLIC HEARING

A public hearing must be conducted at least fourteen (14) days before the referenda after publication of the notice setting forth the date, time, and location of the public hearing. The notice must be published in a newspaper of general circulation in Dorchester County at least fourteen (14) days before the date fixed for the public hearing.

D. REFERENDUM QUESTIONS

A. Upon approval by the Dorchester County Election Commission, the form of the questions on the ballot to be used in the referenda shall be substantially set forth below. The format of the ballot may be changed to accommodate voting equipment, but the form of the question shall remain the same.

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QUESTION NUMBER 1

I approve a special sales and use tax in the amount of one-cent (1%) to be imposed in Dorchester County for not more than twenty-five (25) years to fund the following projects:

Construction and maintenance of highways, roads, streets, bridges, and road amenities such as sidewalks, curbs, gutter repairs and repairs to drainage facilities relating to highways, roads, streets and bridges, and other transportation-related projects as follows:

pg 8

1.	Complete construction of Berlin G. Myers Parkway from S.C. Route 165 to U.S. Route 17-A.	\$52,000,000.00
2.	Apply require safety design, construct 6.6 miles, three (3) lane-passing lanes in sections and improve intersections at Hedburg (Road S-18-58) and Deming Way Road (S-18-789) on U.S. Route 78 from S.C. Route 165 to beginning of four(4) lane section in St. George. Total length 22.27 miles	\$21,754,700.00
3.	Widen existing two (2) lane section to four (4) lanes with left and right turn lane on S.C. Route 642-Dorchester Road from Oakbrook just west of Road S-18-199 to U.S. Route 17-A. Total length 5.3 miles.	\$14,960,000.00
4.	Widen existing 24-foot payment to 28 foot and resurface U.S. Route 178 from U.S. Route 78 to the Orangeburg County Line. Total length 15.2 miles.	\$5,482,206.00
5.	Widen existing 24-foot pavement to 28 foot and resurface U.S. Route 15, from Grover to the Colleton County Line. Total length 3.4 miles.	\$2,860,000.00
6.	Widen existing 20-foot pavement to 24 feet and resurface Road S-18-13, Central Avenue, including intersection improvements at Road S-18-59 (Parsons Road) and replacement of Brick Arch Culvert and realignment of roadway at Road S-18-215. Total length 6.7 miles.	\$2,068,158.00
7.	Improve intersection of Road S-18-339 (Gahagan Road) and S.C. Route 165-Berlin G. Myers Parkway.	\$600,000.00
8.	Widen Road S 18-22, Orangeburg Road from existing 20-foot pavement to 24-foot pavement and resurface from S.C. Route 642, Dorchester Road, to Berkeley County Line. Include intersection improvements at Road S-18-35. Total length 9.39 miles.	\$2,953,246.00
9.	Resurface street and roads in and adjacent to the Town of Harleyville and repave and reconstruct deteriorated sections of concrete sidewalk to A.D.A. Standards. Total length of resurfacing - 9.11 miles. Total length of sidewalk Rehabilitation - 1.74 miles.	\$1,492,400.00
10.	Resurface streets in the Town of Ridgeville and remove existing asphalt sidewalks and construct concrete sidewalks to A.D.A. Standards. Total length of sidewalks - 1.63 miles. Total length of resurfacing - 2.78 miles.	\$770,200.00

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11.	Resurface streets and roads in and adjacent to the Town of St. George. Total length of resurfacing - 6.18 miles.	\$868,400.00
12.	Extend Old Fort Drive (S-18-662) from Old Fort Estates to Ladson Road (S-18-230). Est. length 1.2 miles.	\$3,000,000.00
13.	Traffic Study and intersection improvements on S.C. Route 642 - Dorchester Road at Robert Bosch Plant.	\$200,000.00
14.	Pave 260 miles of dirt roads (unimproved) County and State (SCDOT) roads.	\$31,558,550.00
15.	Resurface and improve 0.93 mile of Industrial Road, (S-18-194) and resurface and improve 8.47 miles of road S-18-84.	\$1,025,000.00
16.	Resurface and widen S.C. Route 453 at intersection of Interstate 26 from Circle C Cement Plant to Road S-18-50.	\$200,000.00
17.	Future Drive, from American LaFrance to Wescott.	\$660,000.00
18.	Old Fort Road - Oakbrook Elementary School to Palmetto Commerce Parkway.	\$396,000.00
19.	Patriots Blvd. From Appian Way to Wescott.	\$462,000.00
20.	Widen S.C. Route 165 (Bacon's Bridge Road) from two (2) lanes to four (4) lanes with Center turning lanes - from end of four (4) - lane sections to S.C. Route 61. Includes intersection alignment at Mikel Drive (S-18-505) and Edisto Drive (S-18-260). Total length - 4.0 miles.	\$19,177,400.00
21.	Lincoln Blvd. From S.C. Route 642 (Dorchester Road) to Road S-18-62 (Ashley Phosphate Road).	\$400,370.00
22.	Intersection improvements (safety) S.C. Route 642 (Dorchester Road at Indigo Fields Subdivision).	\$225,000.00
	GRAND TOTAL:	\$163,113,630.00

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| | NO

09 60

QUESTION NUMBER 1

I approve the issuance of not exceeding \$125,000,000.00 of general obligation bonds of Dorchester County, maturing over a period not to exceed twenty-five (25) years to fund the projects.

YES

NO

2011

SECTION 6. IMPLEMENTATION OF PROJECT PLAN.

It is the intent of the County Council that the projects shall be implemented as described in Section 2, however, the Council recognizes that the implementation of the Projects Plan may vary because of circumstances such as the availability of funds, increasing costs, environmental matters, weather, cash flow, and unforeseen conditions which change the scope of an item(s) contained in the Project Plan(s). Accordingly, the County Council of Dorchester County retains and will exercise the power to amend or repeal all or any part of this ordinance at any time.

SECTION 7. IMPOSITION OF TAX SUBJECT TO REFERENDUM.

The imposition of a one-cent (1%) special transportation sales and use tax in Dorchester County and the issuance of general obligation bonds is subject in all respects to the favorable vote of a majority of qualified electors casting votes in a referendum on the question of imposing a one-cent (1%) special transportation sales and use tax in Dorchester County and to authorize the issue of general obligation bonds in a referendum to be conducted by the Dorchester County Election Commission on November 2, 2004, and the favorable vote of a majority of the qualified electors voting in such referendum shall be condition precedent to the imposition of the one-cent (1%) special transportation sales and use tax pursuant to this Ordinance.

SECTION 8. EFFECTIVE DATE.

This Ordinance becomes effective upon third and final reading of the Dorchester County Council.

SECTION 9. SEVERABILITY.

If any section, phrase, sentence or portion of this Ordinance is, for any reason, held or deemed to be invalid or unconstitutional by any court of competent jurisdiction, then such section, phrase, sentence or portion shall be deemed separate, distinct and an independent provision and shall not affect the remaining portions thereof.

Adopted this 16th day of August, 2004.

COUNTY COUNCIL OF DORCHESTER COUNTY

By: Randy Scott
Randy Scott, Chairman

ATTEST.

Sandy Lawley
Sandy Lawley, Clerk to Council

First Reading: 7/26/04

Second Reading: 8/02/04

Third & Final Reading: 8/16/04

MGT-19-06

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

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

WITNESSETH THAT:

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

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

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

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

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

I. GENERAL RECITALS:

A. Purpose

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

B. Description of Work

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

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

C. Scope of Work

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

II. COMMUNICATIONS:

A. The Authority and Department agree that regular and thorough communication about this work is essential to the effective execution of the Projects. The Authority and Department further agree that each party will strive to communicate at both the management level and staff level.

1. The Chairman of the Authority Board and the Chairman of the Authority's Technical Committee shall meet with the Program Manager from the Department on a monthly basis.

2. Additional coordination meetings will be planned and mutually agreed upon as necessary to the coordinate the work.

B. The Department will provide such technical support and advice as requested by the Authority to assist in the planning and execution of the Projects.

III. OBLIGATIONS OF DEPARTMENT:

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

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

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

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

IV. OBLIGATIONS OF THE AUTHORITY:

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

V. GENERAL PROVISIONS:

A. Conformance:

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

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

B. Planning Activities

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

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

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

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

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

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

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

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

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

C. Design Activities

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

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

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

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

D. Utility Activities

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

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

E. Right of Way Acquisition Activities

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

The Authority Shall for Federally Eligible Projects

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

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

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

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

The Department Shall for Federally Eligible Projects:

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

F. Construction Activities

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

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

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

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

VI. OTHER PROVISIONS:

A. Maintenance of Traffic

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

B. Maintenance of Projects

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

C. Tie-in Agreements

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

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

D. Encroachment Rights

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

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

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

E. Close-out Documents

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

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

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

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

F. Certifications

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

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

G. Warranty

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

VII. Miscellaneous General Provisions:

A. Disputes

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

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

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

B. Successors/Assigns

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

C. Disadvantaged Business Enterprises

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

D. Enforceability

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

E. Amendment

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

F. Waiver

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

G. Governing Law

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

H. Severability

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

I. Captions

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

J. Notices

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

Notices to Authority:

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

Notices to Department:

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

K. Further Documents

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

L. Assignment

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

M. No Third-party Beneficiaries

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

N. Multiple Counterparts

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

O. Prior Agreements, Entire Agreement

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

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

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

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

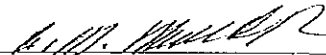
P. Reviews and Approvals

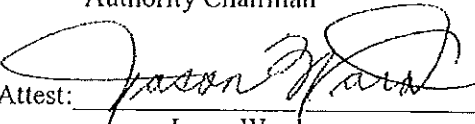
Any and all reviews and approvals required of the parties herein shall not be unreasonably denied, delayed or withheld.

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

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

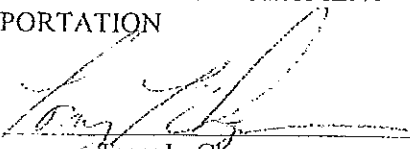
AUTHORITY

By: 
C. Marshall Murdaugh
Authority Chairman

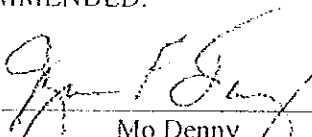
Attest: 
Jason Ward
Dorchester County Administrator

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

SOUTH CAROLINA DEPARTMENT OF
TRANSPORTATION

By: 
Tony L. Chapman
State Highway Engineer

RECOMMENDED:

By: 
Mo Denny
Deputy Director of Finance and Administration

Berlin G. Myers, Mayor

Council Members:

Ricky Waring, Mayor Pro Tem

Howard Bridgman

Aaron Brown

Mike Dawson

Bob Flowers

Chris Sieber



Town Administrator

Dennis P. Pieper

Director of Operations

Charles R. Miller

Asst. Town Administrator

Lisa L. Wallace

Town Attorney

Kelly Knight Byrd

Town of Summerville

November 13, 2006

Mr. Don Leonard, Chairman
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202

Re: Letter of Support for Dorchester County Application for Financial Assistance
from the South Carolina Transportation Infrastructure Bank

Dear Chairman Leonard:

As the longtime mayor of the town of Summerville and a local businessman, I have witnessed great growth in the greater Summerville and Dorchester County area. With this phenomenal growth, traffic has become a major concern to the town of Summerville and Dorchester County as residential, retail, and commercial development has come to our area.

As the epicenter of Dorchester County development, Summerville and all of its major transportation corridors including, US Highway 78 (N. 5th Street), US 17A (Main Street/Boone Hill Road), SC Highway 165 (Berlin G. Myers Parkway/Bacons Bridge Road), and Orangeburg Road, and SC Highway 642 (Dorchester Road) are becoming overrun with traffic.

Dorchester County and its municipalities, including Summerville, recognized the need to enhance our transportation system and in May of 2004 the Dorchester County Citizens Committee was formed and appointed by Dorchester County Council and the municipal councils of Dorchester County to assess highway construction and maintenance needs for all Dorchester County Roads except interstates 26 and 95. Through this process, the Citizens Committee identified 22 road projects that should be undertaken.

This list of projects, along with a one-cent (1¢) proposed sales tax increase, was presented to the Dorchester County voters on the November 2, 2004 Dorchester ballot. The referendum passed and will allow the sale of bonds that will generate a maximum of \$125 million.

104 Civic Center, Summerville, SC 29483-6000 • 843.871.6000, Fx: 843.871.6954

www.summerville.sc.us



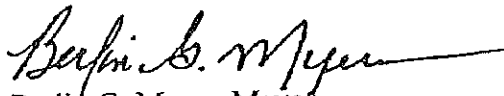
Subsequent to one-cent transportation sales tax referendum being passed in November 2004, Dorchester County established the Dorchester County Sales Tax Transportation Authority and began working on the projects. An Intergovernmental Agreement (IGA) has been developed and approved between the South Carolina Department of Transportation and the Authority for the design and construction of many of these projects. Additionally, the town of Summerville, with support from Dorchester County, has contracted with Day Wilburn Associates to conduct a traffic study in the greater Summerville area to identify additional road, bicycle, and pedestrian improvements that are needed and will be funded as a part of our capital improvement program.

To date many of the less complex one-cent sales tax projects have been completed. However, many of the larger projects may have to be delayed due to design modifications and construction escalation because the estimated cost to complete these remaining projects on our list has exceeded our original estimates.

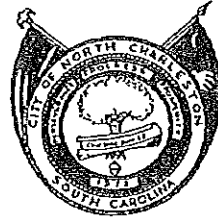
As a result of this projected shortfall, Dorchester County is requesting financial assistance from the South Carolina Transportation Infrastructure Bank to complete our road improvement program in general, and the Dorchester Road, Berlin G. Myers Parkway, Bacons Bridge Road, US Highway 78, and Orangeburg Road projects, in particular. To that end, I have written you to express my strongest support and the town of Summerville's support for Dorchester County's application for assistance from the State Infrastructure Bank.

Thanks in advance for your time and consideration of this most important matter to the future vitality of the greater Summerville Dorchester County area.

With warmest regards, I am sincerely



Berlin G. Myers, Mayor
Town of Summerville, South Carolina



OFFICE OF THE MAYOR

R. KEITH SUMMEY
MAYOR

*City of
North Charleston*
SOUTH CAROLINA

November 13, 2006

Mr. Don Leonard, Chairman
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202

Re: Letter of Support for Dorchester County Application for Financial Assistance
from the South Carolina Transportation Infrastructure Bank

Dear Chairman Leonard:

As mayor of the City of North Charleston, I am concerned about traffic in lower Dorchester County and the Dorchester Road Corridor, in particular. The Dorchester Road Corridor is vitally important to the City of North Charleston and Dorchester County. Many new residential subdivisions are under construction and we have seen a rise in the construction of retail and commercial businesses as well.

Dorchester County and its municipalities, including the city of North Charleston, recognized the need to enhance our transportation system and in May of 2004 the Dorchester County Citizens Committee was formed and appointed by Dorchester County Council and the municipal councils of Dorchester County to assess highway construction and maintenance needs for all Dorchester County Roads except interstates 26 and 95. Through this process, the Citizens Committee identified 22 road projects that should be undertaken including Dorchester Road, Future Drive, and Lincoln Boulevard in the City of North Charleston.

This list of projects, along with a one-cent (1¢) proposed sales tax increase, was presented to the Dorchester County voters on the November 2, 2004 Dorchester ballot. The referendum passed and will allow the sale of bonds that will generate a maximum of \$125 million.

City of North Charleston

Subsequent to one-cent transportation sales tax referendum being passed in November 2004, Dorchester County established the Dorchester County Sales Tax Transportation Authority and began working on the projects. An Intergovernmental Agreement (IGA) has been developed and approved between the South Carolina Department of Transportation and the Authority for the design and construction of many of these projects.

While many of the smaller sales tax projects have been completed, due to design modifications and construction escalation, the estimated cost to complete the remaining projects on our list has exceeded our original estimates. Because of this projected shortfall, Dorchester County is requesting financial assistance from the South Carolina Transportation Infrastructure Bank to complete our road improvement program in general, and the Dorchester Road, Berlin G. Myers Parkway, Bacons Bridge Road, US Highway 78, and Orangeburg Road projects, in particular. Therefore, I have written this letter to express my support and the City of North Charleston's support for Dorchester County's application for assistance from the Infrastructure Bank.

Thanks in advance for your consideration.

Best regards,



R. Keith Summey, Mayor
City of North Charleston, South Carolina

November 13, 2006

Mr. Don Leonard, Chairman
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202

Re: Letter of Support for Dorchester County Application for Financial Assistance
from the South Carolina Transportation Infrastructure Bank

Dear Chairman Leonard:

The greater Ridgeville area is experiencing unprecedented residential growth and as mayor of the town of Ridgeville, I am keenly aware of the need to manage this growth and to provide additional infrastructure to support this growth. Additionally, I understand the importance of maintaining our existing infrastructure and sustaining our high quality of life that has attracted new residents and helped us to retain existing residents.

Many of our residents have chosen Ridgeville because it is a rural small town that is not too far by highway and interstate to major employment opportunities in the Charleston and North Charleston areas. To that end, the town of Ridgeville, Dorchester County, and its other municipalities, large and small, recognized the need to enhance our regional transportation system to enhance this connectedness. Subsequently, in May of 2004 the Dorchester County Citizens Committee was formed and appointed by Dorchester County Council and the municipal councils of Dorchester County to assess highway construction and maintenance needs for all Dorchester County Roads except interstates 26 and 95. Through this process, the Citizens Committee identified 22 road projects that should be undertaken, including US Highway 78 which is a major arterial that connects Ridgeville to St. George, Summerville, Lincolnville, and North Charleston.

This list of projects, along with a one-cent (1¢) proposed sales tax increase, was presented to the Dorchester County voters on the November 2, 2004 Dorchester ballot. The referendum passed and will allow the sale of bonds that will generate a maximum of \$125 million.

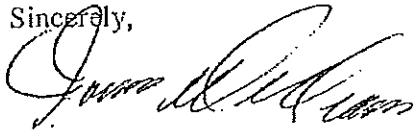
After the one-cent transportation sales tax referendum was passed in November 2004, Dorchester County established the Dorchester County Sales Tax Transportation Authority and began working on the projects. An Intergovernmental Agreement (IGA) was been developed and approved between the South Carolina Department of Transportation, the Transportation Authority, and Dorchester County for the design and construction of many of these projects.

Many of the smaller sales tax projects such as local road and sidewalk improvements in Ridgeville have been completed. However, due to design modifications and construction

escalation, the estimated cost to complete the remaining projects on our list has exceeded our original estimates. Because of this projected shortfall, Dorchester County is requesting financial assistance from the South Carolina Transportation Infrastructure Bank to complete our road improvement program in general, and the Dorchester Road, Berlin G. Myers Parkway, Bacons Bridge Road, US Highway 78, and Orangeburg Road projects, in particular. Therefore, I have written this letter to express the town of Ridgeville's continued support of the 22 one-cent transportation sales tax projects and current support for Dorchester County's application for assistance from the Infrastructure Bank.

Thanks in advance for your time and thoughtful consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "James Williams". The signature is fluid and cursive, written over the word "Sincerely,".

James Williams, Mayor
Town of Ridgeville, South Carolina

**Town of Harleyville
119 South Railroad Ave.
P.O. Box 35
Harleyville, SC 29448**

Phone: (843) 462-7676

Fax: (843) 462-2485

**Charles Ackerman
Mayor**

**Council Members
Elaine Westbury
Jody Eargle
Allen Haynes**

**Amanda Childers
Clerk/Treasurer**

November 13, 2006

Mr. Don Leonard, Chairman
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202

**Re: Letter of Support for Dorchester County Application for Financial Assistance
from the South Carolina Transportation Infrastructure Bank**

Dear Chairman Leonard:

The Harleyville area has long been a center of employment in upper Dorchester and lower Orangeburg counties. Our area has been endowed with the essential natural resources necessary to produce cement as evidenced by the three major cement plants, Giant, LaFarge, and Holcim, in the Harleyville and Holly Hill areas. As our major employers, the cement plants, continue to make substantial new investment in plant upgrades and expansions, they have called upon the town of Harleyville and Dorchester County to upgrade and enhance our transportation corridors, SC 453 and US 178. To that end, it is vitally important to our economic future to maintain our existing infrastructure and sustain our quality of life, which attracted these corporate citizens and is helping us to attract new corporations and citizens that are locating new businesses that support this industrial sector.

To that end, Dorchester County and its municipalities, including Harleyville, recognized the need to enhance our regional transportation system and in May of 2004 the Dorchester County Citizens Committee was formed and appointed by Dorchester County Council and the municipal councils of Dorchester County to assess highway construction and maintenance needs for all Dorchester County Roads except interstates 26 and 95. Through this process, the Citizens Committee identified 22 road projects that should be undertaken, including US Highway 178, which is a major arterial that connects Harleyville to I-95 and Orangeburg County to the west and Summerville and Charleston to the east and SC 453, which connects Harleyville to I-26 and the Port of Charleston.

This list of projects, along with a one-cent (1¢) proposed sales tax increase, was presented to the Dorchester County voters on the November 2, 2004 Dorchester ballot. The referendum passed and will allow the sale of bonds that will generate a maximum of \$125 million.

After the one-cent transportation sales tax referendum was passed in November 2004, Dorchester County established the Dorchester County Sales Tax Transportation Authority and began working on the projects. An Intergovernmental Agreement (IGA) was been developed and approved between the South Carolina Department of Transportation, the Transportation Authority, and Dorchester County for the design and construction of many of these projects.

Many easy to construct sales tax projects such as local road and sidewalk improvements have been completed and others such as the resurfacing of US 178 are underway. However, due to design modifications and construction escalation, the estimated cost to complete the remaining projects on our list has exceeded our original estimates. Because of this projected shortfall, Dorchester County is requesting financial assistance from the South Carolina Transportation Infrastructure Bank to complete our road improvement program in general, and the Dorchester Road, Berlin G. Myers Parkway, Bacons Bridge Road, US Highway 78, and Orangeburg Road projects, in particular. Therefore, I have written this letter to express the town of Harleyville's support for Dorchester County's application for assistance from the State Infrastructure Bank.

Thanks in advance for your time and careful consideration.

Best regards,

Charles W. Ackerman

Charles Ackerman, Mayor
Town of Harleyville, South Carolina

Town of St. George

*David Sojourner, Sr.
Mayor*

*Post Office Box 904 St.
George, South Carolina
29477*

*Jason C. Purvis
Administrator*

*Oscar Odom, Jr.
Mayor Pro-Tem*

*Phone (843) 563-3032
Fax: (843) 563-8238*

*Annette L. Moore
Clerk & Treasurer*

November 13, 2006

Mr. Don Leonard, Chairman
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202

Re: Letter of Support for Dorchester County Application for Financial Assistance from the
South Carolina Transportation Infrastructure Bank

Dear Chairman Leonard:

As the longtime Mayor of the Town of St. George, I have witnessed great changes in our local economy, tied to transportation, over the years. When I-95 came through Dorchester County and St. George, it brought new businesses to support the over 40,000 cars and people that pass through our town every day. As the seat of government for Dorchester County, St. George is starting to experience a period of renewal as over \$10 million is being invested in an 87 acre campus on US Highway 78 that will house the new 45,000 square foot Dorchester County Courthouse, a new fire and EMS station, and commercial and retail businesses.

Dorchester County and its municipalities, including St. George, recognized the need to enhance our transportation system and in May of 2004 the Dorchester County Citizens Committee was formed and appointed by Dorchester County Council and the municipal councils of Dorchester County to assess highway construction and maintenance needs for all Dorchester County Roads except interstates 26 and 95. Through this process, the Citizens Committee identified 22 road projects that should be undertaken, including improvements to US Highway 78 and US Highway 15, which are major arterials that connect St. George to I-95 and Orangeburg County to the west and to I-26 and Orangeburg County to the north and Colleton County and Walterboro to the south.

This list of projects, along with a one-cent (1¢) proposed sales tax increase, was presented to the Dorchester County voters on the November 2, 2004 Dorchester ballot. The referendum passed and will allow the sale of bonds that will generate a maximum of \$125 million.

Subsequent to one-cent transportation sales tax referendum being passed in November 2004, Dorchester County established the Dorchester County Sales Tax Transportation Authority and began working on the projects. An Intergovernmental Agreement (IGA) has been developed and approved between the South Carolina Department of Transportation and the Authority for the design and construction of many of these projects.

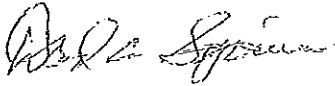
To date many of the less complex one-cent sales tax projects have been completed. However, many of the larger projects may have to be delayed due to design modifications and construction

escalation because the estimated cost to complete these remaining projects on our list has exceeded our original estimates.

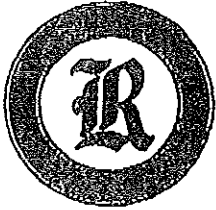
As a result of this projected shortfall, Dorchester County is requesting financial assistance from the South Carolina Transportation Infrastructure Bank to complete our road improvement program in general, and the US Highway 78, Bacons Bridge Road, Berlin G. Myers Parkway, Dorchester Road, and Orangeburg Road projects, in particular. Therefore, I have written you to express my support and the town of St. George's support for Dorchester County's application for assistance from the State Infrastructure Bank.

Thanks in advance for your time and consideration of the Dorchester County application.

With warmest regards, I am sincerely

A handwritten signature in black ink, appearing to read "David C. Sojourner". The signature is written in a cursive style with a large initial "D".

David C. Sojourner, Mayor
Town of St. George, South Carolina



Town of Reevesville

P.O. Box 1
Reevesville, South Carolina 29471

November 13, 2006

Mr. Don Leonard, Chairman
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202

Re: Letter of Support for Dorchester County Application for Financial Assistance
from the South Carolina Transportation Infrastructure Bank

Dear Chairman Leonard:

As the longtime mayor of the town of Reevesville, I have witnessed great changes in our local economy, tied to transportation, over the years. When I-95 came through Dorchester County, it brought new businesses to support the over 40,000 cars and people that pass through this part of the County every day.

Dorchester County and its municipalities, recognized the need to enhance our transportation system and in May of 2004 the Dorchester County Citizens Committee was formed and appointed by Dorchester County Council and the municipal councils of Dorchester County to assess highway construction and maintenance needs for all Dorchester County Roads except interstates 26 and 95. Through this process, the Citizens Committee identified 22 road projects that should be undertaken, including improvements to US Highway 78 and US Highway 15, which are major arterials that connect Reevesville to I-95 and Orangeburg County to the west and to I-26 and Orangeburg County to the north and Colleton County and Walterboro to the south.

This list of projects, along with a one-cent (1¢) proposed sales tax increase, was presented to the Dorchester County voters on the November 2, 2004 Dorchester ballot. The referendum passed and will allow the sale of bonds that will generate a maximum of \$125 million.

Subsequent to one-cent transportation sales tax referendum being passed in November 2004, Dorchester County established the Dorchester County Sales Tax Transportation Authority and began working on the projects. An Intergovernmental Agreement (IGA) has been developed and approved between the South Carolina Department of Transportation and the Authority for the design and construction of many of these projects.

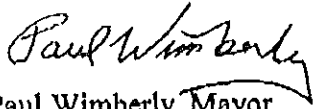
"An Ideal Town In Which To Live"

To date many of the less complex one-cent sales tax projects have been completed. However, many of the larger projects may have to be delayed due to design modifications and construction escalation because the estimated cost to complete these remaining projects on our list has exceeded our original estimates.

As a result of this projected shortfall, Dorchester County is requesting financial assistance from the South Carolina Transportation Infrastructure Bank to complete our road improvement program in general, and the US Highway 78, Bacons Bridge Road, Berlin G. Myers Parkway, Dorchester Road, and Orangeburg Road projects, in particular. Therefore, I have written you to express my support and the town of Reevesville's support for Dorchester County's application for assistance from the State Infrastructure Bank.

Thanks in advance for your time and consideration of the Dorchester County application.

With warmest regards, I am sincerely



Paul Wimberly, Mayor
Town of Reevesville, South Carolina

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

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

www.greatersummerville.org



*focused on our
region's future*

November 13, 2006

Mr. Don Leonard, Chairman
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202

Re: Letter of Support for Dorchester County Application for Financial Assistance from the
South Carolina Transportation Infrastructure Bank

Dear Chairman Leonard:

As the President and CEO of the Greater Summerville/Dorchester County Chamber of Commerce, I am concerned about helping our businesses grow, improving our citizens' quality of life, and promoting our community as a place to visit, live, work, and play. The greater Summerville area is booming and it is a wonderful place, but we must address traffic concerns in order to sustain the residential, retail, and commercial development that has come to our area.

As the business, medical, and retail center for Dorchester County and portions of Berkeley and western Charleston County, it seems that all roads lead to Summerville. Summerville's major transportation corridors, including US Highway 78 (N. 5th Street), US 17A (Main Street/Boone Hill Road), SC Highway 165 (Berlin G. Myers Parkway/Bacons Bridge Road), and SC Highway 58 (Orangeburg Road) and SC Highway 642 (Dorchester Road), are inundated with traffic.

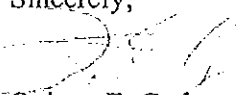
The business community in the greater Summerville area recognized the need to enhance our transportation system. Subsequently, in May of 2004, the Dorchester County Citizens Committee was formed and appointed by Dorchester County Council and the municipal councils of Dorchester County to assess highway construction and maintenance needs for all Dorchester County Roads except interstates 26 and 95. This Chamber of Commerce took an active role. Through this process, the Citizens Committee identified 22 road projects that should be undertaken.

This list of projects was included in referendum, along with a proposed one-cent (1¢) sales tax increase, that was placed on the November 2, 2004 ballot for consideration by Dorchester County voters. This Chamber of Commerce took the lead in promoting the passage of the referendum and the referendum passed, allowing the sale of bonds that will generate a maximum of \$125 million.

Subsequent to the passage of the one-cent transportation sales tax referendum in November 2004, Dorchester County established the Dorchester County Sales Tax Transportation Authority and began working on the projects. A shortfall in funding was identified through this process. As a result of this projected shortfall, Dorchester County is requesting financial assistance from the South Carolina Transportation Infrastructure Bank to complete our road improvement program in general, and the Dorchester Road, Berlin G. Myers Parkway, Bacons Bridge Road, US Highway 78, and Orangeburg Road projects, in particular. To that end, I have written you to express the chamber's support for Dorchester County's application for assistance from the State Infrastructure Bank.

Thank you for your consideration of this matter of importance to the business community of the greater Summerville area.

Sincerely,



Quince E. Cody
President/CEO

Mr. Don Leonard, Chairman
South Carolina Department of Transportation
November 15, 2006

Page Two

Dorchester County has become the fastest growing county in South Carolina and the 33rd fastest growing in the United States. Typically this growth and its projected growth over the next several years will generate major highway congestion if not addressed correctly.

Approval of Dorchester County's request to the State Infrastructure Bank will greatly aid in solving the problems outlined above.

Thank you,



Jim Friar, CEcD, Director
Economic Development

JF:whs

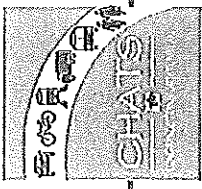


Table 9.2 - Candidates for LRTP Fiscally-Constrained Financial Plan

ID	Facility	Description	Total Rankings (0-100)
20	Dorchester Road	Trolley Road to US 17A - widen to multilanes w/ median	73
42	Dorchester Road	Trolley Rd. to Ashley Phosphate Rd. - widen from 4 to 6 lanes	69
31	Harborview Road	Add turn lanes and other improvements to 2-lane road	69
21	Bacons Bridge Road	From existing 4-lane to Ashley River Road - widen to multilanes w/ median	68
1	Bees Ferry Road	Savannah Highway to Ashley River Road - widen to multilanes w/ median	68
40	College Park Road	Crowfield Blvd. to US 17A - widen from 2 to 4 lanes	66
12	SC 61 Expressway	Bees Ferry Road to Dorchester Road - new location multilanes w/ median	65
24	Future Dr./Palmetto Commerce Pkwy. Ctr.	Orranto Road to Dorchester Rd - new location 4-lanes w/ interchange at I-26	65
23	Maple Street Extension/Berlin Myers north ext.	Maple Street to Berlin Myers Parkway - new location 2-lanes	64
11	Berlin Myers (Phase III)	Bacons Bridge Road to US 17A - new location multilanes w/ median	63
32	US 17	IOP Connector to SC 41 - widen from 4 to 6 lanes	63
6	SC 41	US 17 to Berkeley County Line - widen to multilanes w/ median	60
4	North Rhett Extension (Alternative 2)	Red Bank Road to Goose Creek Blvd - partial new location multilanes w/ median	60
5	Maybank Highway	Bohicket Road to East of Stono River - widen to multilanes w/ median	59
3	North Rhett Extension (Alternative 1)	Liberty Hall Road to Goose Creek Boulevard - two lanes on new location	58
41	Liberty Hall Road	US 52 to US 176 - widen from 2 to 4 lanes	58
46	Ashley Phosphate extension	US 52 to N Rhett Ave. - new alignment	58
27	Hungryneck Connector	Isle of Palms Connector to Six Mile Road - new location multilanes w/ median	57
47	Railroad Avenue extension	Mabeline Road to Eagle Landing Boulevard - two lanes on new location	57
8	Mall Drive	US 52 to Lacross Road - widen to multilanes w/ median	57
14	US 78	Jedburg Rd to 0.75 miles south of Berlin Myers - widen to multilanes w/ median	56
15	Mark Clark Expressway	West Ashley to Folly Road - new location 4-lane freeway	55
25	Clements Ferry Road	I-26 to SC 41 - widen from 2 to 4 lanes (divided)	55
Committed Project or Recommended for Consideration for Innovative Financing			
4	Old Orangeburg Road	Dorchester Road to Mallard Road - widen from 2 to 4 lanes	53
39	Bowman Road	Mathis Ferry Rd. to Rifle Range Rd. - widen 2-4 lanes, improve intersections	50
44	I-26 Realignment	Realign I-26 from US 17 to Meeting Street Rd.	24
33	I-26 Port access road	I-26 to new port terminal - new limited access alignment	-



Kimley-Horn
and Associates, Inc.

LOCALLY FUNDED PROJECTS										
LOCALITY	PROJECT DESCRIPTION	600 P	5000 R	2000 R	14,075 C	14,075 C	14,075 C	14,075 C	14,075 C	14,075 C
CHARLESTON COUNTY	LOWME BOULEVARD CAPACITY IMPROVEMENTS FROM ARTHUR RAVENEL JR. BRIDGE TO LENO INTERCHANGE	5000 R 16,500 C	2000 R 25,375 C							\$50,380
CHARLESTON COUNTY	MAJOR ROAD IMPROVEMENTS	202 P 400 R								\$5,500
CHARLESTON COUNTY	INFRASTRUCTURE IMPROVEMENTS TO ROADWAYS SURROUNDING THE MURC CAMPUS	3,000 P 20,000 R								\$95,700
CHARLESTON COUNTY	JEREBURG RD. INTERCHANGE, I-26 WIDENING, I-26 FRONTAGE ROADS, SHEEP ISLAND PKWY. & SHEEP ISLAND RD. INTERCHANGE AT I-26									\$38,000
CHARLESTON COUNTY	SC 94C (BORCHGUS TER RD)									\$8,000 C
CHARLESTON COUNTY	845 17A TO TROLLEY RD									\$10,000
CHARLESTON COUNTY	U.S. 17 SEPTIMA CLARK PARKWAY (FROM END OF I-26 TO ASHLEY RIVER BRIDGE)									\$140,300 C
CHARLESTON COUNTY	HENRY BROWN BLVD. EXTENSION (FROM LIBERTY HALL RD TO US 23)									\$6,000
CHARLESTON COUNTY	SYSTEM CAPACITY IMPROVEMENT									\$23,000
CHARLESTON COUNTY	CLEMENTS FERRY ROAD - PHASE I (FROM I-26 TO JACK PRINCE RD)	100 PL 1,000 R 11,000 C	100 P 1,000 R 11,000 C							\$0,000
CHARLESTON COUNTY	CONTRACT SENSITIVE CAPACITY IMPROVEMENT									\$0,000
CHARLESTON COUNTY	CLEMENTS FERRY ROAD - PHASE II (FROM JACK PRINCE RD TO DC 41)	125 PL 125 P	100 P 250 R 2,500 C							\$0,000
CHARLESTON COUNTY	CONTRACT SENSITIVE CAPACITY IMPROVEMENT									\$12,000
CHARLESTON COUNTY	HAYDANK HIGHWAY (BONNETT RD TO STONO RIVER)	348 P 0 R 0 C	711 P 6,000 R 0 C							\$16,000
LOCALLY FUNDED PROGRAM SUBTOTAL										\$50,987
FTA SUBTOTAL										\$31,898
TOTAL										\$82,885

PN #	FEDERAL TRANSIT ADMINISTRATION	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TP COST (2010-2016)	REMAINING CHAS COST (2016)	FUNDING
	CARTA (RECIPIENT FOR REGION)	4,879	4,789	5,000	5,258	5,521	5,787	6,057		\$32,440		FTA SECTION 5307
	CARTA AND PREVENTIVE MAINTENANCE			6,000						\$6,000		FTA SECTION 5309
	INTERMODAL CENTER			403								STATE OF SOUTH CAROLINA
	CARTA											STATEWIDE TRANSIT FACILITY FUND
	CAPITAL STATEWIDE UTILITY ACQUISITION FUND											FTA SECTION 5315
	BERKSHIRE-COACH COUNCIL OF GOVERNMENTS											FTA SECTION 5317
	UNIVERSITY OF SOUTH CAROLINA											FTA SECTION 5317
	UNIVERSITY OF SOUTH CAROLINA											FTA SECTION 5317
	BERKSHIRE-COACH COUNCIL OF GOVERNMENTS											FTA SECTION 5317
	NEW FREEDOM PROGRAM											FTA SECTION 5317
	FTA SUBTOTAL	\$5,228	\$11,871	\$6,298	\$8,821	\$9,621	\$5,167	\$6,037		\$28,358		

SAFE TEALU EARMARK PROJECTS												
LOCALITY	PROJECT DESCRIPTION	600 P	5000 R	2000 R	14,075 C	14,075 C	14,075 C	14,075 C	14,075 C	14,075 C		
BERKELEY COUNTY	RAILROAD AVENUE EXTENSION									\$0,700		BERKELEY COUNTY LOCAL TAX \$4,000,000
BERKELEY COUNTY	SAFETEA-LU # 410									\$4,000		FEDERAL - \$ 1,000,000
BERKELEY COUNTY	BERKIN AVE INTERCHANGE EXTENSION											SAFETEA-LU # 410
BERKELEY COUNTY	SAFETEA-LU # 441											FEDERAL - \$ 1,000,000
BERKELEY COUNTY	MURGE ROADWAY ENHANCEMENTS									\$0,100		WATCH - \$ 1,360,036
BERKELEY COUNTY	SAFETEA-LU # 465											FEDERAL - \$ 1,000,000
BERKELEY COUNTY	US 17/BROOKMAN RD. INTERCHANGE									\$7,378		LOCAL - \$5,000,000
BERKELEY COUNTY	SAFETEA-LU # 1238											FEDERAL - \$ 1,000,000
BERKELEY COUNTY	WATCHDOG AGENCY - TOWN OF MT. PLEASANT											LOCAL - \$ 1,000,000
BERKELEY COUNTY	PORT ACCESS ROAD (CONTINUING TO I-26)											WATCHDOG AGENCY - LOCAL
BERKELEY COUNTY	SAFETEA-LU # 4872											SAFETEA-LU # 4872
BERKELEY COUNTY	DEMOLITION OF THE OLD COOPER RIVER BRIDGES											WATCHDOG AGENCY - LOCAL
BERKELEY COUNTY	US HIGHWAY 17											WATCHDOG AGENCY - LOCAL
BERKELEY COUNTY	WIDENING FROM RILEY OF PALMS CONNECTOR TO A POINT NEAR DARRELL CREEK TRAIL & HUNDSWYCK INTERCHANGE PROJECT											WATCHDOG AGENCY - LOCAL
BERKELEY COUNTY	SAFETEA-LU # 4891 BC & TSP #0962007											WATCHDOG AGENCY - LOCAL
BERKELEY COUNTY	WATCHDOG AGENCY - LOCAL											WATCHDOG AGENCY - LOCAL
SAFE TEALU EARMARK TOTAL										\$4,664		
TOTAL										\$87,549		

CHATS FINANCIAL STATEMENT (CONT)

COST IN INCURRED	ENHANCEMENT PROJECTS	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TP COST (2014-2015)	REMAINING CHATS COST (2014-)	FUNDING	
											STP	MATCH-
1	SAWMILL HIKER BRKER - TRAIL SCHOORHOUSE CONNECTIONS (TOWN OF SUMMERVALD Sawmill Branch Trail near Old Chest and Sawmill Branch Trail near Greenway Blvd. (FY09)	572										TOTAL- 117,840 MATCH- 512,820
4	ANDRALL STREET IMPROVING (CITY OF CHARLESTON) Approximately 360 feet along Savannah Highway between Daniel Ct. and Nicholson St. (FY09)	354										TOTAL- 434,000 MATCH- 178,000
5	LONGWALLE AVE. PARKWAY - PHASE I (TOWN OF SUMMERVALD)											TOTAL- 119,870 MATCH- 327,105
6	COLLEMAN BLVD (TOWN OF MT. PLEASANT) Coleman Blvd @Whilden Ct., Pulzer Dr. to Whilden Ct. (FY 09)	5205										TOTAL- 330,000 MATCH- 330,000
1	LINCOLN AVENUE IMPROVEMENT- PHASE III (TOWN OF LINCOLNBLED) West Emble Ct. east to Town Limits (FY 09)	100										TOTAL- 370,520 MATCH- 370,520
3	CLAYMAN PLANTATION CONNECTOR TRAIL (TOWN OF SUMMERVALD) Clayton Plantation Community Park to Sawmill Branch Trail (FY 09)	78										TOTAL- 540,020 MATCH- 540,020
4	ST. JOHNSON ROAD BIKEWAY & MULTIPURPOSE TRAIL (CHARLESTON COUNTY) East of Harborview Road from GCOOT Station 150 to Station 224 (FY 09)	85										TOTAL- 300,200 MATCH- 300,200
5	JOHNNIE DODDSS BLVD (TOWN OF CHARLESTON) 2645 between Coleman Blvd and Houston Northcut. (FY 09)	112										TOTAL- 318,122 MATCH- 328,000
7	BRIDGE VIEW DRIVE SIDEWALK (CHARLESTON COUNTY) Along the banks of the Eagle and Chandler Bridge creeks between Ladson and Main Junction Road. (FY 09)	102										TOTAL- 327,500 MATCH- 327,500
1A	LADLE-CHANDLER BRIDGE CHALK TRAIL (DORCHESTER COUNTY) Along the banks of the Eagle and Chandler Bridge creeks between Ladson and Main Junction Road. (FY 09)	381										TOTAL- 448,291 MATCH- 292,200
4	TRAIL FROM PARK ROAD TO LADSON ROAD (CITY OF NORTH CHARLESTON) Approx. 2 miles between Interstate 26 and US 52. (FY 09)	40										TOTAL- 140,000 MATCH- 140,000
1	SAWMILL BRANCH TRAIL PHASE V & VI (TOWN OF SUMMERVALD) US 17A at East Lane St to the Sawmill Branch Canal to US 78 (07) Connects to several neighborhoods along the (08) (FY 09)	240										TOTAL- 300,010 MATCH- 300,010
2	WATKINS WALKWAY PROJECT TRAIL (TOWN OF GOOSE CREEK) From Municipal Center to the Jobs (07) Around the lake behind the Municipal Center (08) (FY 07 & FY08)	220										TOTAL- 300,800 MATCH- 300,800
3	COLLEMAN BLVD LANDSCAPING / PEDESTRIAN PHASE III (TOWN OF MT. PLEASANT) (FY 07 & FY08)	205										TOTAL- 310,222 MATCH- 310,222
4	SIDEWALK PROJECT PHASE TWO (07) (07) (CITY OF CHARLESTON) From Parker Road NB along Old Fort Rd approx. 0.6 miles (FY 08)	210										TOTAL- 324,070 MATCH- 324,070
5	ASHLEY RIVER ISLE AND RED FACILITY (CITY OF CHARLESTON) Approx. 3500 Linear Ft from Abernethy Rd across the Ashley River Bridge to Lockwood Blvd. (FY 08)	100										TOTAL- 320,000 MATCH- 320,000
6	DORCHESTER ROAD MULTI-USE PATH (CITY OF NORTH CHARLESTON) 2500' from Club Course Dr. toward Ashley Pheasant Rd. (FY 08)	100										TOTAL- 318,000 MATCH- 318,000
5	STATION MARKER POSTS (CITY OF SUMMERVALD) 35 locations throughout the Island (FY 08)	10										TOTAL- 310,074 MATCH- 310,074
	HORIZON VILLAGE @ NOSETTE CREEK (FKA RIVERS VILLAGE @ NOSETTE CREEK) (CITY OF NORTH CHARLESTON) (FY 07)	131										TOTAL- 323,344 MATCH- 323,344
	NORTH THIRD STREET PED FACILITY (Town of Charleston) Approx. 2100 Linear Ft. from 500' south of Berlin Myers Pkwy. to Cedar Ct. (FY 08)	51										TOTAL- 344,000 MATCH- 344,000
	WISDOM STREET PED FACILITY (Town of Charleston) North Cedar and W. 50th North to the Presbyterian Home (Approx. 1000 Linear Ft.) (FY 08)	48										TOTAL- 341,422 MATCH- 341,422
	COLLEMAN BLVD. LANDSCAPING PHASE III (Town of Mount Pleasant) (FY 08)	144										TOTAL- 314,022 MATCH- 314,022
	PATRIOT BLVD. BIKEWAY (CITY OF NORTH CHARLESTON) From Appian Way to Club Course Dr. (FY 08)	140										TOTAL- 320,000 MATCH- 320,000
	SCOTT HILL RD. SIDEWALK (Town of Charleston) From Carolina St. to Lister Rd. along Beaufort Rd. (FY 08)	105										TOTAL- 310,200 MATCH- 310,200
	ENHANCEMENT PROGRAM SUBTOTAL	\$3,870										
				500								

* - PRELIMINARY INFORMATION - SUBJECT TO ANY C-LEAD INQUIRY, CAPITAL IMPROVEMENTS, OR OPERATIONS
 * - INCLUDES CARRYOVER FUNDING - * - FUNDS WILL SUBSTITUTE CHATS UNDERBUDGET FOR THIS PROJECT IN 2007
 * - * - MATCH PROVIDED BY SOMETIMES FROM PREVIOUSLY COMPLETED PROJECT BIDDING CONTRACTS, AND ANTICIPATED TO BE ORIGINAL FUND APPROPRIATION IN 2008
 * - * - FEDERAL AMOUNT SHOWN IS THE MAXIMUM AMOUNT IN BIDDING THAT HAVE DISTRIBUTED OVER 3 YEARS (FY 2009 - 2009), ACTUAL FUNDING CURRENTLY AVAILABLE (RESULTING)

CHATS FINANCIAL STATEMENT (CONT)

COSTS INCURRED	ENHANCEMENT PROJECTS	FY 2008	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	IP COST (2010-2015)	REMAINING CHATS COST (2016+)	FUNDING	
											STIP	MATCH-
	BEN SAWYER BLVD. CAUSEWAY BIKE/PEDESTAL FACILITY (Town of A. Pleasant & Gilbert's Island) From Center St. (MP) to Middle St. (CL) (FY10) \$10,000 transferred from POC (SP Connector Multiple Facility Project)			300					\$300		STIP	\$300,000
	BARRETT CREEK SWAMP RESTORATION FACILITY - PHASE IV (City of Charleston) From Bay Road (SC 171) to Campbell Drive (FY10)			185					\$185		STIP	\$185,000
	PLANTATION NORTH HICKORIBURK - PHASE II (City of Goose Creek) From Indigo Place to Oak Creek along Plantation North Blvd. (FY10)			231					\$231		STIP	\$231,170
	SAVHILL BAYWATER CANAL MULTI-USE FACILITY - PHASE VI (Town of Charleston) Extension of the Canal Branch Trail from Litch to Maymounds Drive (FY10)			71					\$71		STIP	\$71,375
	OLD FORT DRIVE HIKER/BIKER FACILITY (Charleston County) From Midland University to Commencement Blvd. along Old Fort Dr. (FY10)			313					\$313		STIP	\$312,800
	APPRIAN WAY SIDEWALK (Charleston County) From Landing Phwy to Appian Way along Appian Way (FY10)			22					\$22		STIP	\$21,900
	RODGERS AVENUE SIDEWALK - PHASE I (City of North Charleston) From Ashley Phosphate Rd to Atlantic Ave. along Rivers Ave. (FY10)			207					\$207		STIP	\$206,376
	OLD ORANGEBURG ROAD SIDEWALK (Charleston County) From Bladen Rd. to Central Ave. along Old Orangeburg Rd. (FY10)			86					\$86		STIP	\$85,400
	ENHANCEMENT PROGRAM SUBTOTAL			\$1,550					\$1,550		STIP	\$1,550,000
	CHATS ENHANCEMENT PROGRAM TOTAL		\$3,678	\$1,785					\$5,463		STIP	\$5,463,000

COSTS INCURRED	SAFE ROUTES TO SCHOOL PROGRAM (RS25)	FY 2008	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	IP COST (2010-2015)	REMAINING CHATS COST (2016+)	FUNDING	
											STIP	MATCH-
1	ALSTON MIDDLE SCHOOL (Charleston Co. School District) (FY07)	200									STIP	\$200,000
2	COLLEGE PARK ELEMENTARY SCHOOL (Charleston Co. School District) (FY07)	200									STIP	\$200,000
3	COLLEGE PARK MIDDLE SCHOOL (Berkeley Co. School District) (FY07)	200									STIP	\$200,000
4	HURLEY PARK ELEMENTARY SCHOOL (Charleston Co. School District) (FY07)	200									STIP	\$200,000
5	STANFORD PARK ELEMENTARY SCHOOL (Charleston Co. School District) (FY07)	200									STIP	\$200,000
1	BOULDER BLUFF ELEMENTARY SCHOOL (Berkeley Co. School District) (FY08)	200									STIP	\$200,000
2	INDIAN PARK ELEMENTARY SCHOOL (City of North Charleston) (FY08)	200									STIP	\$200,000
3	BEUCH HILL ELEMENTARY SCHOOL (Charleston Co. School District) (FY08)	200									STIP	\$200,000
4	STILES POINT ELEMENTARY SCHOOL (Charleston Co. School District) (FY08)	200									STIP	\$200,000
	SAFE ROUTES TO SCHOOL PROGRAM SUBTOTAL								\$1,800		STIP	\$1,800,000
	GRAND TOTAL	\$10,278	\$17,808	\$13,850	\$17,815	\$18,132	\$17,032	\$24,607	\$47,153		STIP	\$47,153,000

NOTE: ** - REQUIREMENTS SUPPLEMENTING "SAFE ROUTES TO SCHOOL PROGRAM"