

RESOLUTION

WHEREAS Dillon County is an economically depressed County in great need of economic stimulus; and

WHEREAS Interstate Highway 95 has created a healthy business climate in Dillon County; and

WHEREAS Interstate Highway 73 is now being planned to pass through Dillon County; and

WHEREAS Dillon County Council recognizes that Interstate Highway 73 will create many jobs in Dillon County both in the construction phase and after completion; and

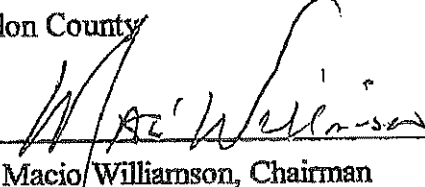
WHEREAS Dillon County Council believes it will be of greater benefit to Dillon County for Interstate Highway 73 to be completed from the Marlboro County line to the Marion County line as soon as possible; and

WHEREAS Dillon County Council believes that the intersection of Interstate Highway 73 and Interstate Highway 95 should be designed so as to create the greatest economic impact for Dillon County;

NOW THEREFORE BE IT RESOLVED BY DILLON COUNTY COUNCIL

1. That Dillon County Council supports the location of Interstate Highway 73 in Dillon County.
2. That Dillon County Council supports the completion of Interstate Highway 73 through the entire area of Dillon County as soon as possible and preferably in the same construction phase.
3. That Dillon County Council supports the design of the intersection of Interstate Highway 73 and Interstate Highway 95 to allow for economic development at said intersection so that Dillon County may receive the greatest possible economic impact that can be derived from this intersection.

This Resolution is passed this the 27th day of ^{April}~~March~~ 2005.

Dillon County
BY: 
Macio Williamson, Chairman



South Carolina
Department of Transportation

June 8, 2005

Mr. W. Clay Young
Dillon County Administrator
P.O. Box 449
Dillon, South Carolina 29536-0449

SUBJECT: Interstate 73

Dear Mr. Young:

The Project Team for I-73 would like to meet with the Planning and Economic Development staffs of Dillon County. As you are aware, the I-73 project has been progressing, with recent Public Information Meetings where potential alternative corridors were presented. These potential alternative corridors have been generated for the segment of I-73 from I-95 south to the Myrtle Beach area. The potential alternative corridors are in the process of being adjusted with respect to the comments received from the Public Information Meetings, comments from the associated regulatory and resource agencies, and other factors within the project study area.

Another step in the process is the identification of potential interchange locations. The project team would like to meet with you and the planning and economic development staffs to gather information that will assist us in evaluating interchange locations for the alternative corridors.

In addition, we respectfully request your help in compiling the following information pertinent to land use, economics, Environmental Justice, and community impacts:

- Demographic information on potentially affected communities, including population, growth trends, age distribution, ethnic composition and income;
- Economic characteristics including employment rates and trends, poverty status, work force characterization by SIC code, major employers, industries and employment centers;
- Comprehensive, land use, growth management, transportation, recreation and other plans from affected communities;

- Existing and planned community facilities including medical and health care, educational, religious, public works and services, recreational facilities and parks, historic and cultural facilities, and commercial centers, and;
- Local economic development opportunities for affected communities including identification of development and support programs for existing and start-up businesses, identification of available land parcels, industrial or commercial buildings for development or redevelopment, and identification of tourism resources and facilities for visitors.

We have attached two forms to illustrate the types of information that we are asking for to help with our analysis of alternatives and potential impacts. Please contact me at your earliest convenience to establish a meeting date and time. Thank you for your time and I look forward to meeting with you and your staff.

Sincerely,



Mitchell Metts, P.E.
SCDOT Program Manager
(803) 737-1617

cc: Mr. Eugene Butler, Development Board
Mr. Kenny McLaughlin, Planning Director

COUNCIL MEMBERS

MADON J. LAWSON, DILLON, SC
TERRY K. WOODY, LAKEVIEW, SC
ART T. WOODY, HAVEN, SC
ANDREA T. CRAVES, DILLON, SC
ALON F. SANDY, LITTA, SC
MARC W. METTS, DILLON, SC
L. SAR, GRAY



COUNTY ADMINISTRATOR

W. CLAY YOUNG

CLERK TO COUNCIL

L. SAR, GRAY

Dillon County Council

P.O. BOX 449
DILLON, SOUTH CAROLINA 29536
TELEPHONE: 843-774-1400
FAX: 843-774-1443

February 28, 2006

Mr. Mitchell D. Metts, P.E.
Program Manager
South Carolina Department of Transportation
Post Office Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Metts:

As Chairman of Dillon County Council, I would like to inform you that Dillon County Council endorses and supports as its choice, the northern most route of proposed I-73 intersecting with I-95 in Dillon County.

We believe the northern route is better for several reasons: (1) it appears this route is a more direct link, (2) it appears less disruptive of homes and business, and (3) the economic impact would be more beneficial with its proximity to the I-95 Gateway Industrial Park and our proposed new airport and frontage roads all at Highway 34 and I-95.

Dillon County Council sincerely hopes that you and your staff will work with us to develop the northern route as the chosen path for proposed I-73 through Dillon County.

Sincerely,

Maciej Williamson
Chairman
Dillon County Council

MW/ljg

Dillon County

March 1, 2006

Mr. Mitchell D. Metts, PE
Program Manager
SC Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191

Dear Mr. Metts:

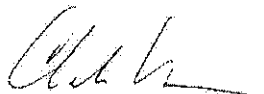
The Dillon County Development Board is in support of the route for proposed I-73 crossing I-95 in Dillon County closest to Highway 34.

As a Board concerned with the growth and development of Dillon County, we strongly believe the northern most route would more favorably enhance our economic development efforts.

We believe the citizens of Dillon County would experience better opportunities for economic growth and investment through the construction of the northern route.

We encourage you and your staff to develop and support the northern route through Dillon County as the chosen corridor for Interstate 73.

Sincerely,



Charlie Vance
Chairman

*Dillon, Marion and Marlboro Counties
Industrial Park
(I-95 Gateway Industrial Park)*

March 1, 2006

Mr. Mitchell D. Metts, PE
Program Manager
SC Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191

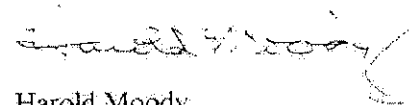
Dear Mr. Metts:

The Board of the I-95 Gateway Industrial Park voted in its February meeting to support the northern route through Dillon County for I-73.

The I-95 Gateway Industrial Park Board is comprised of representatives of three counties, Dillon, Marion and Marlboro. These three counties own the park in Dillon and are working to promote growth and job opportunities for our citizens. Although the I-73 corridor passes through all three counties, we believe this route will beneficially enhance our efforts to attract new job opportunities.

We ask for your support in selecting the northern route through Dillon County.

Sincerely,



Harold Moody
Chairman

COUNTY OF HORRY)
)
STATE OF SOUTH CAROLINA)

RESOLUTION R-40-05

A RESOLUTION SUPPORTING AN INTERSTATE 73 ROUTE THAT WOULD GO SOUTH OF HIGHWAY 501 AND CONNECT INTO THE SOUTHERN PORTION OF HIGHWAY 31.

WHEREAS, the State of South Carolina is in the planning process for the routing of Interstate 73 and that route is planned to go through western Horry and end somewhere in central or eastern Horry County; and

WHEREAS, the exact route into and through Horry County has not yet been determined; and

WHEREAS, the current proposed routes are north of Highway 501 and in areas that are populated with small communities and small farms; and specifically the Gallivants Ferry crossing and the related routes would adversely impact on Gallivants Ferry, Aynor and Cool Spring; and

WHEREAS, a southern route that is south of Hwy 501 would have less of an impact on the citizens of Horry County as stated at the I-73 meeting in Aynor; and

WHEREAS, a regional airport, if built, would probably be located in the I-73 corridor and the southern route would have more access to the large tracts of land that a regional airport would require; and

WHEREAS, the southern portion of Horry County does not have a good hurricane evacuation route and a southern route is planned when funds are available; and

WHEREAS, connecting I-73 into Highway 31 would create this evacuation route that would be paid for by the federal government; and this route would create a full circle highway system in Horry County in which a full loop could be made around Horry County on Highways 22 and 31; and this loop would have two interstate accesses with I-74 in the north and I-73 in the south.

NOW, THEREFORE, Horry County Council supports using I-73 as a southern connector and asks the South Carolina Department of Transportation to develop a proposed southern route. Horry County Council also rejects the Gallivants Ferry crossing as a proposed route and asks South Carolina Department of Transportation to eliminate this route and replace it with this new southern route.

AND IT IS SO RESOLVED this 5th day of April, 2005.

HORRY COUNTY COUNCIL



Liz Gilland, Chairman

Attest:



Patricia S. Hartley, Clerk



South Carolina
Department of Transportation

June 8, 2005

Mr. Danny Knight
Horry County Administrator
PO Box 1236
Conway, South Carolina 29528

SUBJECT: Interstate 73

Dear Mr. Knight:

The Project Team for I-73 would like to meet with the Planning and Economic Development staffs of Horry County. As you are aware, the I-73 project has been progressing, with recent Public Information Meetings where potential alternative corridors were presented. These potential alternative corridors have been generated for the segment of I-73 from I-95 south to the Myrtle Beach area. The potential alternative corridors are in the process of being adjusted with respect to the comments received from the Public Information Meetings, comments from the associated regulatory and resource agencies, and other factors within the project study area.

Another step in the process is the identification of potential interchange locations. The project team would like to meet with you and the planning and economic development staffs to gather information that will assist us in evaluating interchange locations for the alternative corridors.

In addition, we respectfully request your help in compiling the following information pertinent to land use, economics, Environmental Justice, and community impacts:

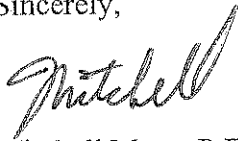
- Demographic information on potentially affected communities, including population, growth trends, age distribution, ethnic composition and income;
- Economic characteristics including employment rates and trends, poverty status, work force characterization by SIC code, major employers, industries and employment centers;
- Comprehensive, land use, growth management, transportation, recreation and other plans from affected communities;



- Existing and planned community facilities including medical and health care, educational, religious, public works and services, recreational facilities and parks, historic and cultural facilities, and commercial centers, and;
- Local economic development opportunities for affected communities including identification of development and support programs for existing and start-up businesses, identification of available land parcels, industrial or commercial buildings for development or redevelopment, and identification of tourism resources and facilities for visitors.

We have attached two forms to illustrate the types of information that we are asking for to help with our analysis of alternatives and potential impacts. Please contact me at your earliest convenience to establish a meeting date and time. Thank you for your time and I look forward to meeting with you and your staff.

Sincerely,



Mitchell Metts, P.E.
SCDOT Program Manager
(803) 737-1617

cc: Ms. Janet Carter, Planning Director



Horry County Council

Liz Gilland
Chairman

Mark Lazarus
Vice Chairman
District 2

Harold Worley
District 1

Marion D. Foxworth, III
District 3

Michael L. Ryan
District 4

Howard D. Barnard, III
District 5

Robert P. Grabowski
District 6

James Frazier
District 7

Carl H. Schwartzkopf
District 8

W. Paul Prince
District 9

Kevin J. Hardee
District 10

John C. Boyd
District 11

Patricia S. Hartley
Clerk to Council

(843) 915-5120
(843) 915-6120 Fax

March 13, 2006

Mitchell Metts
I-73 Program Manager
SC Department of Transportation
Post Office Box 191
Columbia, South Carolina 29292

Dear Mr. Metts:

We on Horry County Council continue to read with interest the stories in our local press and as broadcast on local television regarding the various proposed routes for I-73 as it runs from I-95 toward a likely intersection with SC22 in the western portion of our county. We recognize the lobbying efforts by various factions of our society and appreciate the diligence of SCDOT as a final course is considered.

It was approximately a year ago that our Council voiced its opinion that the I-73 route that would be most beneficial to the residents of Horry County. That proposed southern route now appears to be an unlikely avenue and Horry County Council accepts that decision by SCDOT. Nevertheless, we, as the local governing body, feel it essential that Horry County Council be heard and its opinion be considered in light of the most recent routes being contemplated by SCDOT, and it is for this reason that this letter is written.

There can be no debate or doubt as to the favorable impact that an interstate highway will have on Horry County. However, the disruption to existing communities within our border can be devastating if care is not taken and consideration is not given to those many longstanding permanent residents of western Horry County. Of particular concern to our Council is the proposal that suggests that I-73 be constructed along the existing route of US Highway 501, entering Horry County at Galivants Ferry and continuing in a southeastward direction through the Town of Aynor prior to its intersection with South Carolina Highway 22 approximately six (6) miles west of Conway.

Mr. Mitchell Metts

March 13, 2006

Page Two

By a unanimous vote of Horry County Council, we voice our opposition to this proposed route because of the disruptive impact that such a course would have on the Town of Aynor. The unified spirit of this "small-town America" community would be devastated should such a path be accepted.

Please note that Council favors the selection of the more northerly courses of I-73 so as to avoid the geographical division of Aynor. We ask that this official correspondence be made a part of SCDOT's permanent file of the I-73 South Carolina corridor and that all interested parties be notified and made aware of this Council's recommendation.

Sincerely,

A handwritten signature in black ink that reads "Liz Gilland". The signature is written in a cursive style with a large, stylized "L" and "G".

Liz Gilland



Town of Aynor

600 South Main Street • P.O. Box 66
Aynor, South Carolina 29511

Telephone
(843) 358-6231
Fax (843) 358-0754

March 21, 2006

Mitchell Metts
I-73 Program Manager
SC Department of Transportation
P.O. Box 191
Columbia, South Carolina 29292

Dear Mr. Metts:

We on Aynor Town Council continue to read with interest the stories in our local press and as broadcast on local television regarding the various proposed routes for I-73 as it runs from I-95 toward a likely intersection with SC22 in the western portion of our county. We recognize the lobbying efforts by various factions of our society and appreciate the diligence of SCDOT as a final course is considered.

There can be no debate or doubt as to the favorable impact that an interstate highway will have on Horry County. However, the disruption to existing communities within our border can be devastating if care is not taken and consideration is not given to those many longstanding permanent residents of western Horry County. Of particular concern to our Council is the proposal that suggest that I-73 be constructed along the existing route of US Highway 501, entering Horry County at Galivants Ferry and continuing in a southeastward direction through our Town of Aynor prior to its intersection with South Carolina Highway 22 approximately six (6) miles west of Conway.

By a unanimous vote of Aynor Town Council, we voice our opposition to this proposed route because of the disruptive impact that such a course would have on the Town of Aynor. The unified spirit of our "small-town America" community would be devastated should such a path be accepted.

Please note that Council favors the selection of a more northerly course of I-73 so as to avoid the geographical division of Aynor. We ask that this official correspondence be made a part of SCDOT's permanent file of the I-73 South Carolina corridor and that all interested parties be notified and made aware of this Council's recommendation.

Sincerely,

Charles Dawsey
Mayor, Town of Aynor

March 24, 2006

Mayor Charles Dawsey
Post Office Box 66
Aynor, South Carolina 29511

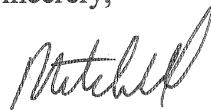
Dear Mayor Dawsey:

Thank you for your letter expressing your concerns and Town Council's vote in opposition to the US 501 alternative for I-73. I appreciate you taking the time to send me this information and want to ensure you that this will be made a part of the official project record.

Currently, the project team is working to identify a recommended alternative for I-73 south of I-95. We have received a tremendous amount of input from the Aynor area and are considering all of it as we attempt to identify the least overall impact route. Presently, our schedule is to announce a recommended preferred route by early June. Subsequently, public hearings will be scheduled in order to receive feedback from the public. I would anticipate one of the hearings being held at Aynor High School sometime in late June. All of this will coincide with the completion of the Draft Environmental Impact Statement (DEIS). The completion of the DEIS will be a significant milestone for I-73 and will contain the recommended preferred alternative. These time frames are approximate and may be adjusted as all of the required studies must be completed prior to completion of the DEIS.

Again, thank you for sending me this information. If you have any questions or wish to discuss this project in more detail, please contact me at 803-737-1617 in Columbia.

Sincerely,



Mitchell D. Metts, P.E.
I-73 Project Manager

MDM:svg *06*
File: PC/MDM

bc: Robert I. Pratt, Director of Preconstruction



Horry County Schools

April 6, 2005

Mr. Mitchell Metts, Program Manager
SCDOT
P. O. Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Metts:

Horry County Schools has reviewed the three proposed routes of I-73 that could connect to S.C. 22. One of these routes, the western most, appears to conflict with three of the district's schools: Aynor High, Aynor Middle, and Aynor Elementary. While everyone realizes routes are tentative at this time; Horry County Schools feels it is important to voice our concerns before additional planning occurs. Building such a road in close proximity to the three Aynor area schools would be detrimental to the schools' instructional program and to the overall safety of our students, teachers, staff, and many patrons. Horry County Schools would be supportive of consideration given to routes that do not have the potential to intercept normal school operations.

Sincerely,

Eddie Rodelsperger
Chief Construction Management Officer

ER:jsc

c. Gerrita Postlewait
C:\collin.000\Rodelsperger\2004-2005\04060501.doc



Horry County Schools

April 12, 2005

Mr. Skip Johnson, I-73 Project
The LPA Group, Inc.
P. O. Box 5805
Columbia, South Carolina 29250

Dear Mr. Johnson:

Horry County Schools previously voiced opinions about any of I-73's proposed routes that might negatively affect our schools. Further review of these routes has generated an additional concern. The fact that I-73 is intended to be a limited access road could negatively impact transportation routes. The two attendance areas most probably affected are Aynor and Green Sea. These two areas are our most rural and any disruption of established transportation routes could easily create one way travel times in excess of an hour. This would not be acceptable. I apologize for not pointing out the transportation issue in my earlier correspondence. Horry County Schools appreciates everyone's consideration of our comments.

Sincerely,

Eddie Rodelsperger
Chief Construction Management Officer

ER:jsc

c. Gerrita Postlewait

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Horry County Schools

January 27, 2006

Mr. Skip Johnson, I-73 Project
The LPA Group, Inc.
P.O. Box 5805
Columbia, SC 29250

Dear Mr. Johnson:

Revised corridor alternatives for I-73 were recently released. A review of these routes raise several concerns. Possible negative impacts include noise pollution and extended bus routes. These and other concerns were previously mentioned (attached). We trust that attendance area boundaries and school locations have been identified and considered during the planning phase. If Horry County Schools can provide relative information, please feel free to contact me at 843-488-6711 (office), 843-997-3207 (cell) or by e-mail at erodels@do.hcs.k12.sc.us.

Thank you for your time and consideration of concerns.

Sincerely,

A handwritten signature in black ink that reads "Eddie Rodelsperger". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Eddie Rodelsperger
Chief Construction Management Officer

c: Gerrita Postlewait

STATE OF SOUTH CAROLINA,)
)
COUNTY OF MARION.)
_____)

RESOLUTION

WHEREAS, Marion County Council fully supports the Interstate 73 Project which hopefully will be coming through Marion County, and further bringing much needed economic development to Marion County, and

WHEREAS, Marion County is also cognizant of the fact that the building of I-73 may impact adversely certain areas of Marion County, and

WHEREAS, Marion County Council is aware that the different proposals for the construction of I-73 may severely impact the Temperance Hill Community of Marion County, and

WHEREAS, Marion County Council is also desirous of keeping the integrity of it's County and historical areas, and


WHEREAS, wherever possible, Marion County Council requests that the I-73 Committee take into consideration the requests and integrity of the Temperance Hill Community as to any possible routes for I-73.

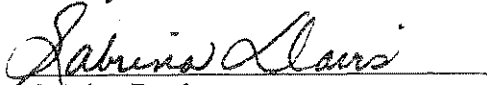
NOW, THEREFORE, BE IT RESOLVED that Marion County Council hereby requests that the I-73 Committee review any and all possible plans for construction of I-73 which would reduce the impact to the Temperance Hill Community of Marion County.


BE IT SO RESOLVED.

DATED this 14th day of March, 2006.


ATTEST:

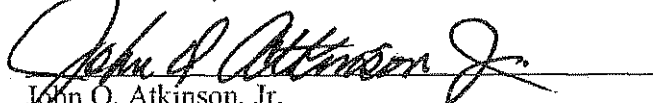

Edwin P. Rogers, Jr.
County Administrator



Sabrina Davis
Clerk to Council

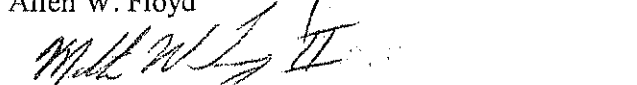

Timothy H. Pogue
County Attorney

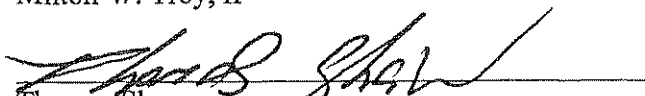
MARION COUNTY COUNCIL



Elista H. Smith, Chairman

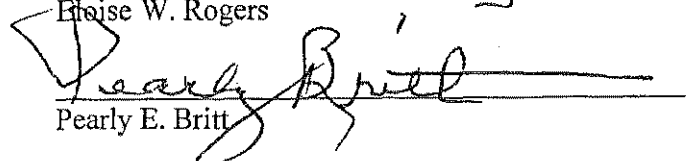

John Q. Atkinson, Jr.
Vice Chairman


Allen W. Floyd


Milton W. Troy, II


Thomas Shaw


Eloise W. Rogers


Pearly E. Britt



South Carolina
Department of Transportation

June 8, 2005

Mr. Edwin P. Rogers, Jr.
Marion County Administrator
P.O. Box 183
Marion, South Carolina 29571-0183

SUBJECT: Interstate 73

Dear Mr. Rogers:

The Project Team for I-73 would like to meet with the Planning and Economic Development staffs of Marion County. As you are aware, the I-73 project has been progressing, with recent Public Information Meetings where potential alternative corridors were presented. These potential alternative corridors have been generated for the segment of I-73 from I-95 south to the Myrtle Beach area. The potential alternative corridors are in the process of being adjusted with respect to the comments received from the Public Information Meetings, comments from the associated regulatory and resource agencies, and other factors within the project study area.

Another step in the process is the identification of potential interchange locations. The project team would like to meet with you and the planning and economic development staffs to gather information that will assist us in evaluating interchange locations for the alternative corridors.

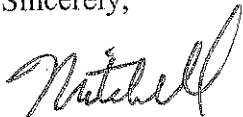
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- Existing and planned community facilities including medical and health care, educational, religious, public works and services, recreational facilities and parks, historic and cultural facilities, and commercial centers, and;
- Local economic development opportunities for affected communities including identification of development and support programs for existing and start-up businesses, identification of available land parcels, industrial or commercial buildings for development or redevelopment, and identification of tourism resources and facilities for visitors.

We have attached two forms to illustrate the types of information that we are asking for to help with our analysis of alternatives and potential impacts. Please contact me at your earliest convenience to establish a meeting date and time. Thank you for your time and I look forward to meeting with you and your staff.

Sincerely,



Mitchell Metts, P.E.
SCDOT Program Manager
(803) 737-1617

cc: Mr. Frank Jones, Economic Development Commission
Marion County Planning Director

COUNCIL MEMBERS

Elista H. Smith
Chairperson
John Q. Atkinson, Jr.
Vice Chairman

Pearly E. Britt
Allen W. Floyd
Eloise W. Rogers
Thomas Shaw
Milton W. Troy, II

Office Of
Marion County Council

1305 North Main Street
P.O. Box 183
(843) 423-3904 • Fax: (843) 423-8306
Marion, South Carolina 29571

Edwin P. Rogers, Jr.
Administrator
Kent M. Williams
Deputy Administrator
Sabrina Davis
Clerk To Council
Timothy H. Pogue
County Attorney



March 6, 2006

Mitchell D. Metts, P.E.
Program Manager
SCDOT
955 Park Street, Room 303
P.O. Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Metts:

Marion County is currently in the process of developing an inland port on approximately 3500 acres on the main North/South CSX rail line between Sellers and Pee Dee. The property fronts U. S. Highway 301 and runs to the Great Pee Dee River. The initial plan is to develop the inland port first and then to target distribution centers (Target, Wal-Mart, and similar big box distribution warehousing operations. On the east side of 301 is a 12,000 acre tract that we propose to develop as a large general aviation airport with a 10,000 foot runway that could also accommodate cargo planes. The site would be large enough to accommodate a regional passenger airport should the need exist and if the site is chosen by the study that is currently being developed by NESAs. The area around the airport could be used for distribution as well as light industrial development.

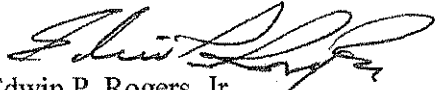
A similar development in Texas has over the last 16 years created 24,000 jobs and \$23 Billion in investment. The potential of this area is unlimited. We have a developer in place as well as very strong interest from a shipping company and from CSX. The site is within 300 miles of 26 Million people. It is within 750 miles of 58.8% of the population of the United States. The prediction on the operation of the inland port is that it will receive 600,000 containers the first year and within three years 3,000,000. This means that over 8,000 containers could be off-loaded at the site every day. By loading directly from the ship in port to trains or trucks and then shipping the cargo to an inland port, the time it sits unmoved will be reduced from 10 to 14 days to 2 to 3 days. This will save the companies millions of dollars in shipping costs. Every day a ship stays in port it costs upwards of \$65,000.

- Page 2 -
Inland Port

Based on these numbers alone, it is understandable why Marion County is so excited about the potential of this project. Any consideration the SCDOT can give to this project in the routing of I-73 will be greatly appreciated by Marion County as well as the entire Pee Dee Region. This project has the ability to become the Pee Dee's BMW.

If you should have any questions regarding the inland port or any other phase of this project, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Edwin P. Rogers, Jr.", written in a cursive style.

Edwin P. Rogers, Jr.
Administrator

COUNCIL MEMBERS

Elista H. Smith
Chairperson
John Q. Atkinson, Jr.
Vice Chairman

Pearly E. Britt
Allen W. Floyd
Eloise W. Rogers
Thomas Shaw
Milton W. Troy, II

Office Of
Marion County Council

1305 North Main Street
P.O. Box 183
(843) 423-3904 • Fax: (843) 423-8306
Marion, South Carolina 29571

Edwin P. Rogers, Jr.
Administrator
Kent M. Williams
Deputy Administrator
Sabrina Davis
Clerk To Council
Timothy H. Pogue
County Attorney



March 27, 2006

Mr. Mitchell D. Metts, P.E.
Program Manager
SCDOT
955 Park Street, Room 303
P.O. Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Metts:

As you are aware, a large project is planned for the area between Sellers and Pee Dee in Marion County. The impact on Marion and the entire Pee Dee could be tremendous. The first phase will involve an inland port to serve the ports from Jacksonville to Wilmington. In the initial development, it is predicted that 600,000 containers will arrive by rail annually. This represents approximately 1,644 trucks per day leaving the facility. The number of incoming containers should continue to rise until the number peaks between 2 and 3 million annually. This could mean a potential of 8,000 trucks leaving daily. The shipping company that we are working with also sees great potential for this site, due to the available land, to be an area for back loading of containers and other rail cars. This would speed the loading of ships once in the ports since the trucks would arrive and load their cargo back at our site where space is not a restriction. The approximate figures on these numbers are being calculated, but are not finalized. There are other projects that are in the planning stage, but at the present are confidential.

As is apparent from the above figures there is a great need to move these trucks to the interstate system as quickly as possible. It is also apparent that the trucking aspect of this project will create spin off jobs and businesses. Studies show that for every 1,000 acres of inland port facility 4,000 jobs are created. Our site is approximately 17,000 acres. The initial investment on this site is estimated by the parties involved to be in the billion dollar range. These are the reasons that it is vital that this site have quick access to I-73. It can greatly help ease the movement of cargo from this area.

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Inland Port

The southern route of I-73 will help facilitate the development of this project and will contribute to the growth of economic environment, not just in Marion County, but in the whole Pee Dee area. This project could have as big an impact on the Pee Dee as BMW did on the upstate. I am including a map of the general area of the project and its proximity to population centers within a 300 mile radius of the site. The DOT's careful consideration of the route of I-73 on this project and its impact it will have is vital in determining our future. Should you need further information, please call.

Sincerely,

A handwritten signature in cursive script, appearing to read "Edwin P. Rogers, Jr.", written in dark ink.

Edwin P. Rogers, Jr.
Administrator



July 30, 2004

Mr. Johnny Brown
Executive Director
Pee Dee Regional Council of Government
P.O. Box 5719
Florence, South Carolina 29502

Re: I-73 Revised Study Area

Dear Mr. Brown,

As requested, enclosed is a map that depicts the revised study area for the I-73 Environmental Impact Statement per the SCDOT Commission meeting of July 22, 2004. As I mentioned, SCDOT and FHWA decided that the study area required revision based on input received during several meetings and workshops with federal and state environmental resource agencies. The primary concern of these agencies was the potential impacts resulting from I-73 traversing the flood plain of the Great Pee Dee River.

Should you have any questions or need additional information, please let me know. In the meantime, we will keep you posted as the project progresses.

Sincerely,

THE LPA GROUP INCORPORATED

A handwritten signature in black ink, appearing to read 'R. Kennedy Holt', written in a cursive style.

R. Kennedy Holt

Enclosure

cc: Mr. Mitchell Metts, SCDOT
Mr. I.B. Johnson, LPA