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City of Beaufort
1911 Boundary Street
Beaufort Municipal Complex
Beaufort, South Carolina 29902
(843) 525-7070

City Council Regular Meeting Agenda
September 8, 2026

Statement of Media Notification

"In accordance with South Carolina Code of Laws, 1976, Section 30-4-80(d), as amended, all local media was duly notified of the time, date, place and agenda of this meeting."

Regular Meeting - Council Chambers, 2nd Floor - 6:00 PM

Please note, this meeting will be broadcast via zoom and live-streamed on YouTube. You can view the meeting at the City's page; City Beaufort Government

I. Call to Order - Philip Cromer, Mayor

II. Invocation and Pledge of Allegiance - Mayor Pro Tem, Michael McFee

III. Meeting Agenda Approval

IV. Presentations

A. Recognizing the Towns in Tune Cultural Exchange Between Beaufort, South Carolina, and Happy Valley-Goose Bay, Newfoundland and Labrador, Canada

V. Proclamations/Commendations/Recognitions

A. Proclamation Proclaiming September 17 - 23, 2026 as Constitution Week

VI. Public Comment

A. PLEASE LIMIT YOUR REMARKS TO FIVE MINUTES - The Mayor may interrupt public comments that continue past five minutes, or are disruptive - Persons violating these rules may be required to leave the meeting - Public Comment Form

VII. Consent Agenda

A. CIP Monthly Report

B. Community Development Monthly Report

C. Downtown Operations Monthly Report

D. Finance Department Monthly Report

E. Fire Department Monthly Report

F. Human Resources Monthly Report

G. IT Monthly Report

H. Municipal Court Monthly Report

I. Police Department Monthly Report

J. Public Works Monthly Report

K. Request from the Beaufort Yacht Club to serve alcohol at their annual private Christmas Party at the Circle of Palms in Henry C. Chambers Waterfront Park from 5:00 pm to 8:00 pm on Saturday, December 5, 2026

L. Request from Open Land Trust for street closure with police presence, waiver of drinking in public and waiver of noise ordinance to host Brunch on the Bluff on Saturday, April 24, 2027, from 11:00 am to 2:00 pm at 1806 Bay Street

VIII. Minutes

A. Regular Meeting - August 18, 2026

B. Worksession and Quarterly Capital Projects Workshop - August 25, 2026

IX. Old Business

A. Ordinance amending Section 1-7002 of the Code of Ordinances relating to the appointment of the Municipal Judge - Second Reading

X. New Business

A. A Resolution to adopt the 2026 Lowcountry Hazard Mitigation Plan

B. An Ordinance to amend City of Beaufort Ordinance 2025/13 regarding the fiscal year 2025-2026 City of Beaufort budget to provide for the revenues and expenditures of General Fund, Parks and Tourism Fund, State Accommodations Tax Fund, American Rescue Plan Act Fund, Fire Impact Fees Fund, TIF II Fund, Stormwater Fund and Capital Projects Fund - First Reading

C. Authorization to allow the City Manager to enter into a Contractual Agreement for Street Sweeping Services

D. Resolution acknowledging the transportation needs identified in Beaufort County Ordinance No. 2026/30 and recognizing the importance of addressing those needs for the Public Health, Safety and Welfare of the City of Beaufort

E. Authorization to allow City Manager to enter into Indefinite Delivery Contracts with Five (5) Firms for Civil Engineering and Related Services

F. Appointment of Ed Allen to the Cultural District Advisory Board to fill the designated seat for the Tabernacle Baptist Church for a 3-year term to expire on June 30, 2029

G. Appointment to Boards, Commissions and Committees - Zoning Board of Appeals

XI. Reports

A. City Manager's Report

B. Mayor Report

C. Reports by Council Members

XII. Executive Session

A. Pursuant to Title 30, Chapter 4, Section 70 (a) (1) of the South Carolina Code of Law: Discussion regarding personnel appointed by City Council - Municipal Judge

B. Pursuant to Title 30, Chapter 4, Section 70 (a)(2) of the SC Code of Laws - The receipt of legal advice where the legal advice relates to a pending, threatened, or potential claim or other matters covered by the attorney-client privilege, settlement of legal claims, or the position of the public agency in other adversary situations involving the assertion against the agency of a claim - FOIA Investigation

XIII. Adjourn

MAYORAL PROCLAMATION

Recognizing the Towns in Tune Cultural Exchange Between Beaufort, South Carolina, and Happy Valley-Goose Bay, Newfoundland and Labrador, Canada

WHEREAS, the City of Beaufort is proud of the rich history, music, culinary traditions, and cultural heritage that distinguish Beaufort and the surrounding Lowcountry and provide opportunities to build meaningful connections with communities beyond our region; and

WHEREAS, *Towns in Tune*, a television series presented through PBS and South Carolina ETV, brings communities from different countries together through music, food, history, and cultural exchange, celebrating both the unique traditions and shared experiences that connect people and places; and

WHEREAS, representatives of Happy Valley-Goose Bay, Newfoundland and Labrador, Canada, visited the Beaufort area in April 2026, where they were welcomed into our community and shared the music, culture, cuisine, and traditions of Labrador; and

WHEREAS, in August 2026, representatives from Beaufort and the Lowcountry traveled to Happy Valley-Goose Bay to continue this international exchange and share the distinctive music, culture, history, and cuisine of South Carolina's Lowcountry; and

WHEREAS, musicians and performers **Amanda Brewer, Campfire Tyler, Josephine Johnson, and Kim Poovey** shared their talents and the musical and artistic traditions of our region, helping tell the story of the Lowcountry and its people; and

WHEREAS, **Anita Prather** shared the history, traditions, and enduring influence of Gullah culture, helping audiences better understand an essential part of the cultural heritage and identity of Beaufort and the South Carolina Lowcountry; and

WHEREAS, **Dorneisha Batson and Leyla Batson**, representing the Lowcountry through fashion design and presentation, shared their creativity and artistry, highlighting the distinctive expression of the culture, character, and creative spirit of our region; and

WHEREAS, **Chef Jacqueline Orak, Dean of Culinary Arts at the Technical College of the Lowcountry's Culinary Institute of the South**, shared the flavors and culinary traditions of our region, demonstrating the important role food plays in telling the story of a community, its history, and its people; and

WHEREAS, **Rob Lewis**, as a member of the South Carolina ETV production crew, helped document the exchange through his work as a cameraman, capturing the people, performances, traditions, and experiences that will allow the story of this unique partnership to be shared with audiences beyond our two communities; and

WHEREAS, through their talents, knowledge, creativity, and professionalism, these individuals contributed to an international exchange that fostered friendship, understanding, and appreciation between two communities separated by geography but brought together through music, food, history, fashion, culture, and fellowship; and

WHEREAS, the City of Beaufort is proud to recognize their contributions to this unique international exchange and grateful for the distinction with which they represented Beaufort and the South Carolina Lowcountry.

NOW, THEREFORE, I, Philip E. Cromer, Mayor of the City of Beaufort, South Carolina, on behalf of Beaufort City Council and our citizens, do hereby recognize and commend

AMANDA BREWER
CAMPFIRE TYLER
JOSEPHINE JOHNSON
KIM POOVEY
ANITA PRATHER
DORNEISHA AND LEYLA BATSON
CHEF JACQUELINE ORAK
and
ROB LEWIS

for their contributions to the **Towns in Tune Cultural Exchange** and for sharing the music, culinary traditions, history, fashion, culture, creativity, and spirit of Beaufort and the South Carolina Lowcountry with our friends in Happy Valley-Goose Bay and, through the *Towns in Tune* production, with audiences beyond our community.

PROCLAIMED this 8th day of September 2026.

_____

Philip E. Cromer, Mayor
City of Beaufort, South Carolina

P R O C L A M A T I O N

WHEREAS, September 17, 2026, marks the two hundred thirty-ninth anniversary of the drafting of the Constitution of the United States of America by the Constitutional Convention; and

WHEREAS, it is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary; and to the patriotic celebrations which will commemorate the occasion; and

WHEREAS, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week**,** and

NOW, THEREFORE, the City Council of the City of Beaufort, South Carolina, hereby proclaims the week of September 17 through 23 as

CONSTITUTION WEEK

and ask our citizens to reaffirm the ideals of the Framers of the constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties, remembering that lost rights may never be regained.

IN WITNESS THEREOF, I hereunto set my hand and caused the Seal of the City of Beaufort to be affixed this 8th day of September 2026.

_____
PHILIP E. CROMER, MAYOR

ATTEST:

_____
TRACI GULDNER, CITY CLERK

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 07/23/2026
From:	Brian Ranger, Interim Capital Projects Director	
Item Name:	CIP Monthly Report	
Meeting Date:	September 8, 2026	
Department:	City Managers Office	

Background Information:
Introduction:
Monthly Report for July 2026.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
1. CIP Monthly Report

From: Brian Ranger and David Gregory

Capital Projects Status Update for July 2026

1) King Street Stormwater Project Update

Construction Update – King Street

J.H. Hiers crews have made excellent progress throughout the entire project. Crews will be restoring the area to its original condition by completing landscaping, installing sod, restoring driveways and parking areas, and performing final cleanup.

Construction progress, substantial completion, punch list, and final closeout planning

- **Paving completed:**
  - West side of Carteret Street completed last week.
  - Carteret Street paving completed Sunday and Monday nights.
- Pavement markings at the Carteret Street intersection have been installed.
- Landscaping crews have:
  - Finished site preparation on the east side.
  - Begun sod installation.
- Cleanup crews are:
  - Cleaning shoulders.
  - Restoring disturbed areas.
  - Removing remaining construction debris from Lay Down Yard

West Side Opening

- Contractor expects to:
  - Complete striping and signage by **Thursday afternoon or Friday morning**.
  - Open the west side to traffic immediately afterward.
- SCDOT inspection of the reopened area will be completed as soon as conditions allow.

Punch List

- SC DOT completed a walkthrough and will distribute a punch list.
- Contractor plans to:
  - Begin correcting punch list items immediately.
  - Coordinate with APAC to resolve paving-related deficiencies.

- Contractor believes the project remains on schedule for **final completion in late August**.

Substantial Completion

- Owner requested the contractor submit a **formal request for Substantial Completion**.
- Team agreed that, assuming striping is completed, **Substantial Completion can be recognized tomorrow**.
- Full roadway closures must be removed before substantial completion is accepted.

Remaining Work

Upcoming work includes:

- Storm drains cleaning and CCTV inspection next week.
- Completion of signage installation.
- Sod installation.
- Punch list corrections.
- Final cleanup activities.

Federal Street Drainage Structure

- Contractor plans to:
    - Core the structure on Friday (weather and tides permitting).
    - Install epoxy and reset the structure top.
- Tide schedule discussed to determine the best work window.
- Manufacturers will inspect the tide gate and provide:
    - Repair recommendations.
    - Replacement needs.
    - Future maintenance guidance.

As-Builts & Closeout

- Contractor will provide an update on as-built drawings.
- Closeout documentation forms will be distributed.
- Team agreed to treat the project as **one closeout package** rather than separate sections.

Property & Resident Issues

- Team discussed:

    - Ongoing review of cracking reported by the homeowner at **605 Carteret Street**.
    - A resident concern about a steep driveway transition near West and King Streets.
        - Contractor explained the grade change is necessary for drainage but will review the concern.
- Additional discussion focused on drainage improvements and lowering an existing drainage structure to better capture runoff after an expected utility pipe was not found.

Action Items

- **Contractor**
    - Submit formal request for Substantial Completion.
    - Complete striping and signage.
    - Open west side of Carteret Street.
    - Begin punch list corrections.
    - Schedule storm drain cleaning/CCTV.
    - Complete Federal Street drainage structure work.
    - Provide as-built drawing update.
- **SCDOT**
    - Issue punch list from walkthrough.
    - Inspect reopened west side.
- **Owner/Project Team**
    - Distribute closeout forms.
    - Continue review of homeowner damage claim.
    - Monitor remaining drainage and driveway concerns.

Meetings

- The next project meeting is scheduled for Wednesday, August 5, 2026.

2) Charles Street / Craven Street Stormwater Improvements

Project Overview

The City of Beaufort's downtown stormwater system, originally constructed circa 1900, no longer provides sufficient capacity to manage significant rainfall events. To address these deficiencies, the South Carolina Office of Resilience (SCOR) awarded $11.9 million to Gulf Stream Constructors for major system upgrades. Construction officially commenced on October 20, 2025.

Current Construction Progress

Looking ahead, Gulf Stream Contractors are scheduled to begin installing the stone subbase along Craven Street during the latter half of this week. Base paving is tentatively planned for **July 28–30**, weather permitting.

After paving is complete, temporary pavement markings will need to be installed, and the new pavement will require one to two days to cure before it can safely be reopened to traffic. Based on the current schedule, I believe it is best to remain conservative with our timeline. At this point, I do not anticipate Craven Street reopening to local traffic before the **week of August 3, 2026**, weather permitting.
If work progresses more quickly and we can reopen the roadway before the weekend of August 1, that will certainly be welcome news, but I think it is prudent to set expectations cautiously.

- **Craven Street (between Charles Street and West Street):** Base paving is expected within the next two weeks, like the paving completed at the Charles Street and Bay Street intersection.
- **Charles Street:** A portion of Charles Street will also be repaved to maintain local traffic access from Tabernacle Baptist Church to Craven Street once the current exit to North Street is closed.
- **Traffic Reopening:** Once Craven Street has been paved, temporary pavement markings will be installed, and the pavement will be allowed adequate time to cure before reopening to vehicle traffic. Weather permitting, traffic is expected to resume during the week of **August 3, 2026**.
- **Next Phase:** After Craven Street reopens, the intersection of Charles Street and North Street will be closed for pipe installation. Construction will then proceed in segments along North Street toward West Street to maintain access to local businesses and properties throughout the work.

Archaeological Monitoring

Brockington and Associates continue archaeological monitoring within the active construction zone. Monitoring activities will remain ongoing until work progresses beyond historically sensitive areas. Archaeological personnel are scheduled to return on-site on July 5, 2026.

Maintenance Agreement Discussions

The Beaufort-Jasper Water & Sewer Authority (BJWSA) scheduled a meeting with the City of Beaufort on **Thursday, June 11, 2026**, to discuss the long-term maintenance responsibilities for the two permanent grinder pumps located at:

- 308 Charles Street
- 915 Port Republic Street

On **Wednesday, June 11, 2026, at 9:30 a.m.**, BJWSA also met with the Simmers family. Discussions are ongoing, and a final agreement for both properties is still being finalized.

Gulf Stream Contractors has substantially completed its work on the Charles Street block between Port Republic Street and Craven Street. However, construction cannot proceed further until BJWSA completes the installation of the two grinder pumps. As a result, it is critical that BJWSA and the two property owners reach a permanent agreement as soon as possible to avoid project delays.

BJWSA Grinder Pump Coordination Update

Currently, BJWSA is in the process of drafting the purchase order (PO) for Potter Construction. If everything proceeds as planned, BJWSA anticipates that Potter Construction will begin work by **the end of July**

Upcoming Work and Schedule

Weather permitting, the portion of Craven Street between Charles and West Streets will be re-paved within the next two weeks. This will use base paving like the Charles and Bay Streets intersection. Additionally, Charles Street will be partially repaved for local traffic exiting the Tabernacle Baptist Church to reach Craven Street once the current exit to North Street is closed. Once Craven Street is re-paved, it must have temporary markings installed and will need to set before re-opening to vehicle traffic. Weather permitting, vehicle traffic will resume on this portion of road during the week of August 3rd, 2026. Following this re-opening, the Charles and North Streets intersection will be closed for pipe installation, and work will proceed in segments along North Street towards West Street so that access to local establishments can be maintained

Traffic Impacts and Access Coordination

Construction Update

- The intersection of Port Republic Street and Craven Street remains closed while BJWSA completes the installation of new sanitary sewer lines at the intersection.
- On July 6, the City of Beaufort Public Works Department began identifying damaged underground electrical wiring and assessing above-ground traffic signal poles to determine whether they can be repaired or require replacement.

Construction Challenges and Operational Updates

Groundwater intrusion continues to present challenges to storm drainage installation activities.

First Citizens Bank, located at the intersection of Charles Bay Street, has been significantly impacted by The Charle Street Drainage Project. During pre-construction meetings, the Bank were informed that their side entrance would be closed for approximately six weeks; however, the closure has now extended to nearly eight months.

SCOR, SCDOT, the City of Beaufort, and First Citizens Bank are actively working together to develop a mutually acceptable solution that addresses the concerns of all parties while supporting the successful completion of the project.

Meetings

PROJECT STATUS UPDATE

• The next project meeting is scheduled for July 23, 2026, at 11:00 a.m.

• On June 11, 2026, representatives from SCOR and Jason Hetrick of McCormick Taylor visited Beaufort to review concrete sidewalk repair requirements and project coordination.

• Also on June 11, 2026, at 10:00 a.m., the City of Beaufort and First Citizens Bank President Jay Lovell met to discuss customer access challenges related to entering and exiting the bank parking lot during construction activities. SCOR was expected to attend but withdrew shortly before the meeting.

Construction Progress Summary

Backfilling operations over installed piping are ongoing. Crews are actively installing new waterlines and valves at the intersection of Charles Street and Craven Street. Gulf Stream Contractors simultaneously working to install plugs to stop tidal water intrusion at the Waterfront Park.

As of June 1, 2026, Gulf Stream Constructors has completed installation of:

- 53 sections of 8-foot x 72-inch reinforced concrete pipe (RCP)
- 50 sections of 8-foot x 60-inch RCP
- 22 sections of 8-foot x36-inch RCP
- 8 structural concrete boxes
- 6 inlet boxes
- 1 sanitary sewer manhole

Project Status

- **On June 10,2026 SCDOT approved the City of Beaufort's requests for a 1-year extension of the Charles & Craven Stormwater Projects Encroachment Permit, this will give the contractor adequate time to cover the completion of the project and any necessary warranty work.**

Projected Completion Date: Dec 29, 2026

3) Bayard Street Stormwater Project (Project #22005)

EPA STAG Grant (Chris Major of Davis & Floyd, Sandra Rice , City of Beaufort ,Bayard Street Expert)

Project Overview

The work within the Beaufort River critical area is part of the **Bayard Street Drainage Improvements Project**, which is designed to improve stormwater conveyance along Bayard Street.

Permitting Status

- U.S. Army Corps of Engineers (USACE) and SCDOT permits have been received.
- SCDES has confirmed the project qualifies for automatic coverage under the NPDES Construction General Permit.
- The city has received an email notification from SCDES on July 23,2026 regarding the approved Critical Area Permit for the Bayard Street Drainage Improvements Project.
- The project is currently within the Coastal Zone Consistency (CZC) public notice review period, which is expected to conclude next week. Final CZC certification is anticipated shortly thereafter.
- Davis & Floyd has reached out to the new reviewer but has not yet received a response.
- The primary project delay continues to be the EPA grant review and the associated follow-up questions

Current Activities

- The city is finalizing an agreement with Davis & Floyd for bidding and construction phase services.
- Melissa McGee-Collier has requested that estimated milestone dates be incorporated into the project work plan to improve schedule transparency.
- According to the latest quarterly performance report, the design phase, including preparation of bid documents and bid evaluation materials, is approximately 95% complete.
- Currently the project is waiting on a pending DES Report before the city can proceed with the project.

Grant and Design Coordination

- Davis & Floyd submitted Phase 2 (Bidding and Construction Services) documentation to the City Finance Department on February 24, 2026.
- Updated construction cost estimates are expected by mid-May 2026.
- EPA approval remains critical for release of the remaining grant funding.

Estimated Project Schedule

Milestone	Estimated Date
City Council Review / Notice to Proceed	Approved June 9, 2026

Bid Award / Construction Contract Executed	September 10, 2026
Construction Complete	March 31, 2027
Grant Closeout	May 28, 2027

This schedule assumes timely EPA review and approval of project materials, allowing the release of remaining grant funds prior to the June 9, 2026, City Council meeting.

4) Pigeon Point Stormwater Drainage Study

Project Overview

A comprehensive drainage study is underway to identify system deficiencies, assess flood risks, and develop long-term capital improvement recommendations within the Pigeon Point drainage basin.

Current Status

The City's Capital Improvement Program (CIP) Team is evaluating additional funding opportunities to support the project.

Project Schedule and Milestones

Date	Milestone
Jan 16, 2026	Davis & Floyd received the engineering services contract.
Mar 10, 2026	City Council approved the project.
Mar 25, 2026	Coordination meeting scheduled between the City and Davis & Floyd.
April 13, 2026	Project Kickoff Meeting held.
April 30, 2026	Completion of field work anticipated.
May 7, 2026	Recommendation submitted to expand the study area to include the Higginsville neighborhood.
July 24, 2026	Public Outreach Meeting (Must Be Re-scheduled)
November 2026	Target project completion date (tentative).

Project Progress

Davis & Floyd is expected to complete all field investigations by June 30, 2026.

Project Coordination

- A Project Kickoff Meeting was held on March 25, 2026, at 2:00 PM. by Davis & Floyd for

- City staff and Davis & Floyd continue to coordinate on project progress, scope considerations, and potential funding opportunities.

Proposed Study Area Expansion

Based on ongoing analysis, Davis & Floyd has recommended expanding the study area to address nearby drainage concerns adjacent to the current project limits.

Proposed Amendments

- Lafayette Street Area Expansion: **$11,050**
- Congress Street Area Expansion: **$13,750**

Total Estimated Cost: $24,800

Additional Information

On June 10, 2026, the city requested that Davis & Floyd provide a detailed proposal supporting the recommended study area expansion, including justification and technical documentation for review. The City's Finance Department is currently evaluating whether the proposed expansion is eligible under the grant's original Scope of Work, this expansion of the Study Area was not part of the original RFQ.

Sandra Rice submitted a revised Line-item Budget Amendment & the Proposed Completion Date on Tuesday July 21, 2026, to Christine Burroughs of The SC Emergency Management Division

Proposed completion date: November 30, 2026

5) Waterfront Park Relieving Platform

The Waterfront Park aging infrastructure, coastal processes, and severe storm events have caused structural deterioration, limited public access and created the need for comprehensive assessment, design, and rehabilitation.
The City of Beaufort is soliciting Statements of Qualifications (SOQs) from qualified multidisciplinary consulting teams to provide planning, engineering, environmental, landscape architecture, permitting, grant administration, and related professional services for the restoration and enhancement of **Henry C. Chambers Waterfront Park**.

Current Project Status

The City seeks a consultant team to evaluate existing conditions, develop resilient and sustainable design solutions, obtain regulatory approvals, identify and administer funding opportunities, and provide construction-phase support.
Required expertise includes marine, coastal, geotechnical, and structural engineering; landscape architecture; environmental review and permitting; grant writing and administration; public

engagement; bidding and procurement assistance; and other services necessary to support project planning, design, permitting, funding, and implementation.
The project's goal is to restore and enhance public access to the waterfront through resilient, sustainable improvements that address structural, coastal, environmental, and regulatory requirements.

Waterfront Park Timeline

- **August 2, 2024:** Request for Qualifications (RFQ) issued for project alternatives.
- **November 12, 2024:** City Council adopted Resolution 2024-19 establishing the Waterfront Advisory Committee.
- **December 16, 2024:** McSweeney Engineers retained to develop alternatives for Phase 1 of the Waterfront Park Project.
- **June 2, 2025:** First Waterfront Advisory Committee meeting held.
- **June 30, 2025:** Promenade at Waterfront Park closed to the public.
- **April 22, 2026:** Waterfront Park Design Concept and Information Meeting held from 5:00 p.m. to 6:30 p.m. at the Henry C. Chambers Waterfront Park Pavilion.
- **May 4, 2026:** Waterfront Advisory Committee approved McSweeney Engineers' recommendation to advance Option 2.
- **June 1, 2026:** Waterfront Advisory Committee meeting held.
- **June 30, 2026:** Design-Bid-Build RFQ for the Waterfront Park Relieving Platform advertised (tentative advertisement date).
- **July 10, 2026:** RFQ issued.

June 1, 2026, Committee Update

On June 1, 2026, Waterfront Advisory Committee meeting, Bill Barna of McSweeney Engineers presented a cost analysis and engineering evaluation for replacement of the deteriorating relieving platform beneath the promenade at Henry C. Chambers Waterfront Park.

The WFAC committee recommended **Option 2 – Rebuild the Waterfront Platform** because it offers the best balance of value, constructability, permitting feasibility, and preservation of the park's character and public use.

> Current Status the City of Beaufort’s Finance Department is Drafting the Design-Build RFQ, they are planning on issuing it to the Public during the week of July 10, 2026
>
> The city continues to evaluate and pursue alternative funding sources, including grant opportunities, to support project implementation.

Waterfront Park Day Dock Improvements

Project Overview

The proposed improvements at Henry C. Chambers Waterfront Park include replacing the existing gangway access configuration with a new secondary entrance platform to enhance access to the Day Dock.

Project Status

- O'Quinn Marine, is scheduled to begin driving the support Pilings on July 7, 2026
- O'Quinn Marine is committed to completing all work prior to the start of the Water Festival.

Target Completion Date

- **Project completed and reopened to the public on July 15, 2026.**

6) Southside Park – Phase 2 (Project #22000)

Milestones:

The City of Beaufort has completed Phase I improvements at Southside Park. These enhancements include the installation of two new playgrounds, construction of a parking lot, pavilion, and restrooms, as well as the addition of benches and picnic tables.

The Southside Park Phase II project includes five construction phases, with design completion expected by August 2026. Approximately $1.2 million in Parks and Tourism Revenue Bond funding remains available for the next phase of improvements, including small and large dog parks, a nine-hole disc golf course, and drainage enhancements within the multi-use field area.

On March 24, 2026, Brandon Turske, P.E., of Davis & Floyd presented conceptual drawings to the City of Beaufort Council, outlining two potential development options for Phase II.

City Council elected to reduce Phase II funding to $275,000. The remaining funds will be reallocated to the Henry C. Chambers Waterfront Park project. Considering ongoing challenges associated with the Waterfront Park, Council expressed consensus that while improvements at Southside Park may be delayed, the project is expected to be completed in the future.

Open Issue

- McPherson property line dispute – status update requested from the City Attorney (January 16, 2026)

  Current Status
  The Southside Park project is nearing the conclusion of the design and engineering phase. City Council approved the reallocation of remaining Southside Park funds to the Waterfront Park project This amendment facilitates the transfer of funds to support releveling platform repairs at Henry C. Chambers Waterfront Park.

The City's Finance Department is currently working The CDBG administrator to secure additionally funds for this project.

Brandon Turske of Davis & Floyd attended a HTRC/Pre Design Meeting on Tuesday July 21, 2026

Brandon Turske of Davis & Floyd has requested a Steering Committee Meeting available any time next week (07/27-07/31) or any time after 10am the following week (08/03-08/07) to hold a virtual Steering Committee Meeting for the Southside Park Phase 2 Project.
Let us know what day works best for you and the team, and I will send you a Teams Meeting Invite that you can forward to the Committee.

7) 1st South Carolina Volunteers of African Descent (1st SCVAD) Park (Project #24007)

Project Update

- Davis & Floyd was awarded a $156,000 planning and design contract on December 30, 2025.
- The design process is being guided by the Master Plan dated July 7, 2025.
- The next Core Team meeting is scheduled for May 4, 2026.
- The Core Team has formally requested permission from the Historic Beaufort Foundation to relocate the historic 1st South Carolina Volunteers of African Descent marker from its former site adjacent to Beaufort National Cemetery to the new 1st South Carolina Infantry of African Descent Park on Boundary Street.
- The marker was relocated by the City of Beaufort Public Works Department on May 22, 2026,
- May 25, 2026in conjunction with Memorial Day commemoration, featured the unveiling of the regimental marker.

Current Status

The project is currently in the design phase. Stakeholders meet monthly with Davis & Floyd to review progress and advance planning efforts. The City's Finance Department is currently working The CDBG administrator to secure additionally funds for this project.

Next Meeting is scheduled for July 24,2026

Anticipated Construction

Construction is currently anticipated to begin in Fall 2027.

8) Duke Street Streetscape (Project No. 24005)

Duke Street Streetscape Project Overview

The City of Beaufort is advancing the Duke Street Streetscape Project, which encompasses infrastructure and aesthetic improvements along approximately two blocks of Duke Street between Bladen Street and Hamar Street. The project is intended to enhance roadway conditions, improve pedestrian accessibility, increase stormwater management capacity, and elevate the overall appearance and functionality of the corridor.

Scope of Work

- Resurfacing of the roadway throughout the project corridor.
- Installation of new curb and gutter infrastructure.
- Construction of ten (10) on-street parking spaces utilizing permeable pavers.
- Installation of new concrete sidewalks to improve pedestrian mobility and ADA accessibility.
- Replacement of the existing corrugated metal culvert with a properly sized reinforced concrete pipe (RCP) to improve stormwater conveyance capacity.
- Installation of landscaping and streetscape enhancements to improve corridor aesthetics.

Project Milestones

- **Issue Date:** April 16, 2026
- **SCDOT Permit Approval:** April 20, 2026
- **Pre-Bid Meeting:** April 23, 2026, at 2:00 PM
- **Public Bid Opening:** May 15, 2026, at 2:00 PM
- **City Council First Reading:** June 9, 2026

Project Funding

The project is funded through a combination of federal and local sources:

- **American Rescue Plan Act (ARPA) Funds:** $625,000
- **City of Beaufort General Fund:** $375,000

Total Project Funding: $1,000,000

Current Status

- The project is currently progressing through the City's approval and coordination process.
- City Council completed the first reading on June 9, 2026, and final approval is anticipated following completion of the remaining review requirements.
- Act 36 coordination efforts between the Beaufort-Jasper Water & Sewer Authority (BJWSA) and the City of Beaufort remain ongoing. A coordination meeting is tentatively scheduled for the first week of June.

- On June 24, 2026, representatives from Davis & Floyd and J.H. Hiers Construction will meet on-site with Duke Street residents to provide project updates and discuss upcoming construction activities.
- Eric Claussen has submitted Memorandum of Agreement (MOA) with BJWSA to establish reimbursement procedures for utility relocations in accordance with the statutory 4% project cost cap.

Next Steps

- Complete all remaining Act 36 coordination activities.
- Finalize and execute the MOA between the City of Beaufort and BJWSA.
- Obtain final City Council approval.
- Proceed toward construction commencement. The construction contract has been awarded, and the Notice to Proceed was issued to J.H Hiers on June 22,2026

9) Carnegie Building Roof & Interior (Project #23008)

Carnegie Library Roof Restoration Project Update

The Carnegie Library is a significant local historic site and a contributing structure within the City of Beaufort's National Historic Landmark District. The Beaufort Historic District is nationally recognized for its architectural and historical significance and is considered to possess irreplaceable cultural, material, and aesthetic value.

Project Progress

- **March 30, 2026:** The side entrance roof was removed, reconstructed, and a new roofing system was installed.
- **April 1, 2026:** Construction activities on the main building commenced.
- **April 10, 2026:** All existing terra-cotta roof tiles were removed.
- **May 12, 2026:** Installation of exterior trim boards, including fascia and soffit boards, was completed.
- Roof dormers were repaired and reinstalled.
- Installation of the roof tiles is currently underway.

Current Status

Work on the gutter system and roof has been paused since **May 18, 2026**, when the owner became aware that an incorrect gauge gutter liner had been installed.

Agreed Corrective Actions

- The owner will be responsible for the material cost difference between **16-ounce** and **24-ounce copper**.
- Luna Roofing will be responsible for all labor costs associated with removing and reinstalling the gutter system.

- Luna Roofing will remove the roof tiles that have already been installed, install a new self-adhered underlayment, and reinstall the tile roof following completion of the new gutter installation.
- All costs associated with removing and reinstalling the roof system will be the responsibility of the contractor.

Gutter System Requirements

- Luna Roofing will provide a soldering sample for review before beginning full-scale gutter installation. Meadors will inspect the sample and provide feedback.
- The replacement gutter liner will be fabricated from **24-ounce copper**.
- All gutter joints will be lapped, riveted using copper rivets with brass mandrels, and fully soldered.
- Expansion joints will be required at the center of each gutter run. Additional details will be provided by Meadors.
- Luna Roofing has ordered the required 24-ounce copper gutter liner material.

Schedule

The anticipated duration of the corrective work and repairs is approximately **two weeks once new copper gutter materials arrive.**

The Carnegie Library &Arsenal Walls Restoration Schedule

Milestone	Date and time
Release to Public	**May19,2026**
Pre-Bid Meeting	**May 28,2026**
Question Due	**June 5, 2026,**
Responses to Questions Issued	**June 12,2026**
Bid Submission Deadline	**June 26,2026**
Public Bid Opening	**June 26,2026**

10)Arsenal Walls & Windows Rehabilitation

Restoration Project

The Beaufort Arsenal, located at 713 Craven Street, is a significant historic landmark and a major contributing resource within the City of Beaufort's National Historic Landmark District. As one of the community's most recognized historic structures, Arsenal requires specialized preservation efforts to ensure its continued integrity and longevity.

The City of Beaufort has retained Meadors Architectural Conservation of Charleston, South Carolina, to provide specialized architectural conservation and preservation consulting services for this project.

Project Scope

The scope of work includes the repair, surface preparation, and painting of Arsenal's historic wood windows, as well as limited repairs to two historic exterior doors. All work shall be performed in accordance with preservation best practices and the project specifications prepared by the City's conservation consultant.

Project Phases

The project will be implemented in the following phases:

1. Window Assessment
2. Preparation of Architectural Drawings and Specifications
3. Bidding and Procurement
4. Construction Administration

Project Schedule

Milestone	Date and time
Issuance of Solicitation	June 5, 2026
Non-Mandatory Pre-Bid Meeting	June 12, 2026, at 2:00 PM
Questions Due	June 15, 2026, by 4:00 PM
Responses to Questions Issued	June 18, 2026, by 4:00 PM
Bid Submission Deadline	July 13, 2026, at 2:00 PM
Public Bid Opening	July 13, 2026, at 2:00 PM

Pre-Bid Meeting Location:
Planning Department Conference Room
1911 Boundary Street
Beaufort, South Carolina

Project Coordination

The city intends to coordinate this restoration effort with the planned interior and exterior restoration of the Carnegie Library, as well as the restoration of the Arsenal walls. Coordinating these projects will allow construction activities to be undertaken concurrently, improving efficiency and minimizing disruption to these important historic resources.

11)City Hall & Police Station Re-Roofing

Procurement Schedule

- Public Bid Opening: Friday April 30, 2026,
- **City of Beaufort Council**, First Reading June 9,2026

Related Projects

- Police Station Renovation
- Police Station Second Floor Expansion – engineering study pending.

RPI Roofing is scheduled to conduct a inspection on the City Hall Building on June 23, 2026, at 2pm.

12) Pigeon Point Boat Landing Improvements

Proposed Upgrades:
The project includes the replacement of the existing concrete boat ramp, installation of a new floating dock, improvements to the parking area, and enhancements to site drainage.

Current Status:

- During the public comment period, the South Carolina Department of Environmental Services received more than 20 comments which triggered a monitory public hearing.
- Agency staff have reviewed the submitted application and determined that it is incomplete.
- The permit review process is currently on hold pending the outcome of the public hearing and the subsequent revision and resubmission of permitting documents.
- Rough Estimate for this job 1.5 million to 2 million
- This Project was unfunded in FY 27 Budget

Funding Coordination:

- Potential funding opportunities are ongoing.

13) Marina Fuel Tank Replacement (Project #22015)

- Engineering has not yet begun.
- Key decisions required:
    - Above-ground vs. underground tanks
    - Evaluation of fuel usage and delivery frequency
- Schedule coordination underway with marina drainage and relieving wall improvements.

Upcoming Meetings

- **Waterfront Advisory Committee:** Monday July 6, 2026 (5:00–7:00 PM)

- McSweeney Engineers plan to present their Relieving Platform Renderings to the committee for review and discussion. This will give the committee an opportunity to provide feedback and suggest any adjustments before the public charrette.
- They will also share updates on the Dinghy Dock, the Waterfront Park Day Dock and the temporary Park Fencing.

14) Fire Station #1

Description

The City of Beaufort is soliciting bids from licensed, qualified contractors for renovations to Fire Station #1 at 135 Ribaut Road. The scope of work includes demolition, roof and window replacement, a new secure entry, office renovations, raising the front and rear middle bays.

Schedule:
RFP Advertised : Aug 2026
Bid Open : Sept 2026
Recommendation to Council : Oct 2026
Funding:
General Fund: $800,000

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 07/23/2026
From:	Curt Freese, Community Development Director	
Item Name:	Community Development Monthly Report	
Meeting Date:	September 8, 2026	
Department:	Community Development Department	

Background Information:
Introduction:
Monthly Report for July 2026.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
1. Community Development Monthly Report

CURRENT PROJECTS
JULY, 2026

Issued Project Permits:

COMMERCIAL (Issued)

- Tabby Place Expansion – 913 Port Republic Street **– *Issued 12/20/22 (extended)***
- Site Work Only – 918 Craven Street **– *Issued 12/20/22 (extended)***
- New Hotel – 800 Port Republic Street **– *Issued 12/21/22 (extended)***
- Parking Garage – 918 Craven Street **– *Issued 12/21/22 (extended)***
- BMH – 955 Ribaut Road – Large Interior Renovations **– Issued 12/19/23**
- BMH – 955 Ribaut Road – ER Renovations **– Issued 12/09/24**
- Storage Facility – 1 Parris Island Gtwy **– *Issued 1/18/24 (extended)***
- Life Center – 1801 Duke Street – ***Issued 07/09/2025***
- Cane Island Phase 1 – Site Work (Grading) – 5 Cane Island Farm Road **– *Issued 07/09/25***
- Cherokee Brick – 3484 Trask Pkwy. **– *Issued 7/30/2025***
- Small Parts Warehouse – 25 John Galt Road **– *Issued 11/14/25***
- Mixed-use Bldg. –119 Whitehall Drive – Café with 2 apartments **– *Issued 2/04/26***
- New Duplex – 1273 and 1275 Ribaut Road – 4 Units **– *Issued 3/27/26***
- *Site Work* – 84 Sea Island Pkwy. –Site work for CTE building Beaufort High **– *Issued 03/30/26***
- *Site Work* – 30 Cougar Drive **–** Site and Drainage work for Lady's Island Middle School **– *Issued 5/7/26***
- 70 Ladys Island Drive – 6 Classroom Modular BLDG **– *Issued 05/18/26***
- Publix Renovations - 61 Ladys Island Dr **– *Issued 06/05/26***
- Freddy's Frozen Custard Unit D - 331 Robert Smalls Pkwy Ste D **– *Issued 6/30/26***
- 122 Robert Smalls Pkwy – Upfit for Chinese Buffet "Golden Buffet" **– *Issued 7/29/26***

COMMERCIAL (Pending)

- 211 Charles Street – 3-Story Apt Bldg. w/1st Floor as Comm. ***(Outstanding Items - Extended)***
- 123 Shork Road – Site Work for Warehouse ***(Outstanding Items)***
- 3670 Trask Pkwy – 4-Story Hotel ***(Outstanding Items)***
- 4 Brookins Patch – Drainage work for Bridges Preparatory ***(Outstanding Items)***
- 1013 Charles Street – Mixed use building Art Box ***(Outstanding Items)***
- 1600 Salem Road – Site Work for Senior Living Village ***(In Review)***
- 5 Cane Island Farm Road – Site Work for Phase 2 – 79 single family homes ***(In Review)***

SF RESIDENTIAL (New Construction) ISSUED within the last month

SF RESIDENTIAL (New Construction) SUBMITTED within the last month

- 2001 Greene Street
- 2214 Moss Street

Historic Review Board:

HRB (Historic Review Board):

- 1506 Greene Street, PIN: R120 004 000 0227 0000: Addition to existing single-family dwelling Applicant: The applicant is requesting final approval for an addition to an existing dwelling to include a bedroom, bathroom, and laundry room.

- 602 Bladen Street, PIN: R120 003 000 0215 0000: New construction of a single-family dwelling with attached garage/carriage house The applicant is requesting final approval for the construction of a new single-family home with attached garage/carriage house.

HTRC (Historic District Technical Review Committee):

- 507 Craven Street (Contributing, c. 1880 – 2-story frame dwelling) – The Point Neighborhood Exterior repainting request of house body, shutters and cornices in new paint colors;

- 601 Prince Street (Contributing, c. 1840 – 2-story frame dwelling) – The Point neighborhood Review/discussion of proposed in-kind repairs to front porches (both floors) and repainting of exterior

- 507 Carteret Street (Non-Contributing, c. 1985 – 1-story metal dwelling) – The Point neighborhood Exterior improvements to "The Chocolate Tree" building, including repainting, replacement of awnings as well as front entrance and landscaping enhancements amongst other interior building upfits;

- 706 Craven Street ("The Old Firehouse", Contributing, c. 1912 – 1-story brick building) – The Old Commons neighborhood Overview of exterior improvements to The Reconstruction Era National Historic Park Visitors Center (Old Firehouse) building, including new handicapped-accessible ramp, replacement/enhancement of patio, removal of water fountain, retrofitting landscaping with native species;

- 1010 Boundary Street (Non-contributing, vacant lots) – The North-West Quadrant neighborhood Discussion on revisions to proposed in-fill development with residential townhomes;

- 706 Craven Street ("The Old Firehouse", Contributing, c. 1912 – 1-story brick building) – The Old Commons neighborhood 1407 King Street ("Former County Offices Building", Non-Contributing, c. 1950/1970 – 1-story CMU/brick building) – The Northwest Quadrant neighborhood

PC (Planning Commission):

PC (Planning Commission)

- Preliminary Plat and Preliminary Site - Beaufort Free-Standing Emergency Department (FSED) – 396 Robert Smalls Parkway. The Applicant, Conor Blaney with Ward Edwards is proposing a commercial development to include a free-standing Emergency Department. The property is further identified as R120 028 000 1248 0000.

- Revisions to Beaufort Development Code

    - Chapter 2 – Map and Districts

- Chapter 3 – Land Use Provisions
- Chapter 4 – Infill Standards

TRC (Technical Review Committee:

- Discussion on development proposal for a new Coffee Shop with Drive-thru (2149-2153 Boundary Street; PIN: R122 001 000 0270/-271A) – Preliminary discussion on regulatory development requirements, etc.;

- Request for minor subdivision (outparcel) for development of a new Urgent Care facility at Hanover Park (139 Robert Smalls Pkwy.; PIN: R120 003 000 0544 0000) – Follow-up discussion about land development & infrastructure (Site Work) provisions for proposal to subdivide and construct a new Prism Health Urgent Care facility (4,000 sq. ft.) at Hanover Park (LPUD);

- Discussion on proposed renovations/improvements for Southside Park - Phase 2; 2614 Southside Boulevard; PIN: R120 008 000 0015 0000) – Presentation of Conceptual Plans, review and discussion;

- Discussion on expansion plans for Bridges Preparatory School (555 Robert Smalls Pkwy.; PIN: R112 028 000 0118 0000) – Discussion on expansion-related questions pertaining to Bridges Prep. School on the City & Robert Smalls Parkway corridor;

ZBOA (Zoning Board of Appeals):

ZBOA (Zoning Board of Appeals) Scheduled:

- None

Tenant Change (Safety Inspections)

- 1140 Ribaut Road Suite K AND J – Rentals (Barn Door Lighting Outfitters)
- 1509 King Street – Office (Coastal Construction Builders LLC)
- 611 Bay Street – Law Office (Collins Law Firm)
- 902 Boundary Street – Restaurant (Pink Pub)
- 700 Bay street Suite 105A - Cashmere Books and Gifts
- 2139 Boundary Street Suite 102 – Distillery and retail bottle sales (Calibogue Cool)
- 917 Bay Street – In General Gifts Suite D (Nostalgic General Store)

New Construction - Residential Dwellings & Commercial Structures
2026

Month	Single Family	Multifamily	Commercial	Permit Fees
Jan	8	0	0	$21,431.40
Feb	10	0	1	$39,867.20
Mar	0	2	0	$6,057.40
Apr	1	0	0	$3,506.20
May	4	0	1	$16,199.90
Jun	4	0	0	$11,214.80
Jul	0	0	0	$0.00
Aug				
Sep				
Oct				
Nov				
Dec				
Totals	**27**	**0**	**2**	**$98,276.90**

Total Residential Units: 29

Note: The total permit fees collected does not include impact fees.

	2026	
Month	**Total Permits**	**Permit Fees Collected**
Jan	**103**	**$58,048.96**
Feb	**72**	**$68,792.84**
Mar	**92**	**$29,672.47**
Apr	**69**	**$13,968.29**
May	**96**	**$34,489.40**
Jun	**88**	**$40,433.71**
Jul	**78**	**$16,774.66**
Aug		
Sep		
Oct		
Nov		
Dec		
Totals	**598**	**$262,180.33**

Note: The total permit fees collected does not include impact fees.

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 07/23/2026
From:	Linda Roper, Downtown Operations Director	
Item Name:	Downtown Operations Monthly Report	
Meeting Date:	September 8, 2026	
Department:	Downtown Operations	

Background Information:
Introduction:
Monthly Report for July 2026.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
1. Downtown Operations Monthly Report

MAIN STREET BEAUFORT

July Monthly Report

Meetings & Events Attended:

Main Street Coffee Break: Participated in the statewide Main Street check-in to exchange ideas, resources, and strategies for supporting downtown businesses and strengthening Main Street programs.

Cultural District Advisory Board Meeting: Prepared meeting materials and provided staff support to assist with ongoing Cultural District initiatives and planning.

First Friday Planning Meeting: Hosted a planning session to develop First Friday themes and programming priorities for the upcoming fiscal year.

Execution & Planning:

First Friday: Coordinated and hosted the July First Friday in Downtown Beaufort, bringing businesses, activities, and community programming together for the monthly event.

Little Liberty Scavenger Hunt: Developed and launched the Little Liberty Scavenger Hunt, encouraging participants to explore the Main Street District while discovering historic locations throughout Downtown Beaufort.

North of the Broad Filming: Participated in filming with WHHI for North of the Broad, highlighting Downtown Beaufort, Main Street initiatives, and the local business community.

Main Street Meet Up: Coordinated with SK Signs & Designs to produce merchant features highlighting Downtown Businesses as part of the ongoing Main Street Meet Up series.

Business Break: Collaborated with WTOC on a Business Break segment showcasing Downtown Beaufort and promoting the district to a broader regional audience.

WEBSITE TOTAL VIEWS

4,026

INSTAGRAM INSIGHTS

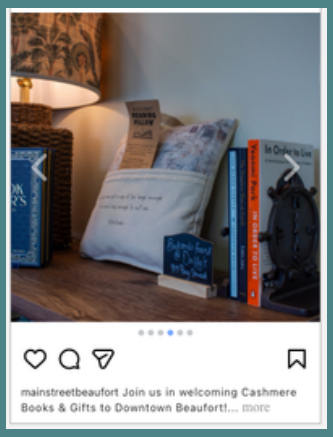
1.6K
REACH
↘ 60%

4.6K
VIEWS
↘ 38.4%

TOP-PERFORMING CONTENT

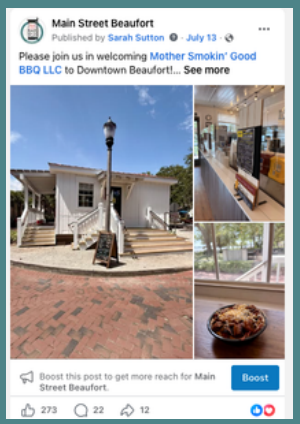
1,950 Views

1,028 Reach



FACEBOOK INSIGHTS

TOP-PERFORMING CONTENT



27,825 Views

18,293 Reach

181K
VIEWS
↗ 31.4%

48.2K
REACH
↗ 63%

Telling the Stories of Downtown - and the Faces that Make it Special

Every downtown tells a different story, and the people, places, and history behind it are what make each one unique.

A downtown's story doesn't always have to come from a person. It can come from the history of a building, a piece of public art, a longtime tradition, a family recipe, or even the story behind how a business got its start. Together, these stories give a downtown its identity and help people connect with the places they visit and the places they live.

Think about one of the first questions many of us ask when traveling: "Where can we eat, shop, and stay that's local?"

We ask because we want to experience what makes that place different. We want the restaurant the locals love, the shop we can't find anywhere else, and the stories we'll remember when we get home.

That same idea applies to Downtown Beaufort.

Behind every storefront is a story. There are business owners who took a chance on an idea, families who have operated downtown for generations, employees who show up day in and day out, historic buildings that have watched Beaufort change around them, artists inspired by the Lowcountry, locals who are part of downtown every day, and new businesses adding their own chapter to our downtown.

Storytelling helps us share those connections. It allows someone who has lived here their entire life to learn something new about their hometown while giving a first-time visitor a reason to remember Beaufort long after they leave.

That’s why Main Street Beaufort is working to build a bank of downtown stories that we can share across our social media, website, interviews, press releases, and other marketing efforts. These stories will be shared in different ways — from written articles and features to videos and interviews — because everyone connects with a story a little differently.

We want to tell more than what is happening downtown. We want to tell the stories of who and what make Downtown Beaufort special.

That could mean introducing you to the person behind the counter at your favorite shop, sharing the history of a building you walk past every day, highlighting an artist whose work captures Beaufort, hearing from a local who has watched downtown change over the years, or telling the story behind a downtown tradition.

Because when we tell the stories behind our downtown, we aren’t just promoting a place to shop, eat, or visit. We’re giving people a reason to connect with it.

And we know there are plenty of stories still waiting to be told.

Have a Downtown Beaufort story you think we should tell? We want to hear it. Whether it’s a person, place, building, business, tradition, piece of history, or something else that makes downtown special, share it with us. You might just help us tell the next chapter of Downtown's story.

City of Beaufort Downtown Operations & Community Services
Events & Tour Coordinator Activity Report
July 2026

Highlights – June 2026:

- Main Street Beaufort with First Friday
  - Street closure with hot dog eating contest and a cake walk
- Held 4th of July Celebration with success
  - Family Parade from North & Scott to West St extension into the park
  - Freedom Fest in the Park with nonprofits and a DJ for the families
- Attended Ribbon Cutting for Effervesce Yoga Spa
- Water Festival
  - Conducted walk-through before and after event
  - Conducted daily morning meetings with organizer to attend to any needs from the previous day and the day ahead
  - Worked through challenges; such as generators for power at the pavilion, entry and exit easements, water for Lowcountry Supper, took care of trip hazards as pointed out, etc.
- Attended Civic Plus training
- Held first meeting for 9/11 event
- Tours
  - Ridership for April-June
    - Tours: 2,087
    - Patrons: 14,242
  - Ridership 2026 YTD (increased ridership from this time in 2025)
    - Tours: 3,296
    - Patrons: 22,488
  - Ridership Jan-Jun 2025
    - Tours 2,016
    - Patrons 20,658
  - Horse carriages will not be operating in July and August due to heat and will return in September.
    - Weather – 24 days in July 2026 the weather reached 91F or higher wet bulb with 6.13” of rain
      - Horse carriages are instructed per ordinance, to cease operation at 91°F wet bulb mark
  - Keeping tours updated on construction progress
    - Tours continue to proceed regardless of the intersection and construction closures
  - Issued 2 new tour badges

City of Beaufort Downtown Operations & Community Services
Events & Tour Coordinator Activity Report
July 2026

- Parks
  - Washington Street Park is open, but we are not taking reservations currently
  - Weekly Friday dinners are the only event approved at this time
  - Proposal for renting Washington Street Park is in the works

Park Reservations July 2026

Location	Wedding	Special Event	Birthday or Baby Shower	Other	Festival	Attendance	
						-50	50+
Pigeon Point Park			4			4	
Southside Park			3	17		20	
The Bluff							
Washington St. Park				5		5	
Waterfront Park		2		1	1	2	2
Whitehall Park				2		2	
Other							
Totals	**0**	**2**	**7**	**25**	**1**	**33**	**2**

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 07/23/2026
From:	Alan Eisenman, Finance Director	
Item Name:	Finance Department Monthly Report	
Meeting Date:	September 8, 2026	
Department:	Finance Department	

Background Information:
Introduction:
Monthly Report for July 2026.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
1. Finance Department Monthly Report

Scott Marshall
CITY MANAGER
843-525-7070
FAX 843-525-7013

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

COUNCIL MEMBERS:
Philip E. Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

Dear Mayor, Members of City Council and City of Beaufort Stakeholders:

The City of Beaufort July 2026 preliminary and unaudited financial statement is included in your agenda packet. This financial statement includes the City's Balance Sheet and Statement of Revenues, Expenditures, and Changes in Fund Balance (aka Income Statement). It also includes Budgetary Comparison Schedules for the City's fiscal year 2027 budgeted funds which include General Fund, TIF II Fund, Capital Projects Fund, Parks and Tourism Fund, American Rescue Plan Act (ARPA) Fund, Stormwater Fund, State Accommodations Tax Fund, and Fire Impact Fees Fund.

With July being the 1st month of the fiscal year 2027, recurring revenues and expenditures should be 8.3% of the budget. General Fund revenues are 2.1% of the budget while expenditures are 8.5% of the budget.

I'll be happy to answer any questions that you may have as you review the City's July 2026 financial statements.

Thanks,

Alan R. Eisen

Alan Eisenman CPA CGFO
Finance Director

CITY OF BEAUFORT, SOUTH CAROLINA
BALANCE SHEET
GOVERNMENTAL FUNDS
JULY 31, 2026

	General Fund	TIF II Fund	Capital Projects Fund	Parks and Tourism Fund	American Rescue Plan Act Fund	Stormwater Fund	Debt Service Fund	Other Governmental Funds	Total Governmental Funds
ASSETS									
Cash and cash equivalents	$ 16,437,276	$ 176,924	$ 3,590,064	$ 2,831,640	$ 1,279,085	$ 273,356	$ 676,987	$ 1,907,240	$ 27,172,572
Taxes receivable, net	324,206	-	-	-	-	57,205	-	-	381,411
Other receivables	1,628,310	-	8,700	149,921	-	-	-	626,584	2,413,515
Inventories and other assets	3,098	-	-	-	-	-	-	-	3,098
Restricted cash and cash equivalents	-	3,467,309	-	1,630,573	-	770,713	-	27,014	5,895,609
Total assets	18,392,890	3,644,233	3,598,764	4,612,134	1,279,085	1,101,274	676,987	2,560,838	35,866,205
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES									
Liabilities:									
Accounts payable	701,760	-	211,198	205,376	5,547	21,774	-	243,323	1,388,978
Due to other governments	57,339	-	-	-	-	-	-	-	57,339
Unearned revenue	1,846,090	-	-	-	661,900	-	-	-	2,507,990
Accrued liabilities	150,883	-	-	64,535	669	1,942	-	3,142	221,171
Deposits and escrow	474,273	-	-	18,100	-	-	-	23,617	515,990
Total liabilities	3,230,345	-	211,198	288,011	668,116	23,716	-	270,082	4,691,468
Deferred Inflows of Resources:									
Unavailable revenue - property taxes	66,575	-	-	-	-	40,614	-	-	107,189
Unavailable revenue - grants	-	-	514,605	-	-	-	-	-	514,605
Total deferred inflows of resources	66,575	-	514,605	-	-	40,614	-	-	621,794
Fund balances:									
Nonspendable:									
Inventories	32,120	-	-	-	-	-	-	-	32,120
Cemetery	-	-	-	-	-	-	-	7,246	7,246
Restricted	1,669,236	3,644,233	2,872,961	1,736,688	610,969	266,231	676,987	2,242,407	13,719,712
Committed for:									
Land Acquisition	1,376,516	-	-	-	-	-	-	-	1,376,516
Vehicle and equipment replacement	2,184,527	-	-	-	-	-	-	-	2,184,527
Redevelopment	1,892,987	-	-	-	-	-	-	-	1,892,987
Capital Projects	1,567,317	-	-	2,587,435	-	770,713	-	-	4,925,465
Law enforcement	-	-	-	-	-	-	-	41,103	41,103
Assigned for:									
Subsequent year's budget	221,942	-	-	-	-	-	-	-	221,942
Unassigned	6,151,325	-	-	-		-	-	-	6,151,325
Total fund balances	15,095,970	3,644,233	2,872,961	4,324,123	610,969	1,036,944	676,987	2,290,756	30,552,943
Total liabilities, deferred inflows of resources and fund balances	$ 18,392,890	$ 3,644,233	$ 3,598,764	$ 4,612,134	$ 1,279,085	$ 1,101,274	$ 676,987	$ 2,560,838	$ 35,866,205

CITY OF BEAUFORT, SOUTH CAROLINA
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
FOR THE MONTH ENDED JULY 31, 2026

	General Fund	TIF II Fund	Capital Projects Fund	Parks and Tourism Fund	American Rescue Plan Act Fund	Stormwater Fund	Debt Service Fund	Other Governmental Funds	Total Governmental Funds
REVENUES									
Property taxes	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other taxes	-	-	-	389,083	-	-	-	-	389,083
Franchise fees	-	-	-	-	-	-	-	-	-
Fines and forfeitures	15,201	-	-	-	-	-	-	-	15,201
Licenses and permits	136,648	-	-	-	-	-	-	825	137,473
Intergovernmental	329,312	-	-	-	-	-	-	-	329,312
Charges for services	31,888	-	-	9,833	-	-	-	-	41,721
Investment earnings	64,440	-	-	5,186	3,532	2,229	-	69	75,456
Miscellaneous	4,053	-	-	-	-	-	-	-	4,053
Total revenues	581,542	-	-	404,102	3,532	2,229	-	894	992,299
EXPENDITURES									
Current:									
General government	511,780	-	-	-	11,617	-	-	156,947	680,344
Law enforcement	869,310	-	-	164,452	-	-	-	-	1,033,762
Fire and emergency	723,529	-	-	-	-	-	-	-	723,529
Public works	101,557	-	-	-	-	75,483	-	-	177,040
Culture and recreation	-	-	-	128,494	-	-	-	-	128,494
Streets	63,397	-	-	-	-	-	-	-	63,397
Community development	102,119	-	-	137,309	-	-	-	-	239,428
Debt Service:									
Principal	-	-	-	-	-	-	252,147	-	252,147
Interest and other charges	0	-	-	-	-	-	123,680	-	123,680
Capital Outlay	-	-	-	28,762	-	29,633	-	-	58,395
Total expenditures	2,371,692	-	-	459,017	11,617	105,116	375,827	156,947	3,480,216
Excess (deficiency) of revenues over (under) expenditures	(1,790,150)	-	-	(54,915)	(8,085)	(102,887)	(375,827)	(156,053)	(2,487,917)
OTHER FINANCING SOURCES (USES)									
Transfers in	-	-	176,656	-	-	-	1,052,814	-	1,229,470
Transfers out	(333,277)	-	-	(719,928)	(115,014)	(61,251)	-	-	(1,229,470)
Total other financing sources (uses)	(333,277)	-	176,656	(719,928)	(115,014)	(61,251)	1,052,814	-	-
Net change in fund balances	(2,123,427)	-	176,656	(774,843)	(123,099)	(164,138)	676,987	(156,053)	(2,487,917)
Fund balances - beginning	17,219,397	3,644,233	2,696,305	5,098,966	734,068	1,201,082	-	2,446,809	33,040,860
Fund balances - ending	$ 15,095,970	$ 3,644,233	$ 2,872,961	$ 4,324,123	$ 610,969	$ 1,036,944	$ 676,987	$ 2,290,756	$ 30,552,943

CITY OF BEAUFORT, SOUTH CAROLINA
COMBINING BALANCE SHEET
OTHER GOVERNMENTAL FUNDS
JULY 31, 2026

	Special Revenue Funds			Permanent Fund	
	State Accommodations Tax Fund	Fire Impact Fees Fund	Drug Control and Prevention Fund	Cemetery Fund	Total-Other Governmental Funds
ASSETS					
Cash and cash equivalents	$ 1,227,662	$ 631,229	$ 41,103	7,246	$ 1,907,240
Other receivables	626,584	-	-	-	626,584
Restricted cash and cash equivalents	-	-	27,014	-	27,014
Total assets	1,854,246	631,229	68,117	7,246	2,560,838
LIABILITIES AND FUND BALANCES					
Liabilities:					
Accounts payable	243,323	-	-	-	243,323
Other accrued expenses	3,142	-	-	-	3,142
Deposits and escrow	-	-	23,617	-	23,617
Total liabilities	246,465	-	23,617	-	270,082
Fund balances:					
Nonspendable:					
Cemetery	-	-	-	7,246	7,246
Restricted	1,607,781	631,229	3,397	-	2,242,407
Committed for:					
Law enforcement	-	-	41,103	-	41,103
Total fund balances	1,607,781	631,229	44,500	7,246	2,290,756
Total liabilities and fund balances	$ 1,854,246	$ 631,229	$ 68,117	$ 7,246	$ 2,560,838

CITY OF BEAUFORT, SOUTH CAROLINA
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
OTHER GOVERNMENTAL FUNDS
FOR THE MONTH ENDED JULY 31, 2026

	Special Revenue Funds			Permanent Fund	
	State Accommodations Tax Fund	Fire Impact Fees Fund	Drug Control and Prevention Fund	Cemetery Fund	Total-Other Governmental Funds
REVENUES					
Other taxes	$ -	$ -	$ -	$ -	$ -
Licenses and permits	-	825	-	-	825
Investment earnings	-	-	69	-	69
Miscellaneous	-	-	-	-	-
Total revenues	-	825	69	-	894
EXPENDITURES					
Current:					
General government	156,947	-	-	-	156,947
Law enforcement	-	-	-	-	-
Total expenditures	156,947	-	-	-	156,947
Excess of revenues over expenditures	(156,947)	825	69	-	(156,053)
OTHER FINANCING SOURCES (USES)					
Transfers out	-	-	-	-	-
Total other financing sources (uses)	-	-	-	-	-
Net change in fund balances	(156,947)	825	69	-	(156,053)
Fund balances - beginning	1,764,728	630,404	44,431	7,246	2,446,809
Fund balances - ending	$ 1,607,781	$ 631,229	$ 44,500	$ 7,246	$ 2,290,756

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
FOR THE MONTH ENDED JULY 31, 2026

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Property taxes	$ 9,897,161	$ 9,897,161	$ -	$ (9,897,161)	0.0%
Franchise fees	2,596,160	2,596,160	-	(2,596,160)	0.0%
Fines and forfeitures	63,000	63,000	15,201	(47,799)	24.1%
Licenses and permits	7,487,000	7,487,000	136,648	(7,350,352)	1.8%
Intergovernmental	4,220,529	4,220,529	329,312	(3,891,217)	7.8%
Charges for services	2,692,106	2,692,106	31,888	(2,660,218)	1.2%
Investment earnings	700,000	700,000	64,440	(635,560)	9.2%
Miscellaneous	61,000	61,000	4,053	(56,947)	6.6%
Total revenues	27,716,956	27,716,956	581,542	(27,135,414)	2.1%
Expenditures:					
Current:					
General government					
City council	417,139	417,139	9,260	407,879	2.2%
City manager	1,198,267	1,198,267	91,280	1,106,987	7.6%
Finance	1,141,760	1,141,760	74,175	1,067,585	6.5%
Human resources	500,025	500,025	49,362	450,663	9.9%
Information technology	1,044,665	1,044,665	2,759	1,041,906	0.3%
Court and legal	644,276	644,276	36,070	608,206	5.6%
Non-departmental	1,110,977	1,110,977	248,874	862,103	22.4%
	6,057,109	6,057,109	511,780	5,545,329	8.4%
Law enforcement					
Police	7,627,293	7,627,293	801,445	6,825,848	10.5%
School resource officers	764,186	764,186	57,295	706,891	7.5%
Crossing guards	24,624	24,624	996	23,628	4.0%
Victims rights	129,011	129,011	9,574	119,437	7.4%
	8,545,114	8,545,114	869,310	7,675,804	10.2%
Fire and emergency					
City of Beaufort fire	8,069,882	8,069,882	723,529	7,346,353	9.0%
	8,069,882	8,069,882	723,529	7,346,353	9.0%
Public works					
Administration	598,843	598,843	68,498	530,345	11.4%
Maintenance	702,851	702,851	31,926	670,925	4.5%
Solid waste	1,474,540	1,474,540	1,133	1,473,407	0.1%
	2,776,234	2,776,234	101,557	2,674,677	3.7%

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
FOR THE MONTH ENDED JULY 31, 2026

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Streets	1,097,574	1,097,574	63,397	1,034,177	5.8%
	1,097,574	1,097,574	63,397	1,034,177	5.8%
Community development	1,320,033	1,320,033	102,119	1,217,914	7.7%
	1,320,033	1,320,033	102,119	1,217,914	7.7%
Total expenditures	27,865,946	27,865,946	2,371,692	25,494,254	8.5%
Excess (deficiency) of revenues over (under) expenditures	(148,990)	(148,990)	(1,790,150)	(1,641,160)	
Other financing sources (uses):					
Transfers in	66,250	66,250	-	(66,250)	0.0%
Transfers out	(1,947,271)	(1,947,271)	(333,277)	(1,613,994)	17.1%
Total financing sources (uses)	(1,881,021)	(1,881,021)	(333,277)	(1,680,244)	17.7%
Net change in fund balance	(2,030,011)	(2,030,011)	(2,123,427)	(93,416)	
Fund balance, beginning of year	17,219,397	17,219,397	17,219,397	-	
Fund balance, end of year	$ 15,189,386	$ 15,189,386	$ 15,095,970	$ (93,416)	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
TAX INCREMENT FINANCING DISTRICT II – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JULY 31, 2026

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Investment earnings	$ -	$ -	$ -	$ -	0.0%
Total revenues	-	-	-	-	0.0%
Expenditures:					
Current:					
Capital Outlay	-	-	-	-	0.0%
Total expenditures	-	-	-	-	0.0%
Excess of revenues over expenditures	-	-	-	-	
Other financing (uses):					
Transfers out	-	-	-	-	0.0%
Total other financing uses	-	-	-	-	0.0%
Net change in fund balance	-	-	-	-	
Fund balance, beginning of year	3,644,233	3,644,233	3,644,233	-	
Fund balance, end of year	$ 3,644,233	$ 3,644,233	$ 3,644,233	$ -	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
CAPITAL PROJECTS FUND – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JULY 31, 2026

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Intergovernmental	$ 19,554,231	$ 19,554,231	$ -	$ (19,554,231)	0.0%
Investment earnings	-	-	-	-	0.0%
Total revenues	19,554,231	19,554,231	-	(19,554,231)	0.0%
Expenditures:					
Current:					
Capital Outlay	24,446,619	24,446,619	-	24,446,619	0.0%
Total expenditures	24,446,619	24,446,619	-	24,446,619	0.0%
Excess of revenues over expenditures	(4,892,388)	(4,892,388)	-	4,892,388	
Other financing sources:					
Transfers in	4,892,388	4,892,388	176,656	(4,715,732)	3.6%
Total other financing sources	4,892,388	4,892,388	176,656	(4,715,732)	3.6%
Net change in fund balance	-	-	176,656	(176,656)	
Fund balance, beginning of year	2,696,305	2,696,305	2,696,305	-	
Fund balance, end of year	$ 2,696,305	$ 2,696,305	$ 2,872,961	$ (176,656)	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
PARKS AND TOURISM – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JULY 31, 2026

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Other taxes	$ 4,445,000	$ 4,445,000	$ 389,083	$ (4,055,917)	8.8%
Charges for services	569,000	569,000	9,833	(559,167)	1.7%
Investment earnings	200,000	200,000	5,186	(194,814)	2.6%
Total revenues	5,214,000	5,214,000	404,102	(4,809,898)	7.8%
Expenditures:					
Current:					
Law enforcement	1,775,617	1,775,617	164,452	1,611,165	9.3%
Culture and recreation	2,203,614	2,203,614	128,494	2,075,120	5.8%
Community development	1,169,379	1,169,379	137,309	1,032,070	11.7%
Capital Outlay	135,486	135,486	28,762	106,724	21.2%
Total expenditures	5,284,096	5,284,096	459,017	4,825,079	8.7%
Excess (deficiency) of revenues over (under) expenditures	(70,096)	(70,096)	(54,915)	15,181	
Other financing sources (uses):					
Transfers out	(2,480,968)	(2,480,968)	(719,928)	(1,761,040)	
Total financing sources	(2,480,968)	(2,480,968)	(719,928)	(1,761,040)	
Net change in fund balance	(2,551,064)	(2,551,064)	(774,843)	1,776,221	
Fund balance, beginning of year	5,098,966	5,098,966	5,098,966	-	
Fund balance, end of year	$ 2,547,902	$ 2,547,902	$ 4,324,123	$ 1,776,221	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
AMERICAN RESCUE PLAN ACT (ARPA) – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JULY 31, 2026

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Intergovernmental	$ -	$ -	$ -	$ -	0.0%
Investment earnings	20,000	20,000	3,532	(16,468)	17.7%
Total revenues	20,000	20,000	3,532	(16,468)	17.7%
Expenditures:					
Current:					
General government	74,256	74,256	11,617	62,639	15.6%
Capital Outlay	-	-	-	-	0.0%
Total expenditures	74,256	74,256	11,617	62,639	15.6%
Excess of revenues over expenditures	(54,256)	(54,256)	(8,085)	(79,107)	
Other financing (uses):					
Transfers out	(1,013,180)	(1,013,180)	(115,014)	(898,166)	11.4%
Total other financing uses	(1,013,180)	(1,013,180)	(115,014)	(898,166)	11.4%
Net change in fund balance	(1,067,436)	(1,067,436)	(123,099)	(944,337)	
Fund balance, beginning of year	734,068	734,068	734,068	-	
Fund balance, end of year	$ (333,368)	$ (333,368)	$ 610,969	$ (944,337)	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
STORMWATER – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JULY 31, 2026

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Charges for services	$ 1,375,000	$ 1,375,000	$ -	$ (1,375,000)	0.0%
Investment earnings	20,000	20,000	2,229	(17,771)	11.1%
Total revenues	1,395,000	1,395,000	2,229	(1,392,771)	0.2%
Expenditures:					
Current:					
Public works	946,180	946,180	75,483	870,697	8.0%
Capital Outlay	42,000	42,000	29,633	12,367	
Total expenditures	988,180	988,180	105,116	883,064	10.6%
Excess (deficiency) of revenues over (under) expenditures	406,820	406,820	(102,887)	(2,275,835)	
Other financing (uses):					
Transfers out	(968,691)	(968,691)	(61,251)	907,440	6.3%
Total other financing (uses)	(968,691)	(968,691)	(61,251)	907,440	6.3%
Net change in fund balance	(561,871)	(561,871)	(164,138)	(397,733)	
Fund balance, beginning of year	1,201,082	1,201,082	1,201,082	-	
Fund balance, end of year	$ 639,211	$ 639,211	$ 1,036,944	$ (397,733)	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
DEBT SERVICE – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JULY 31, 2026

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Property taxes	$ 1,650,303	$ 1,650,303	$ -	$ (1,650,303)	0.0%
Investment earnings	-	-	-	-	0.0%
Total revenues	1,650,303	1,650,303	-	(1,650,303)	0.0%
Expenditures:					
Debt Service:					
Principal	2,951,003	2,951,003	252,147	2,698,856	8.5%
Interest and other charges	666,952	666,952	123,680	543,272	18.5%
Total expenditures	3,617,955	3,617,955	375,827	3,242,128	10.4%
Excess (deficiency) of revenues over (under) expenditures	(1,967,652)	(1,967,652)	(375,827)	(4,892,431)	
Other financing sources:					
Transfers in	2,021,014	2,021,014	1,052,814	(968,200)	52.1%
Total other financing (uses)	2,021,014	2,021,014	1,052,814	(968,200)	52.1%
Net change in fund balance	53,362	53,362	676,987	(623,625)	
Fund balance, beginning of year	-	-	-	-	
Fund balance, end of year	$ 53,362	$ 53,362	$ 676,987	$ (623,625)	

CITY OF BEAUFORT, SOUTH CAROLINA
STATE ACCOMMODATIONS TAX SPECIAL REVENUE FUND
BUDGET TO ACTUAL
FOR THE MONTH ENDED JULY 31, 2026

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Other taxes	$ 850,000	$ 850,000	$ -	$ (850,000)	0.0%
Investment earnings	30,000	30,000	-	(30,000)	0.0%
Total revenues	880,000	880,000	-	(880,000)	0.0%
Expenditures:					
General government	787,788	787,788	156,947	630,841	19.9%
Law enforcement	34,809	34,809	-	34,809	0.0%
Total expenditures	822,597	822,597	156,947	665,650	19.1%
Excess of revenues over expenditures	57,403	57,403	(156,947)	(214,350)	
Other financing uses:					
Transfers out	(505,889)	(505,889)	-	(505,889)	0.0%
Total other financing uses	(505,889)	(505,889)	-	(505,889)	0.0%
Net change in fund balance	(448,486)	(448,486)	(156,947)	291,539	
Fund balance, beginning of year	1,764,728	1,764,728	1,764,728	-	
Fund balance, end of year	$ 1,316,242	$ 1,316,242	$ 1,607,781	$ 291,539	

CITY OF BEAUFORT, SOUTH CAROLINA
FIRE IMPACT FEES SPECIAL REVENUE FUND
BUDGET TO ACTUAL
FOR THE MONTH ENDED JULY 31, 2026

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Licenses and permits	$ 100,000	$ 100,000	$ 825	$ (99,175)	0.8%
Investment earnings	5,000	5,000	-	(5,000)	0.0%
Total revenues	105,000	105,000	825	(104,175)	0.8%
Expenditures:					
Total expenditures	-	-	-	-	0.0%
Excess of revenues over expenditures	105,000	105,000	825	(104,175)	
Other financing (uses):					
Transfers out	(63,654)	(63,654)	-	63,654	0.0%
Total other financing (uses)	(63,654)	(63,654)	-	63,654	0.0%
Net change in fund balance	41,346	41,346	825	(40,521)	
Fund balance, beginning of year	630,404	630,404	630,404	-	
Fund balance, end of year	$ 671,750	$ 671,750	$ 631,229	$ (40,521)	

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 07/23/2026
From:	Tim Ogden, Fire Chief	
Item Name:	Fire Department Monthly Report	
Meeting Date:	September 8, 2026	
Department:	Fire Department	

Background Information:
Introduction:
Monthly Report for July 2026.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
1. Fire Department Monthly Report

City of Beaufort/Town of Port Royal Fire Department

July 2026 Report

Public Events

The Fire Department held several public education events throughout July.

- 4th of July event at the Naval Hospital
- CPR for Beaufort County Dispatch
- Several Station Tours at each firehouse
- 4th of July Parade for Cottage Farms.
- Sands Beach 4th of July Event
- Wet Down at Riverview Charter School and the YMCA
- Therapy Dog visit
- Beaufort Memorial Hospital Rising Star Youth Program
- Fun Day at First African Baptist Church
- Blood Pressure Checks at Charles Lind Brown Center
- Beaufort Water Festival Events
- Wet Down at Spanish Trace Apartments

Fire Training

The Training Division conducted 1,155 hours of training.

Special Training:

All shifts completed ventilation training with the training division. All companies also completed training on Iqremental the new Asset Manager and Fire Engineering Training which is the new training platform. Members attended a 2-day ladder academy put on by Soda City Fire Training in the upstate, this was a 2-day course which involved lectures and different firefighter skills in an acquired structure. We also had members attend the Art of Reading Smoke classed hosted by Lexington County Fire Service.

SCFA Classes: 24 classes taken between in person and virtual. We also hosted Pump Operations 1.

Medical

Public CPR training classes: 3
Senior BP Checks: 1

Monthly Medical Training: Basic Life Support, Advance Life Support, and Pediatric Life Support training.

Medical Stand by:

- Water Festival - 10 days
- Sands Beach - 1 day

Fire Marshal

The Fire Marshal division completed 188 certified inspections, and 24 Engine Company inspections were completed.

Fire Marshal Badgett and Inspector Hakes attended IAAI forensic photography class.

Personnel

- Firefighters III/Paramedic Aaron McIntyre promoted to Lieutenant

Apparatus

- Battalion 1- PM Service, Tires
- Car 4- PM Service, Tires
- Car 12- PM Service, Emergency Light Repair, Battery
- U0655- PM Service, Battery Replacement, Shift Linkage Repair
- Car 5- PM Service, Emergency Lighting Installation, Air Filter Replacement
- E8944- Tank fill valve repair by BTFD Maintenance

Major Incidents

- 606 total calls for service. Highest month in department history.
- Picket Fences Structure Fire
- Wilmington Street Structure Fire
- Mystic Circle Structure Fire
- Shade Tree Lane, Mutual Aid response to Lady's Island for Structure Fire.

PERSONNEL		
Part-Time	9	
Personnel Assigned	56	
Volunteer Personnel	18	
TOTAL PERSONNEL	**83**	

INCIDENT SUMMARY	BFT	P.R.
Structural Fires	5	2
Vehicle Fires	2	0
Brush, Trash Fire	4	2
Medical Calls	304	101
Vehicle Accident	19	5
Extrication (350-357)	2	0
Hazardous Condition	20	24
Service Calls (500)	39	4
Good Intent Calls (600)	7	4
False Calls (700)	44	18
Water Rescue	0	
EMS Standby	0	
Month	**446**	**160**
Total Month	**606**	

TRAINING/EDUCATION		
Local Instruction	1155	
TOTAL	**1155**	

VOLUNTEER		
Skillbridge	432	
Local Instruction	0	
Monthly Station Standby	0	
TOTAL	**432**	

AID SUMMARY - ALL	**LI**	**BUR**	**PI**	**other**
BEAUFORT				
Aid Given	1			
Aid Received				
Mutual Aid Given				
Mutual Aid Received				
PORT ROYAL				
Aid Given			2	
Aid Received				
Mutual Aid Given				
Mutual Aid Received				

FIRE PREVENTION	**BFT**	**P.R.**
Inspections Conducted	67	121
Violations Noted	1	0
Violations Corrected	0	7
Knox Box Installations	0	2
Fire Plans Reviewed	10	1
Burning Permits Issued	0	0
Permission to Burn Given	0	0
Public Education Events	17	6
Public Edu. Man Hours	49	16
# of Adults	230	84
# of Children	171	122
Car Seats Installation	3	
Smoke Detectors	2	0
CPR Certifications	30	

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 07/23/2026
From:	Ivette Burgess, Human Resources Director	
Item Name:	Human Resources Monthly Report	
Meeting Date:	September 8, 2026	
Department:	Human Resources Department	

Background Information:
Introduction:
Monthly Report for July 2026.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
1. Human Resources Monthly Report

Memorandum

To: Scott Marshall, City Manager

From: Ivette Burgess, Human Resources Director

Date: 8/18/2026

Re: Department Update – July 2026

Onboarding/New Hires

3 New Hires:

- Nicholas Bass – Patrolman I, Police Department
- Grayson Hubble – Patrolman I, Police Department
- John Lemieux – Firefighter Recruit, Fire Department

Interviews

- HR staff participated in interview panels for CIP Director and Municipal Court.

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 07/23/2026
From:	Charles Prezalor, Interdev IT Systems Engineer	
Item Name:	IT Monthly Report	
Meeting Date:	September 8, 2026	
Department:	City Managers Office	

Background Information:
Introduction:
Monthly Report for July 2026.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
1. IT Monthly Report

City of Beaufort

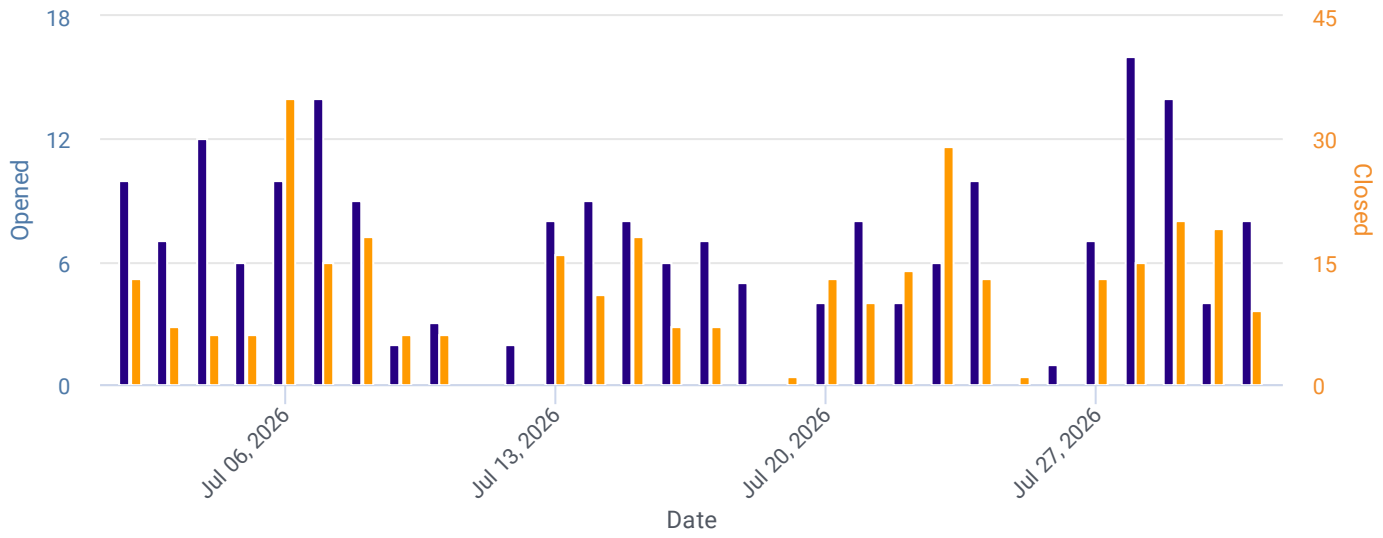
Monthly Support Review

Prepared for: **City of Beaufort** Created on: **Aug 1, 2026**

203 **Beaufort Site Tickets Opened**
Tickets Opened

200 **Beaufort Site Tickets Closed**
Tickets Closed

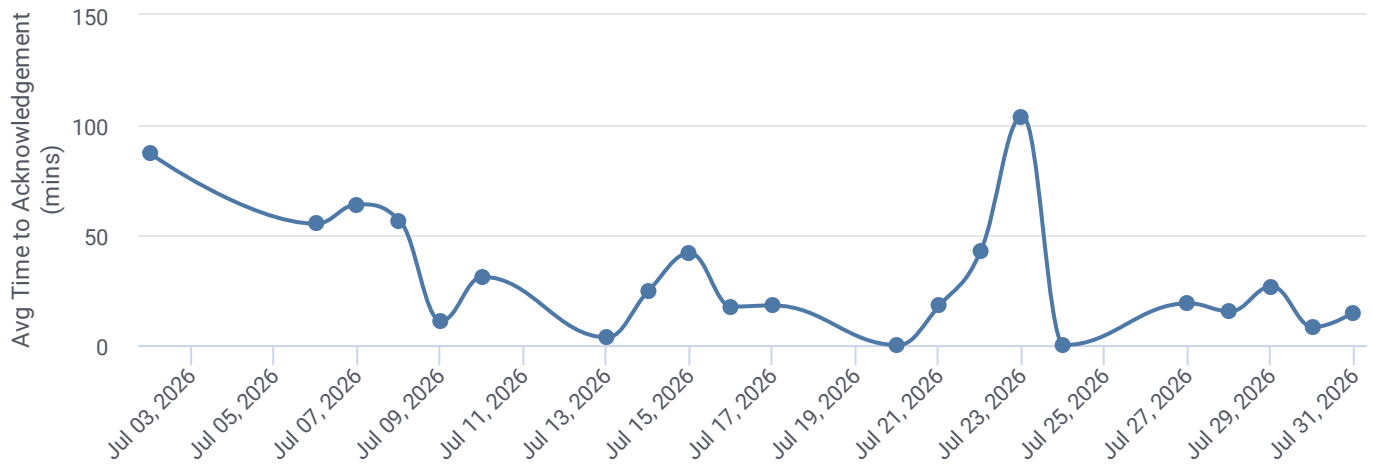
Beaufort Open vs. Closed Tickets



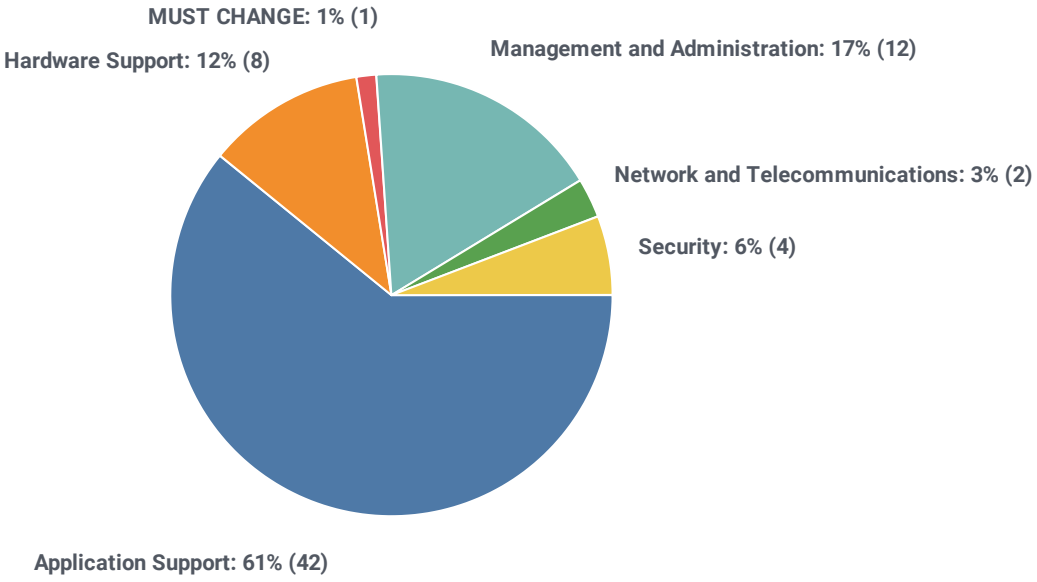
34 **Beaufort Site Avg Response**
Minutes

60 **Beaufort 1st Response Resolution**
1st Response Resolution

Beaufort Average Time to Acknowledgement



Beaufort Opened Tickets by Type



Beaufort - Other Services Ticket Count

TICKET BOARD NAME	TICKETS OPENED	TICKETS CLOSED
Data Protection Services	1	1
Security Alerts	30	30

TICKET BOARD NAME	TICKETS OPENED	TICKETS CLOSED
Security Services	47	48
Service Desk	38	37
vCIO	1	1

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 07/23/2026
From:	Dana Wessels, Court Administrator	
Item Name:	Municipal Court Monthly Report	
Meeting Date:	September 8, 2026	
Department:	Municipal Court	

Background Information:
Introduction:
Monthly Report for July 2026.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
1. Municipal Court Monthly Report

City of Beaufort Municipal Court

Monthly Department Report

July 2026

DEPARTMENT OVERVIEW:
Bench trials are held every Monday and Thursday at 3:00pm. 9 sessions of bench trials were held in July 2026 and 261 cases were tentatively scheduled.

Case Overview:

- New cases filed: 109 (69 traffic / 40 criminal)
- Cases disposed: 133 (80 traffic / 53 criminal)

Disposed Cases Breakdown:

- 80 traffic cases
    - 45 guilty indicators (forfeiture, plea, or trial)
    - 35 not guilty indicators (dismissal by officer, Judge, or trial)
- 53 criminal cases
    - 33 guilty indicators (by plea or trial)
    - 20 not guilty indicators

Arrest Warrant Overview:

- 8 Arrest warrants issued
- 1 Bench warrant issued

Expungements:

- 13 cases executed in the month of July

Jury Trial Overview:

- Jury trials July 13 – July 17
    - Cases tentatively scheduled: 28
    - Cases disposed: 14
- 30 cases pending: 20 criminal / 10 traffic
- Next session of jury trials to be held October 26 - 30

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 07/23/2026
From:	Stephenie Price, Police Chief	
Item Name:	Police Department Monthly Report	
Meeting Date:	September 8, 2026	
Department:	Police Department	

Background Information:
Introduction:
Monthly Report for July 2026.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
1. Police Department Monthly Report

BEAUFORT POLICE DEPARTMENT

1901 Boundary St. Beaufort, SC 29902
843-322-7900

Stephenie Price
Chief of Police

July 2026 Monthly Report

Part-1 Crimes Statistics

	Arson	Aggravated Assault	Burglary B/E	CSC	Homicide	Larceny	Mv Theft	Robbery
January	1	2	4	1	0	30	1	0
February	0	3	3	0	0	32	1	0
March	0	2	3	1	0	37	1	0
April	0	2	4	0	0	29	0	0
May	1	4	3	1	0	42	2	0
June	0	1	1	1	0	24	1	0
July	1	0	3	0	0	31	0	0

Total Calls for Service: **4,102**

- Officer Initiated: 2,829
- 911 Line: 505
- Non-Emergency: 768
- SMS T-911: 0

Community Events Attended: **5**

- July 1st All Hands Meeting
- July 3rd, First Friday
- July 4th, Firecracker 5K
- July 17-26th, Water Festival
- July 30th- SLB Back to School Bash at Spanish Trace

Chief's Updates:

- July 1st All Hands Meeting
- July 8th-Enterprise Meeting
- July 17th-26th-Water Festival
- July 15th-CM Meeting/Councilman Scallate
- July 30th- SLB Back to School Bash at Spanish Trace

Upcoming Events:

- Aug 7th, First Friday

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 07/23/2026
From:	Bryan Durrance, Public Works Asst Director	
Item Name:	Public Works Monthly Report	
Meeting Date:	September 8, 2026	
Department:	Public Works Department	

Background Information:
Introduction:
Monthly Report for July 2026.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
1. Public Works Monthly Report

CITY OF BEAUFORT PUBLIC WORKS DEPARTMENTS
MONTHLY ACCOMPLISHMENTS

MONTH OF: **SEPTEMBER COUNCIL MEETING, JULY ACCOMPLISHMENTS**

See/Click/Fix:	Reported:	72
	Resolved to date:	1848
811 Locates	Reported & Reviewed:	75
PO's (PR's)	Created and Processed:	98
Banners	Reserved and Hung:	5

On-Call Traffic: Miguel Canela-Pena/ Bryan Durrance

Weekend Parks: J Wilson, T Olivieri, C Pinckney, K Looney

Weekly Safety Brief: Rigging Safety, Keep Your Eyes Healthy, Sleep Your Way to Safety, Confined Space Safety, Guarding Jobsite Machines

Office Administration:

- Assisted:
    - Plan Nate's departure party & have plaques/brick made
    - Develop Certificate of Completion for internship
    - Visted FD to be added to fuel system
    - Visited IT for cord on site
    - Prep & execute quarterly luncheon
    - Street sweeping contract interviews & evaluation
    - PO creation/payroll/CC reconciliation
    - Contacted contractor to have door locking mechanism fixed
    - FOIA request for street light plan

Facility & General Support Maintenance Divisions: (*The Facility Maintenance Division will be working within the supervisory overview of General Support")*

Stormwater / Street Division:

- Repairs
    - Trip hazard and paver repair at the Waterfront Park for the Water Festival.
    - Fence repair at the Waterfront Park for the Water Festival.
    - Flume drain repair @ Battery Creek Rd.
- Maintenance:
    - Performed easements maintenance at Battery Creek Rd, First Blvd, Center Dr E, South Dr, PW Police Impound, The Old Point, Battery Shores, Pick Pocket Plantation, Polk St, Southside Blvd, Talbird Rd, Waddell Rd, and Airport Cir, Polk St, Greenlawn Dr, Bagette/ Union/ Greene St, Bridges Alley, and Depot Rd, Southside Blvd, Duncan Dr, Paul Dr, and Scheper Ln., Reynolds St, Duck Pond, First Blvd, The Old Point, Battery Creek Rd, Coleman Ln, and Coates Ln.
    - Bush hogging at Southside Park, Spanish Moss Trail from Westvine Dr to Riverside Dr, Jane Way, and First Blvd
    - Weed eating outfall ditch at Southside Blvd.
    - Relevel and regrade list of roadways
    - Vegetation removal from drainage pond located at Battery Shores.
    - Removal of low-hanging tree limb located in PD parking lot.
    - Canopy raise and valley drains cleaned located at Fire Station 1 Headquarters.
    - Drainage Inspection.
    - Maintenance on flap gate located on Federal St in the Old Point.
    - Cutbacks and road scrape @ Dessasure St
    - Palm tree removal @ City Hall and PD.
    - Sea Island Pkwy Valley drain and curb inlet cleaning.
    - Fallen tree removal at Sims St, New St, Craven St, White Hall Park, Battery Saxon Park and Ribaut Rd.
- Assisted:
    - Hanging the American Flag on Beaufort Memorial Bridge.
    - Assisting with setting up for the Water Festival.
- Other.
    - Picking up debris piles throughout the City's jurisdiction.
    - Hauling debris to the landfill.
    - Addressed and closed tickets for See Click Fix.
    - Removed fallen tree located on Dessasure St.
    - Re-tied flag on the Woods Memorial Bridge on Sunday.
    - Responded to an emergency call out for flooding issues located on King St in the Old Point on Sunday.
    - Removed light towers from Waterfront Park
    - Responded to Emergency On-Call to broken tree limb @ Sims St

- Removed flag from the Woods Memorial Bridge on Sunday.
- Responded to and addressed See Click Fix complaints.
- Responded to emergency call out for fallen tree located at Waight St on Sunday.
- Addressed and responded to See Click Fix complaints.
- Removed fallen tree debris at North St and Sycamore St.
- Responded to Emergency call out for fallen tree at the intersection of Bladen & North St.
-

Parks Division:

- Repairs:
    - Looked into see click fix ticket for irrigation clock at Morrall Park, system still runs as intended but we will replace clock with newer model. Replaced original irrigation clock at Morrall Park with a brand new Hunter Pro-C timer
    - Degler fixed clogged drain line at Pigeon Point Park
    - Repaired trip hazards inside the Waterfront Park in prep for Water Festival on Wednesday and Thursday
    - Multiple repairs to irrigation system at City Hall, PD, and Courts
    - Irrigation repairs to Southside, Wilson Park, King and East, and Calhoun Thomas
    - Whitmore repaired broken drain valve
    - Fixed clogged drain for drinking fountain at Depot Rd Trail Head
- Maintenance:
    - Maintenance at Pigeon Point, Southside, Pinckney, Christensen, Cuthbert, Annette Bryant, Wilson, Calhoun Thomas, Duck Pond, Battery Saxton, 1st Vol, Stumpman, Shed and Coffee Shop Properties.
    - Maintenance at City Hall, PD and Courts
    - Watering schedule
    - Daily cleaning of restrooms
    - Prepped Pigeon Point and Southside for weekend duty
    - Put flag up on Woods Memorial Bridge
    - Sealed Trestle at Battery Saxton
    - Cleaned out flowerbed at Wilson, Pigeon Point, and Calhoun Thomas
    - City Trash Run and Spanish Moss Trail Trash Run
    - Sprayed and cleaned out beds at Southside Park and Playground
    - Maintenance to Pigeon Point Park's beds and shrubs
    - Moved Japanese Maple into shade to stop leaf scorch
    - Watering Schedule
    - Daily Cleaning of restrooms at Pigeon Point and Southside
    - Watering Schedule for non-irrigated beds
    - Maintenance was completed at Pigeon Point, Southside, Whitehall, Pinckney, Christensen, Cuthbert, Lafayette, Annette Bryant, King and East, Tick Tock, Wilson, Calhoun Thomas, Duck Pond, Commerce Park Hwy 21, Battery Saxton, and 1st Vol Park
    - Maintenance was completed at City Hall, PD, and Courts
    - Flowerbed maintenance at Southside Park was completed,
    - Watering Schedule was completed on Monday and Friday (Wednesday rain)

- Daily cleaning of bathrooms at Southside and Pigeon Point
- City trash and SMT runs on Monday and Friday

- Other

  - Responded to Call Outs for tree down on Maritta and North St and restrung flag at bottom corner
  - Watered liberty tree over weekend
  - Worked along side Dominion for oak tree trimming on La Chere St
  - Inspected Pigeon Point Rd, Wilson Dr for Dominion line trimming
  - Call out Saturday night for Story Tree down at North and Bladen
  - Attended Water Festival meeting Saturday and Sunday (Bryan and Adam)
  - T Olivieri called out to spray ants at Pigeon Point Boat Landing for event
  - Call outs Sunday morning to pick up light towers from Waterfront Park
  - Call outs Sunday night for tree limb down caught in powerlines on Simms St (Dominion didn't respond to site)
  - Attended July PTAC meeting
  - Attended Dominion Tree Workshop on Wednesday

Traffic Control / General Support – Facility Maintenance

- **Traffic Control Division**

  - Maintenance:

    - Collect the electrical panels from the waterfront after the Carnival event (tentative) and First Friday
    - Collect the kissing booth from downtown by the People's Clock
    - Deliver the electrical panels back to public works storage area
    - Deliver the Kissing booth back to the 3-door bay at South Side Park
    - Replace broken Yield to pedestrian sign on Bay St & Charles St with a new sign
    - Add new cones on Bay St for the dump truck parking on the right lane
    - Pre-check all electrical panels before the water festival event
    - Replace the capacitors on the outside A/C unit for FireStation head quarters
    - Repair the water fountain on the second floor of the police department near IT
    - Assist with public works director farewell party
    - Disconnect the wiring from the tree that got removed from Plums Deck and tuck wiring for future installation
    - CMU testing for annual pm on the traffic signal
    - Retrieve waterfront swing from the 3-door bay barn at the south side
    - Install swing inside waterfront park for the parents and kids
    - Unlock the Ballard from waterfront to help the crew get their vehicles inside the park
    - Meeting with park sup for the tree project on Boundary St near One Blood
    - Repair knocked-down stop sign by the entrance to White Hall
    - Reset electrical breakers and find the outlet that's tripping at the public works compound
    - Fix the garage door for the traffic department after the storm took power out of the garage
    - Dismantle the parade float so we can install new items for the next parade
    - Remove old mini fridge from Mrs. Jaime's office and dispose of it
    - Reset cameras for downtown operations on Bay St & Scott St and Bay St & Carteret St
    - Water festival breakdown after last walk-through meeting
    - Pick up electrical panels from the waterfront park and by the marina

- Pick up wooden stairs from the pavilion and deliver them back to the south side barn
- Pick up boater's fencing from the waterfront parking lot and return it to the public works compound
- Fix and tamp stop sign at North St & West St
- Remove trees and bushes blocking the stop sign
- Repair and realign street name signs on
- Camera reset on Bay St & Carteret ST, spoke with Jennifer Pointer from downtown ops
- Assist with the prep and clean up for AJ the intern pizza party
- Pick up orange barricade from the waterfront marina and return to Public Works
- Call from Sheriff Traffic to MCAS for Opticom assistance with Thomas from Beaufort County
- Inspect signal on Boundary St & Bladen St
- Inspect signal on MCAS
- Pedestrian button repair on MCAS traffic signal
- Add new School Timing for the new school season
- Assist Norie with tree work behind TCL School on Washington St & New ST
- Install repair beacon on Beaufort Academy
- Tree Triming for vehicle clearance on Barnwell ST
- Meet with citizen for assistance with banner
- Boot Truck at Public Works
- Return items from the water festival parade back to City Hall
- Return parade float back to south side barn
- Assist police department with no power to the RV
- Collect the water meter from the water festival and return it to stormwater
- Wiring the Street lights that were destroyed by the construction company at the marina
- Relocate electrical panel after missing dead man panel
- Assist with pavers at downtown marina
- Assist with fencing repair for water festival event
- Assist with the police department command center
- Install fencing for the boaters parking lot at the downtown marina
- Install new wiring box for the streetlight at the marina garden
- Repair existing electric box at the marina garden for the streetlight connection
- Replace burned-out red-light arrow on Ribaut Rd & Lady's Island D
- Replace burned-out green bulb on Roberts Smalls Pkwy & Burton Hill Rd
- Repair large pavers with epoxy glue for the water festival event
- Install inflatable lights for the water festival event to assist the craft market vendors
- Water festival meetings
- Bucket truck vendor shows new equipment
- Dismantled old parade float to add new and fresh panels
- Fix and trace the electrical problem with the streetlights for the waterfront
- Reset cameras for downtown operations at Bay St & Scott St, and Bay St & Carteret St
- Fix the Bullnose pavers at the waterfront with concrete glue
- Replace older/warn photocell on the streetlights at the waterfront park
- Added additional panel at the waterfront near the Greenery shop to close off the promenade
- Attended Water Festival meeting at waterfront park
- Collect city council names from City Hall to add to the parade float
- Pick up float from southside barn and place it at the shop for decoration. Prep for the Water Festival parade on Saturday

- SC811 Marking: Seabrook RD & Trask Pkwy, Bay St & West St, Port Republic St & Carteret St, Boundary St & Polk St, Polk St & Centerview Dr, Ribaut Rd & Prince St, Heyward St & Prince St, Ribaut Rd & Simms St, Ribaut Rd & Hermitage Rd, Ribaut Rd & Boundary St, TCL & BMH, Paris Ave & Ribaut Rd, Colonial Ave & Pulaski Dr, SC128 & Savannah Hwy, Levee Lane & Robert Smalls Pkwy., Boundary St & New Castle St, Port Republic St & East St, Charles St & Bay St, Charles St & Craven St, Bay St & Marina, Charles ST & Bay st, North St & Heyward St, Boundary St & Pigeon Point Rd.
- Banner Install/Remove: Summer Theatre, First Friday
- **General Support – Facility Maintenance Division**
    - Maintenance:
        - Collect the rails and brackets from the south side barn for the setup at the Woods Memorial for the 4th of July celebration
        - Install brackets and rail system for the installation of the flag on Woods Memorial Bridge for the 4th of July celebration.
        - Meeting with all supervisors in the conference room at 9:00 AM
        - Meeting with vendor for traffic count system at 3:30 PM
        - Inspect north-bound school beacon after no response on the app
        - Inspect the intersection of Ribaut Rd & Bay ST for a Constance call on pedestrian Q8
        - Set electrical panels on the waterfront garden for event on Wednesday / Thursday
        - Meeting with all supervisors in the conference room at 10:00 AM
        - Deliver the name plates back to City Hall for storage
        - Collect delivery for traffic stock from Walker Brothers
        - Install extension cords on Bay St for First Friday event
        - Install the American flag on the Woods Memorial Bridge for the 4th of July celebration
        - Assist with the delivery of the kissing booth at the clock tower on Bay St
        - Assisted Stormwater crew with tree limb removal on Lovejoy Street
        - Met with JCI to do PM's on Fire Station 1
        - Delivered bench swing to waterfront playground with Miguel
        - Opened electrical panel box for Sarah behind Saltus at waterfront
        - Met with JCI to do PM's on Firestation 2
        - Followed up with Freedman Arts District regarding sewer smell
        - Replaced hand dryer motor in men's bathroom at marina
        - Assisted Will with photocell replacement on lights at the waterfront park
        - Removed GRAYBAR sign from waterfront park fence
        - Repaired hinge on waterfront park fence gate
        - Added additional panel at waterfront near Greenery shop with Will to close off promenade
        - Replace water valve covers on Port Republic in front of NeverMore Books
        - Attended Water Festival meeting at waterfront park
        - Rearranged City Hall basement to open up space and allow access to filing cabinets
        - Replaced missing toilet handle locknut at Park Beaufort
        - Installed anchors to secure toilet paper holder to wall in women's bathroom at Marina
        - Replaced cover on toilet paper holder in middle stall at Marina
        - Cleared a fault and reset chiller at PD to get AC cooling again
        - Replaced toilet fill valve at 500 Carteret
        - Replaced missing toilet handle locknut in Park Beaufort bathroom
        - Met JCI at PD to troubleshoot chiller
        - Replaced LED bulbs in Danny's office at City Hall

- Replaced old park reservation sign with new version and installed another one above drinking fountains by the bathrooms
- Replaced toilet handle assembly in Beaufort Digital Corridor bathroom
- Replaced can lights in Beaufort Digital Corridor
- Hooked up trailer and loaded signs for driftwood tree removal on 7/28
- Assisted with driftwood tree removal in front of One Blood
- Delivered driftwood tree to author's house with Will
- Quarterly Luncheon
- Contacted Gerald Neal's Construction for marina bathroom door repairs invoice
- Dropped off old Cultural District signs to 500 Carteret
- Picked up mommy and me swing from 500 Carteret
- Scheduled arsenal door repairs for 8/18 with Gerald Neal's Construction
- Met JCI at Fire Station 1 for AC repairs
- Checked Fire Station 1 to ensure AC was cooling properly
- Checked marina store thermostat to ensure AC was cooling properly
- Met JCI at PD to troubleshoot chiller faults
- Picked up temporary AC unit from Fire Station 1 with Tyler
- Installed mommy and me swing at marina with Tyler and Adam
- Met JCI at the Carnegie building to inspect duct work for AC
- Relocated furniture from PD to City Hall basement with Adam and Bryan
- Replaced doorbell battery at PD

- **Fleet / Equipment:**
  - Repairs:
    - · Repair brake light on utility trailer
    - · Start ordering new equipment for Parks and Stormwater Departments
    - · Pick up supplies at Carquest
    - · Order parts for sweeper 435's Blower Assembly
    - · Spent most of the week disassembling Blower Assembly on sweeper 435
    - · Start all pumps and light towers
    - · Assisted PD with getting service on there emergency vehicles
    - · Drop off vehicle 701 at Butler Dodge to get A/C repaired
    - · Replaced cutting blades on 2 riding mowers
    - · Ordered stand on blower for and Utility trailer for Parks Dept. Also order U-Dump for Stormwater
    - · Continue working on Blower Assembly on Vehicle 435
    - · Order two sensors for Mower Max
    - · Pick up Bobcat Gators that was serviced in Savannah
    - · Repaired two flat tires on Utility trailer
    - · Flat tire repaired on Utility Trailer
    - · Took delivery on Cat 305
    - · Pick up new stand on blower from Randels
    - · Pick up vehicle 704 from Butler Dodge. PM done
    - · Pick up Mower Max from Carolina Truck Repair for truck repairs
    - · Replace tail light on vehicle 26-100
    - · Replace 4 hydraulic hoses on vehicle 519
    - · Pick up parts at Carquest
    - · Cut grass at PW (3) days
    - · Pick up debris at PD with Packer Truck
    - · Service riding mower at Southside Park. Broken wire
    - · Continue working on Sweeper 435. Waiting on new Pulley
    - · Luncheon for AJ on Tuesday
    - · Assist with cutting down Palmetto tree on the corner of Boundary and Charles Street.
    - · Drop off 2 riding mowers at Randels for repairs

-
- · New Tilt Deck and new Utility Trailers order. 4 weeks out
- · Replaced 2 sets of cutting blades on riding mowers
- · Ran all water pumps and lights towers
- · Received 2 sensors for Mower Max
- · Continue working on Sweeper Blower assembly
- · Ordered parts for Bobcat Gator
- · Jump start Trash compactor
- · Cut grass at PW (1 day)
- · Repair 2 Hedge Trimmers
- · Pick up vehicle 704 from Butler Dodge PM done
- · Pick up equipment from Randels
- · Pick up parts from Carquest
- · Took delivery on new U-Dump
- · Meeting with Enterprise about new vehicle
- · Drop off Mower Max at Carolina Truck Repair for service
- · Drop off barricades on Scott Street
- · Cut grass at Pw (1) day
- · Service and replace cutting blades on riding Mower
- · Continue working on Blower Assemble on sweeper
- · Replaced 2 batteries on vehicle 701
- Other
    - Responded to call out Friday Night for tree down on Waddel Rd
    - Responded to call out Sunday Night to remove flag off Woods Memorial Bridge

Operations:

- Repairs:
- Assisted:
    - 3 traffic light malfunctions (2 in Beaufort & 1 in Bluffton) from storm related incidents
    - Inspect Waterfront power with Gulfstream
- Other :

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 08/13/2026
From:	Jennifer Pointer, Events and Tour Coordinator	
Item Name:	Request from the Beaufort Yacht Club to serve alcohol at their annual private Christmas Party at the Circle of Palms in Henry C. Chambers Waterfront Park from 5:00 pm to 8:00 pm on Saturday, December 5, 2026	
Meeting Date:	September 8, 2026	
Department:	Downtown Operations	

Background Information:
Introduction:
Request from the Beaufort Yacht Club to serve alcohol at their annual private Christmas Party at the Circle of Palms in Henry C. Chambers Waterfront Park from 5:00 pm to 8:00 pm on Saturday, December 5, 2026

Background:
The annual Beaufort Yacht Club Christmas Party would like to serve (not sell) liquor to their guests at the Circle of Palms (Waterfront Park) from 5:00 pm to 8:00 pm. The event is private and is expected around 50-75 attendees. This event is the same as in years past.

Legal Authority:
City Code of Ordinances — Part 7 — Licensing and regulation — Chapter 7. - Intoxicating beverages — Sec. 7-7002. - Public drinking.

Staff Recommendation:
Staff recommends approval

Placed on Agenda For:
Action

Attachments:
1. 2026-12-05 BYC Christmas Party_Redacted

CITY OF BEAUFORT
Waterfront Park Rental Reservation Application
Downtown Operations & Community Services Department 500 Carteret St Ste. B2 Beaufort, SC 29902

Phone: 843-379-7519 **Fax:** 843-986-5606

Name of Event: Beaufort Yacht Club Christmas Party	Date(s) of Event: 12/05/2026 Setup start/end time: 5:00pm-5:30pm Actual event start/end time: 5:30pm-7:30pm Take down start/end time: 7:30pm-8:00pm
Organization/Individual Name: Beaufort Yacht Club	Address: [redacted] Telephone: [redacted] Email: [redacted]

- Completed application must be received and approved by the Events Coordinator.
- All reservations require the applicable refundable security deposit be remitted upon approval of application in order to secure the requested date(s).
- Deposits are refundable provided the venue is returned in the same condition it was received.

Please mail completed application to:

City of Beaufort, Attn: Downtown Operations 500 Carteret St. Suite B2 Beaufort, SC 29902, or scan and email to events@cityofbeaufort.org.

All events must abide and are governed by the City's Special Events Policy. To discuss specifics of the policy, contact the Events Coordinator at 843-379-7519 or visit our website at www.cityofbeaufort.org

Is event open to the public? no

Will admission be charged, or donation required? no

Will alcoholic beverages be sold? no Served? yes

Will food be sold? no Served? yes

Will there be any retail sales? no

Number of people expected to attend: no

Areas of the Waterfront Park can be reserved/rented for 4, 6, or 12 hour blocks of time. Please factor time for set up and take down of the event into your chosen block of time. Blocks of time **cannot** be reserved or rented in pro rated increments. **NO exceptions will be made to this policy.**

Security Deposit is due upon approval of application

Fee payment due no less than 30 days prior to event.

Fill out by circling venue area(s) and pricing in blocks of time required for your event. Please indicate need for electrical hookup.

WATERFRONT PARK RENTAL RATES FOR PRIVATE EVENTS			
Park Area	4 HR Block	6 HR Block	12 HR Block
Circle of Palms/ Dining	$ 200.00	$ 400.00	
Craft Market Lawn	$ 200.00	$ 400.00	
Contemplative Garden	$ 200.00	$ 400.00	
Pavilion	$ 350.00	$ 500.00	
Green 1	$ 300.00	$ 500.00	
Green 2	$ 450.00	$ 750.00	
Electric Fee	$ 50.00	$ 75.00	
Entire Park			$2,200.00
Refundable Security Deposit	$ 500.00	$ 800.00	$1,100.00

See this link http://www.cityofbeaufort.org/group-events-business-license.aspx to obtain a group business license application for vendors.

Did you know?

BEAUFORT PRIDE OF PLACE is a community involvement initiative that helps improve and develop quality of life throughout the city. Individuals, organizations, and visitors can get involved by donating money, equipment or time to assist the City with neighborhood improvement projects, youth programs, upgrading infrastructure and beautifying parks.

If you or your organization are interested in learning more about the program, volunteering or making a monetary or in-kind donation, please contact the City Manager's office @ 843-525-7070

Liability Insurance

•The City of Beaufort requires that any organization/group sponsoring any event at a City owned facility/property or right of way provide the City of Beaufort with evidence of insurance as outlined below.

General Liability as follows:

•$500,000.00 minimum requirement per occurrence for General Liability and Auto Liability (depending on the size or type of event, this amount may increase)

•Must provide proof one week before event

Alcohol

•To serve alcohol or liquor at your event, you must obtain City Council approval.

•If alcohol is served at your event, specific approval must be obtained by the City Manager and liquor liability insurance coverage is required with a minimum of $1,000,000 per occurrence in coverage. The City of Beaufort must be listed as insured on the policy. If you have questions about the required liquor liability insurance coverage and listing the City as an additional insured, please contact the City Manager's office at (843)-525-7070.

City of Beaufort does not provide nor obtain insurance coverage for any special events. It is the responsibility of the event organizer to obtain and pay for proper insurance coverage.

08/12/2026

_____ _____

Lessee/Applicant Signature Date

----------**This section for City use**----------

_____ _____

Downtown Operations Date Application Received

Deposit Paid: _____ Fees Paid: _____ Deposit to be Refunded: _____

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 08/26/2026
From:	Jennifer Pointer, Events and Tour Coordinator	
Item Name:	Request from Open Land Trust for street closure with police presence, waiver of drinking in public and waiver of noise ordinance to host Brunch on the Bluff on Saturday, April 24, 2027, from 11:00 am to 2:00 pm at 1806 Bay Street	
Meeting Date:	September 8, 2026	
Department:	Downtown Operations	

Background Information:
Introduction:
Request from Open Land Trust for street closure with police presence, waiver of drinking in public and waiver of noise ordinance to host Brunch on the Bluff on Saturday, April 24, 2027, from 11:00 am to 2:00 pm at 1806 Bay Street

Background:
Request:

1. Street closure and/or detour on Bay Street from Glebe to Hamar streets between the hours of 10:30 am - 2:30 pm
2. Police presence from 10:30 am - 2:30 pm to serve as pedestrian safety direction and security
3. Waiver of noise ordinance between the hours of 11:00 am - 2:00 pm.
4. Waiver of drinking in public between 11:00 am - 2:00 pm
5. Waiver of drinking in a public park from 11:00 am - 2:00 pm

Event is same as in previous years

Legal Authority:
Code of Ordinance — Sec. 7-7002. — Public drinking.
Code of Ordinance — Sec. 7-14003 — Traffic control and street closures.
Code of Ordinance — Sec. 9-1008. — Loud and unseemly noise.

Staff Recommendation:
Staff recommends approval

Placed on Agenda For:

Attachments:
1. 2027-04-24 OLT Brunch on the Bluff
2. 2027-04-24 OLT Brunch on the Bluff layout

AUGUST 15, 2026

Dear City of Beaufort Officials,

On April 27th, 1971, the Open Land Trust was formed and in 1973 the Bay Street Bluff was officially purchased. The purchase of this property was the first for the Open Land Trust and led to other purchases under the herald “protecting the Bay Street Bluff”, which to date is one of the most iconic views in Beaufort. The Open Land Trust is excited to celebrate our birthday once again in this very spot at “Brunch on the Bluff”.

The event is planned for **Saturday, April 24, 2027, from 11:00 am - 2:00 pm at 1806 Bay Street**. Tickets will go on sale February 20, 2027with a limit of 350 tickets for the 3-hour event. Catering and professional bartending services will be provided by Cru Catering of Charleston. An ABL 900 application will be filed, as we plan to serve alcohol. I, Ashley Rhodes, will serve as the main point of contact for all vendor and city correspondence.

We would like to request the following:

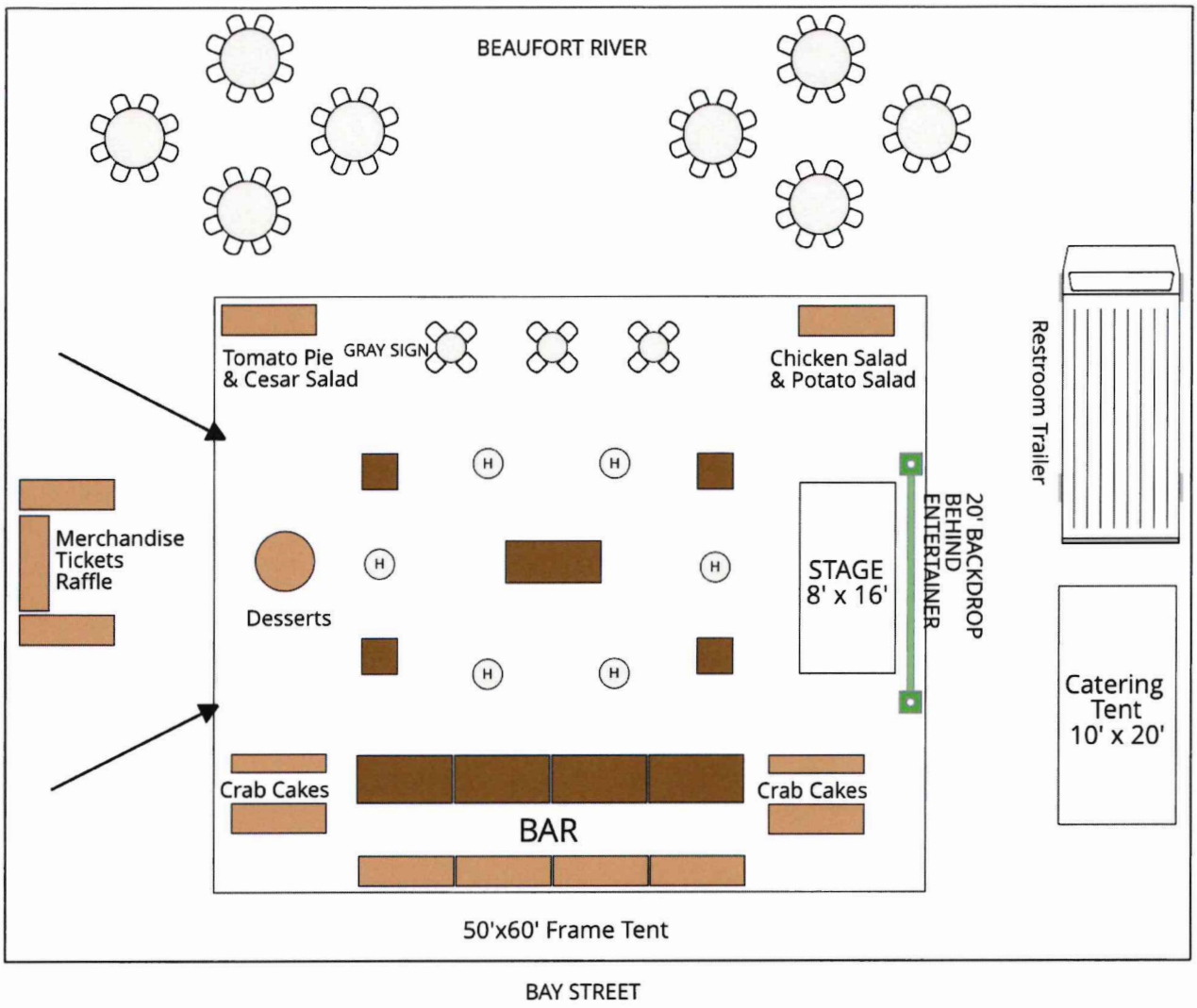
- Street closure and/or detour on Bay Street from Glebe to Hamar streets between the hours of 10:30 am - 2:30 pm
- Police presence from 10:30 am - 2:30 pm to serve as pedestrian safety direction and security.
- Waiver of noise ordinance between the hours of 11:00 am - 2:00 pm.

A detailed event schematic is attached to this letter submission. Please feel free to contact me directly with any questions and/or concerns. Thank you for your time and attention to such a special event in the history of Beaufort and the Open Land Trust.

Sincerely,

Ashley Rhodes
On behalf of the Open Land Trust

OPEN LAND TRUST, 905 CHARLES STREET, BEAUFORT, SOUTH CAROLINA 29902 | OPENLANDTRUST.ORG


BEAUFORT RIVER
Tomato Pie
& Cesar Salad
GRAY SIGN
Chicken Salad
& Potato Salad
Restroom Trailer
Merchandise
Tickets
Raffle
Desserts
STAGE
8' x 16'
20' BACKDROP
BEHIND
ENTERTAINER
Catering
Tent
10' x 20'
Crab Cakes
BAR
Crab Cakes
50'x60' Frame Tent
BAY STREET

City Council Regular Meeting
Meeting Minutes – City Hall Council Chambers, 2nd Floor

August 18, 2026

I. CALL TO ORDER 6:02 PM

Philip Cromer, Mayor

Members of Council in attendance – Philip Cromer, Neil Lipsitz, Michael McFee, Mitch Mitchell Josh Scallate.

II. INVOCATION AND PLEDGE OF ALLEGIANCE

Michael McFee, Mayor Pro Tem

III. MEETING AGENDA APPROVAL

Motion to approve the Meeting Agenda was made by Councilman Lipsitz and seconded by Councilman Mitchell.

Councilman Lipsitz made a motion to amend by removing New Business Item C, request from Free Boxing Foundation from the agenda. The motion was seconded by Councilman Scallate.

All were in favor of the amended motion.

All were in favor of the main motion.

IV. PRESENTATIONS

A. Presentation of the 2026 South Carolina Municipal Elected Officials Institute of Governments Honor Roll Plaque.

Desiree Fragoso presented a plaque to Council for making the 2026 MASC Honor Roll.

B. Mayoral Proclamation honoring the public service of Grace Cordial.

Mayor Cromer presented the proclamation to Grace Cordial for her service while employed with the Beaufort County Library.

V. PROCLAMATIONS/COMMENDATIONS/RECOGNITIONS

A. Recognition of Grady Woods for his service on the Historic District Review Board.

Motion to approve was made by Mayor Pro Tem, McFee and seconded by Councilman Scallate.

All were in favor, motion carried.

B. Proclamation honoring Chaplain Major General William "Bill" Green Jr.

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Motion to approve was made by Mayor Pro Tem, McFee and seconded by Councilman Lipsitz.

All were in favor, motion carried.

C. Proclamation proclaiming August 17 – 21, 2026, as USCB Sand Shark Welcome Week.

Motion to approve was made by Councilman Mitchell and seconded by Councilman Lipsitz.

All were in favor, motion carried.

VI. PUBLIC COMMENT

Thomas Keaveny spoke against the rezoning of 1556 Salem Road.
Terry Grainger spoke against the rezoning of 1556 Salem Road.
Donna Bradley spoke against the rezoning of 1556 Salem Road.
Paul Trask spoke against the rezoning of 1556 Salem Road.
Wayne Reynolds spoke about the enforcement of speed limits and loud and unseemly noise.
Edward Dukes spoke about the enforcement of speed limits and loud and unseemly noise.
Robert Krummerich spoke against the rezoning of 1556 Salem Road.
Bennett McNeal spoke about the enforcement of speed limits and loud and unseemly noise.
Lolita Watson spoke about speed limits and loud noise enforcement, and the removal of trees.
Randy Martin spoke in favor of the rezoning of 1556 Salem Road.
Marcus Martin spoke in favor of the rezoning of 1556 Salem Road.
Sam Martin spoke in favor of the rezoning of 1556 Salem Road.

VII. CONSENT AGENDA

Motion to approve the Consent Agenda was made by Councilman Lipsitz and seconded by Councilman Mitchell.

Councilman Scallate made a motion to amend the Consent Agenda by pulling off Item D for discussion. The motion was seconded by Mayor Pro Tem, McFee.

All were in favor of the amended motion.

All were in favor of the main motion.

Items approved are listed below:

A. Capital Projects Monthly Report.

B. Community Development Monthly Report.

C. Downtown Operations Monthly Report.

E. Fire Department Monthly Report.

F. Human Resources Monthly Report.

G. IT Monthly Report.

H. Municipal Court Monthly Report.

I. Police Department Monthly Report.

J. Public Works Monthly Report.

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K. Request from The Exchange Club of Beaufort for co-sponsorship to host the 2026 Patriot Day and Award Ceremony at Waterfront Park on September 11, 2026, from 7:00 pm to 9:00 pm and Woods Memorial Bridge Closure.

L. Request from the Historic Beaufort Foundation to host the 2026 Fall Festival of Houses & Gardens October 16 - 18, 2026, requesting waiver of walking tour for hire business license, temporary signage, and use of golf carts in the historic district to provide transportation to and from designated parking areas.

M. Request from the Technical College of the Lowcountry (TCL) PTA Club to host Jingle All the Way 5K on the Spanish Moss Trail on December 12, 2026, from 9:00 am to 10:30 am.

N. Request from Bikers Against Bullies USA to host their Annual Beaufort Motorcycle Run at 1:00 pm Sunday, December 13, 2026.

O. Request from HELP of Beaufort to host the Firecracker 5K with street/bridge closures from 7:00 am to 9:00 am on July 4, 2027.

P. Request from Building Brighter Futures (501c3) (JP Signature Group) for co-sponsorship of Henry C. Chambers Waterfront Park to host the 5th Annual Halloween Movie Night on Saturday, October 17, 2026, from 3:00 pm to 9:00 pm.

D. Finance Department Monthly Report.

Alan Eisenman, Finance Director, addressed the questions which were received via email prior to the meeting. A copy of the updated June Financial Report will be attached to the minutes.

Motion to approve Item D was made by Councilman Lipsitz and seconded by Councilman Scallate.

All were in favor, motion carried.

VIII. MINUTES

A. Worksession and Regular Meeting – July 7, 2026.

Motion to approve was made by Councilman Lipsitz and seconded by Councilman Scallate.

Minutes approved as presented.

IX. OLD BUSINESS

A. An ordinance to amend the City of Beaufort Zoning Map to rezone real property located at 1556 Salem Road, Beaufort County Tax Map R120 029 000 103E 0000 from T4-Neighborhood (T4-N) to Regional Mixed-Use (RMX) -Second Reading.

Motion to approve was made by Councilman Lipsitz and seconded by Mayor Pro Tem, McFee.

Curt Freese, Community Development Director, provided an overview of this request after the discussion in the last meeting on July 7, 2026.

Members of Council expressed their concerns. Councilman Scallate inquired if using T4-NA was ever considered as an option. Mayor Pro Tem, McFee inquired if deed restrictions traveled with the property.

The applicant, Randy Martin, addressed Council and answered questions regarding his request.

Councilman Lipsitz voted in favor.

Mayor Cromer, Mayor Pro Tem McFee, Councilman Mitchell and Councilman Scallate voted against.

The motion failed by a vote of 1 - 4.

X. NEW BUSINESS

A. Request from Bathe for a temporary closure of Scott Street between Port Republic Street and Bay Street on Friday, September 4, 2026, from 4:00 pm to 9:00 pm, to accommodate Bathe's 8th Anniversary celebration.

Motion to approve was made by Mayor Pro Tem, McFee and seconded by Councilman Lipsitz.

All were in favor, motion carried.

B. Request from Amedisys Hospice of Beaufort for co-sponsorship to host a Butterfly Release Memorial Service on Saturday, September 19, 2026, from 1:00 pm to 5:00 pm at Henry C. Chambers Waterfront Park.

Motion to approve was made by Mayor Pro Tem, McFee and seconded by Councilman Mitchell.

All were in favor, motion carried.

C. Request from the Clara Lionel Foundation for co-sponsorship of Henry C. Chambers Waterfront Park and drinking in public on Monday, October 5, 2026, from 3:00 pm to 9:00 pm to host their invitation-only Scale Up Summit Reception.

Motion to approve was made by Councilman Mitchell and seconded by Councilman Scallate.

All were in favor, motion carried.

D. Request for the Roberts Poccia Wedding to hold a walking procession from St. Helena Church to Beaufort Inn on Saturday, September 19, 2026, from 4:45 pm to 5:00 pm consisting of 120 guests.

All were in favor.

E. Request for co-sponsorship of Waterfront Park for Tidal Creek's Downtown Night of Praise and Worship on Friday, October 16, 2026, from 3:00 pm to 10:00 pm, use of electricity and waiver of parking fees.

Motion to approve was made by Councilman Lipsitz and seconded by Councilman Scallate.

They will be allowed 10 parking spaces instead of the requested 15.

All were in favor, motion carried.

F. Request from Downtown Operations to close Bay Street from Carteret Street and Charles Street on Saturday, October 17, 2026, from 11:30 am to 1:30 pm for the City's Halloween Celebration Trick or Treating.

Motion to approve was made by Councilman Mitchell and seconded by Councilman Lipsitz.

All were in favor, motion carried.

G. Request from Main Street Beaufort for street closures for Bay Street from Charles Street to Carteret Street, West and Scott Streets from Bay Street to Port Republic Street, and drinking in public for First Friday on November 6, 2026, from 3:30 pm - 9:00 pm.

Motion to approve was made by Mayor Pro Tem, McFee and seconded by Councilman Lipsitz.

All were in favor, motion carried.

H. Request from Building Brighter Futures, a 501C3, (JP Signature Events) for co-sponsorship of Henry C. Chambers Waterfront Park, waiver of noise ordinance, drinking in public, sale of alcohol, waiver of police, fire, and EMS fees, waiver of parking fees, and use of electricity for the 4th Annual Music Festival of the Lowcountry on Saturday, June 5, 2027, from 1:00 pm to 12:00 am.

Motion to approve was made by Mayor Pro Tem, McFee and seconded by Councilman Lipsitz.

Mayor Pro Tem, McFee made a motion to postpone the vote and Councilman Lipsitz seconded.

Staff will gather the costs associated with co-sponsorship which includes the waiver of police, fire and EMS costs.

All were in favor, motion carried.

I. Authorization to allow the City Manager to enter into a Contractual Agreement for Arsenal Windows Restoration.

Motion to approve was made by Councilman Mitchell and seconded by Councilman Lipsitz.

Alan Eisenman, Finance Director, provided an overview of the contract that was awarded to Shenandoah Restorations, Inc for $152,307.00.

All were in favor, motion carried.

J. Authorization to allow the City Manager to enter into a Contractual Agreement for Carnegie Library Interior and Arsenal Walls Restoration.

Motion to approve was made by Mayor Pro Tem, McFee and seconded by Councilman Lipsitz.

Alan Eisenman, Finance Director, provided an overview of the contract that was awarded to Mashburn Construction Company for $266,581.00.

All were in favor, motion carried.

K. Ordinance amending Section 1-7002 of the Code of Ordinances relating to the appointment of the Municipal Judge - First Reading.

Motion to approve was made by Councilman Scallate and seconded by Councilman Lipsitz.

Scott Marshall, City Manager, provided an overview of the proposed change to the ordinance.

All were in favor, motion carried.

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L. Resolution acknowledging transportation needs identified in Beaufort County Ordinance No. 2026/30.

Motion to approve was made by Councilman Lipsitz and seconded by Councilman Mitchell.

Scott Marshall, City Manager, provided an overview of the resolution which outlined a list of the proposed 2026 Transportation Sales Tax Projects List for Beaufort County.

Mayor Pro Tem, McFee made a motion to postpone the vote and was seconded by Councilman Scallate.

Staff will obtain a signed copy of the Beaufort County Ordinance.

All were in favor, motion carried.

XI. REPORTS

City Manager's Report

Stated we continue to make good progress on several of our major capital projects. Most visibly, we reached another important milestone last week on the Charles/Craven drainage project with paving completed at the Charles and Craven intersection and along portions of both streets. There is still work ahead, but after months of significant disruption downtown, it is good to see pavement going down and these areas beginning to look like streets again.

The King Street drainage project is also nearing the finish line. The contractor is working through the remaining punch-list items, and we continue to anticipate final completion around August 24, 2026.

As King Street wraps up, we are preparing to move into construction on the Duke Street streetscape project. Permitting is complete, and staff is meeting with the contractor to finalize the construction schedule. J.H. Hiers, which is completing the King Street project, will also be our contractor on Duke Street. We will make sure the residents and property owners most directly affected by that work receive plenty of communication as we get underway.

The City also continues moving forward with the long-term restoration of the Waterfront Park Relieving Platform. The deadline for responses to our Request for Qualifications for design services was last week and is pleased to report that we received multiple submissions. Staff will now move into the evaluation and selection process as we take another important step toward restoring the promenade that has been closed since last summer.

Reported the Day Dock has now been back in service for about a month. Restoring that access in time for Water Festival was an important commitment for us, and he again wanted to thank O'Quinn Marine and our staff for getting that work completed.

Stated Council will receive a much more thorough update on capital projects at our Capital Projects Workshop and Worksession Tuesday, August 25, 2026, at 5:00 pm. This will give us an opportunity to take a deeper look at where each project stands, upcoming milestones, schedules, and any issues we need to be aware of as we move forward.

We have also had a busy few weeks outside of construction. Our Downtown Advisory Board has begun its work, the Historic District Task Force continues looking at opportunities to preserve important properties, and the Planning Commission continues its work on the City's Comprehensive Plan. Those efforts may not always be as visible as construction equipment and fresh asphalt, but they are important pieces of planning for Beaufort's future.

Finally, he thanked City Staff. Mentioned there is a tremendous amount of work underway across the organization right now—from major capital projects and planning initiatives to the everyday services our residents expect. He appreciates the work they continue to do and the progress being made.

Mayor's Report

Reported on meetings and events he had attended which included the Naval Hospital Change of Command.

Councilman Mitchell

Thanked O'Quinn Marine for getting the Day Dock back open.

Stated the concept for the 1st SC Volunteers Park continues to move forward.

Mayor Pro Tem, McFee

Reported he gave opening remarks at the Beaufort Water Festival Opening Ceremony.

Reported on meetings and events he has attended which included the latest Lowcountry Area Transportation Study (LATS) meeting.

Councilman Scallate

Spoke about activities he and his family participated in over the summer break.

Is thankful for Beaufort County's support regarding the Henry C. Chambers Waterfront Park and contributing to its restoration.

Thanked all who attended the meeting.

Councilman Lipsitz

Thanked Downtown Operations Staff on a wonderful First Friday event.

XII. EXECUTIVE SESSION

A. Pursuant to Title 30, Chapter 4, Section 70 (a) (1) of the SC Code of Laws -Discussion regarding personnel appointed by City Council – Municipal Judge.

Councilman Lipsitz made a motion to go into Executive Session and seconded by Mayor Pro Tem, McFee.

All were in favor, motion carried.

Councilman Lipsitz made a motion to come out of Executive Session and seconded by Mayor Pro Tem, McFee.

All were in favor, motion carried.

XIII. ADJOURN 9:49 PM

Motion to adjourn was made by Councilman Lipsitz and seconded by Mayor Pro Tem, McFee.

All were in favor, motion carried.

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Disclaimer: This document captures all actions taken by Council and may summarize discussions. All City Council Worksessions and Regular Meetings are recorded. Live stream can be found on the City's website at www.cityofbeaufort.org (Agenda section). Any questions, please contact the City Clerk, Traci Guldner at 843-525-7024 or by email at tguldner@cityofbeaufort.org.

In accordance with South Carolina Code of Laws, 1976, Section 30-4-80 (a)(d)(e), as amended, notification of regular meetings was given at the beginning of the calendar year. A copy of the agenda was posted on the City's bulletin board and website www.cityofbeaufort.org twenty-four hours prior to the meeting. A copy of the agenda was given to the local news media and requested public on file.

DRAFT

Revised August 19, 2026

Scott Marshall
CITY MANAGER
843-525-7070
FAX 843-525-7013

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

COUNCIL MEMBERS:
Philip E. Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

Dear Mayor, Members of City Council and City of Beaufort Stakeholders:

The City of Beaufort June 2026 preliminary and unaudited financial statement is included in your agenda packet. This financial statement includes the City's Balance Sheet and Statement of Revenues, Expenditures, and Changes in Fund Balance (aka Income Statement). It also includes Budgetary Comparison Schedules for the City's fiscal year 2026 budgeted funds which include General Fund, TIF II Fund, Capital Projects Fund, Parks and Tourism Fund, American Rescue Plan Act (ARPA) Fund, Stormwater Fund, State Accommodations Tax Fund, and Fire Impact Fees Fund.

With June being the 12th month of the fiscal year 2026, recurring revenues and expenditures should be 100% of the budget. General Fund revenues are 98.6% of the budget while expenditures are 99.1% of the budget.

I'll be happy to answer any questions that you may have as you review the City's June 2026 financial statements.

Thanks,

Alan R. Eisen

Alan Eisenman CPA CGFO
Finance Director

CITY OF BEAUFORT, SOUTH CAROLINA
BALANCE SHEET
GOVERNMENTAL FUNDS
JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	General Fund	TIF II Fund	Capital Projects Fund	Parks and Tourism Fund	American Rescue Plan Act Fund	Stormwater Fund	Other Governmental Funds	Total Governmental Funds
ASSETS								
Cash and cash equivalents	$ 19,036,174	$ 176,920	$ 3,779,866	$ 3,647,617	$ 1,403,693	$ 439,565	$ 2,236,333	$ 30,720,168
Taxes receivable, net	331,860	-	-	-	-	57,205	-	389,065
Other receivables	1,067,440	-	749,308	151,043	-	3,423	626,584	2,597,798
Inventories and other assets	46,361	-	-	-	-	-	-	46,361
Restricted cash and cash equivalents	-	3,467,309	-	1,668,343	-	787,186	26,945	5,949,783
Total assets	20,481,835	3,644,229	4,529,174	5,467,003	1,403,693	1,287,379	2,889,862	39,703,175
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES								
Liabilities:								
Accounts payable	984,946	-	1,295,078	127,146	3,270	28,774	84,345	2,523,559
Due to other governments	57,339	-	-	-	-	-	-	57,339
Unearned revenue	1,846,090	-	-	-	661,900	-	-	2,507,990
Accrued liabilities	555,524	-	-	133,173	4,454	16,909	3,142	713,202
Deposits and escrow	503,246	-	-	17,000	-	-	23,617	543,863
Total liabilities	3,947,145	-	1,295,078	277,319	669,624	45,683	111,104	6,345,953
Deferred Inflows of Resources:								
Unavailable revenue - property taxes	111,575	-	-	-	-	40,614	-	152,189
Unavailable revenue - grants	-	-	514,605	-	-	-	-	514,605
Total deferred inflows of resources	111,575	-	514,605	-	-	40,614	-	666,794
Fund balances:								
Nonspendable:								
Inventories	32,120	-	-	-	-	-	-	32,120
Cemetery	-	-	-	-	-	-	7,246	7,246
Restricted	1,669,236	3,644,229	2,719,491	3,521,341	734,069	413,896	2,730,409	15,432,671
Committed for:								
Land Acquisition	1,376,516	-	-	-	-	-	-	1,376,516
Vehicle and equipment replacement	2,184,527	-	-	-	-	-	-	2,184,527
Redevelopment	1,892,987	-	-	-	-	-	-	1,892,987
Capital Projects	1,567,317	-	-	1,668,343	-	787,186	-	4,022,846
Law enforcement	-	-	-	-	-	-	41,103	41,103
Assigned for:								
Subsequent year's budget	221,942	-	-	-	-	-	-	221,942
Unassigned	7,478,470	-	-	-		-	-	7,478,470
Total fund balances	16,423,115	3,644,229	2,719,491	5,189,684	734,069	1,201,082	2,778,758	32,690,428
Total liabilities, deferred inflows of resources and fund balances	$ 20,481,835	$ 3,644,229	$ 4,529,174	$ 5,467,003	$ 1,403,693	$ 1,287,379	$ 2,889,862	$ 39,703,175

CITY OF BEAUFORT, SOUTH CAROLINA
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	General Fund	TIF II Fund	Capital Projects Fund	Parks and Tourism Fund	American Rescue Plan Act Fund	Stormwater Fund	Other Governmental Funds	Total Governmental Funds
REVENUES								
Property taxes	$ 11,232,830	$ -	$ -	$ -	$ -	$ -	$ -	$ 11,232,830
Other taxes	-	-	-	4,665,681	-	-	1,516,344	6,182,025
Franchise fees	2,667,628	-	-	-	-	-	-	2,667,628
Fines and forfeitures	53,282	-	-	-	-	-	-	53,282
Licenses and permits	6,715,525	-	-	-	-	-	43,673	6,759,198
Intergovernmental	3,965,490	-	5,727,134	20,000	1,280,233	-	-	10,992,857
Charges for services	2,247,146	-	-	481,479	-	1,348,739	-	4,077,364
Investment earnings	741,854	147,275	71,289	243,220	78,305	22,472	38,690	1,343,105
Miscellaneous	324,735	-	-	126,052	-	-	5,551	456,338
Total revenues	27,948,490	147,275	5,798,423	5,536,432	1,358,538	1,371,211	1,604,258	43,764,627
EXPENDITURES								
Current:								
General government	5,559,880	-	-	-	247,921	-	972,862	6,780,663
Law enforcement	7,484,383	-	-	1,627,369	-	-	496	9,112,248
Fire and emergency	9,095,792	-	-	-	-	-	-	9,095,792
Public works	2,640,855	-	-	-	-	761,072	-	3,401,927
Culture and recreation	-	-	-	1,911,452	-	-	-	1,911,452
Streets	1,228,018	-	-	-	-	-	-	1,228,018
Community development	1,326,465	-	-	1,098,399	-	-	-	2,424,864
Debt Service:								
Principal	1,604,230	-	-	646,212	-	355,000	-	2,605,442
Interest and other charges	271,668	-	-	328,284	-	190,275	-	790,227
Capital Outlay	-	360,143	7,958,195	151,715	-	-	-	8,470,053
Total expenditures	29,211,291	360,143	7,958,195	5,763,431	247,921	1,306,347	973,358	45,820,686
Excess (deficiency) of revenues over (under) expenditures	(1,262,801)	(212,868)	(2,159,772)	(226,999)	1,110,617	64,864	630,900	(2,056,059)
OTHER FINANCING SOURCES (USES)								
Issuance of financed purchases	684,000	-	-	-	-	-	-	684,000
Transfers in	-	-	2,977,332	106,288	87,829	-	-	3,171,449
Transfers out	-	(100,000)	-	(1,914,874)	(1,143,659)	(12,916)	-	(3,171,449)
Total other financing sources (uses)	684,000	(100,000)	2,977,332	(1,808,586)	(1,055,830)	(12,916)	-	684,000
Net change in fund balances	(578,801)	(312,868)	817,560	(2,035,585)	54,787	51,948	630,900	(1,372,059)
Fund balances - beginning	17,001,916	3,957,097	1,901,931	7,225,269	679,282	1,149,134	2,147,858	34,062,487
Fund balances - ending	$ 16,423,115	$ 3,644,229	$ 2,719,491	$ 5,189,684	$ 734,069	$1,201,082	$ 2,778,758	$ 32,690,428

CITY OF BEAUFORT, SOUTH CAROLINA
COMBINING BALANCE SHEET
OTHER GOVERNMENTAL FUNDS
JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Special Revenue Funds			Permanent Fund	
	State Accommodations Tax Fund	Fire Impact Fees Fund	Drug Control and Prevention Fund	Cemetery Fund	Total-Other Governmental Funds
ASSETS					
Cash and cash equivalents	$ 1,557,581	$ 630,403	$ 41,103	7,246	$ 2,236,333
Other receivables	626,584	-	-	-	626,584
Restricted cash and cash equivalents	-	-	26,945	-	26,945
Total assets	2,184,165	630,403	68,048	7,246	2,889,862
LIABILITIES AND FUND BALANCES					
Liabilities:					
Accounts payable	84,345	-	-	-	84,345
Other accrued expenses	3,142	-	-	-	3,142
Deposits and escrow	-	-	23,617	-	23,617
Total liabilities	87,487	-	23,617	-	111,104
Fund balances:					
Nonspendable:					
Cemetery	-	-	-	7,246	7,246
Restricted	2,096,678	630,403	3,328	-	2,730,409
Committed for:					
Law enforcement	-	-	41,103	-	41,103
Total fund balances	2,096,678	630,403	44,431	7,246	2,778,758
Total liabilities and fund balances	$ 2,184,165	$ 630,403	$ 68,048	$ 7,246	$ 2,889,862

CITY OF BEAUFORT, SOUTH CAROLINA
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
OTHER GOVERNMENTAL FUNDS
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Special Revenue Funds			Permanent Fund	
	State Accommodations Tax Fund	Fire Impact Fees Fund	Drug Control and Prevention Fund	Cemetery Fund	Total-Other Governmental Funds
REVENUES					
Other taxes	$ 1,516,344	$ -	$ -	$ -	$ 1,516,344
Licenses and permits	-	43,673	-	-	43,673
Investment earnings	37,831	-	859	-	38,690
Miscellaneous	-	-	5,551	-	5,551
Total revenues	1,554,175	43,673	6,410	-	1,604,258
EXPENDITURES					
Current:					
General government	972,862	-	-	-	972,862
Law enforcement	-	-	496	-	496
Total expenditures	972,862	-	496	-	973,358
Excess of revenues over expenditures	581,313	43,673	5,914	-	630,900
OTHER FINANCING SOURCES (USES)					
Transfers out	-	-	-	-	-
Total other financing sources (uses)	-	-	-	-	-
Net change in fund balances	581,313	43,673	5,914	-	630,900
Fund balances - beginning	1,515,365	586,730	38,517	7,246	2,147,858
Fund balances - ending	$ 2,096,678	$ 630,403	$ 44,431	$ 7,246	$ 2,778,758

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Property taxes	$ 9,969,172	$ 9,969,172	$ 11,232,830	$ 1,263,658	112.7%
Franchise fees	2,384,440	2,384,440	2,667,628	283,188	111.9%
Fines and forfeitures	59,000	59,000	53,282	(5,718)	90.3%
Licenses and permits	7,817,000	7,817,000	6,715,525	(1,101,475)	85.9%
Intergovernmental	3,869,680	5,369,680	3,965,490	(1,404,190)	73.8%
Charges for services	2,088,745	2,088,745	2,247,146	158,401	107.6%
Investment earnings	600,000	600,000	741,854	141,854	123.6%
Miscellaneous	60,000	60,000	324,735	264,735	541.2%
Total revenues	26,848,037	28,348,037	27,948,490	(399,547)	98.6%
Expenditures:					
Current:					
General government					
City council	318,249	318,249	701,364	(383,115)	220.4%
City manager	1,006,844	1,011,226	904,488	106,738	89.4%
Finance	1,103,554	1,113,659	1,100,503	13,156	98.8%
Human resources	514,604	519,993	451,873	68,120	86.9%
Information technology	939,137	948,348	927,960	20,388	97.9%
Court and legal	690,911	721,110	574,892	146,218	79.7%
Non-departmental	815,171	815,171	898,800	(83,629)	110.3%
	5,388,470	5,447,756	5,559,880	(112,124)	102.1%
Law enforcement					
Police	6,272,804	6,498,728	6,635,442	(136,714)	102.1%
School resource officers	734,983	734,983	698,082	36,901	95.0%
Crossing guards	24,945	24,945	30,303	(5,358)	121.5%
Victims rights	123,030	123,030	120,556	2,474	98.0%
	7,155,762	7,381,686	7,484,383	(102,697)	101.4%
Fire and emergency					
City of Beaufort fire	8,696,627	9,135,095	9,095,792	39,303	99.6%
	8,696,627	9,135,095	9,095,792	39,303	99.6%
Public works					
Administration	545,431	578,223	512,217	66,006	88.6%
Maintenance	718,115	718,115	655,699	62,416	91.3%
Solid waste	1,476,050	1,476,050	1,472,938	3,112	99.8%
	2,739,596	2,772,388	2,640,854	131,534	95.3%

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Streets	1,216,546	1,503,256	1,228,018	275,238	81.7%
	1,216,546	1,503,256	1,228,018	275,238	81.7%
Community development	1,356,171	1,384,072	1,326,465	57,607	95.8%
	1,356,171	1,384,072	1,326,465	57,607	95.8%
Total current	26,553,172	27,624,253	27,335,392	288,861	99.0%
Debt service:					
Principal	1,604,230	1,604,230	1,604,230	-	100.0%
Interest	243,568	243,568	271,668	(28,100)	111.5%
Total debt service	1,847,798	1,847,798	1,875,898	(28,100)	101.5%
Total expenditures	28,400,970	29,472,051	29,211,290	260,761	99.1%
Excess (deficiency) of revenues over (under) expenditures	(1,552,933)	(1,124,014)	(1,262,800)	(138,786)	
Other financing sources (uses):					
Issuance of capital lease	833,472	833,472	684,000	(149,472)	82.1%
Transfers in	69,584	69,584	-	(69,584)	0.0%
Transfers out	(375,000)	(375,000)	-	(375,000)	0.0%
Total financing sources (uses)	528,056	528,056	684,000	(594,056)	129.5%
Net change in fund balance	(1,024,877)	(595,958)	(578,800)	17,158	
Fund balance, beginning of year	17,001,916	17,001,916	17,001,916	-	
Fund balance, end of year	$ 15,977,039	$ 16,405,958	$ 16,423,116	$ 17,158	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
TAX INCREMENT FINANCING DISTRICT II – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Investment earnings	$ 120,000	$ 120,000	$ 147,275	$ 27,275	122.7%
Total revenues	120,000	120,000	147,275	27,275	122.7%
Expenditures:					
Current:					
Capital Outlay	740,000	795,361	360,143	435,218	45.3%
Total expenditures	740,000	795,361	360,143	435,218	45.3%
Excess of revenues over expenditures	(620,000)	(675,361)	(212,868)	(407,943)	
Other financing (uses):					
Transfers out	(1,100,000)	(1,200,000)	(100,000)	(1,100,000)	8.3%
Total other financing uses	(1,100,000)	(1,200,000)	(100,000)	(1,100,000)	8.3%
Net change in fund balance	(1,720,000)	(1,875,361)	(312,868)	(1,562,493)	
Fund balance, beginning of year	3,957,097	3,957,097	3,957,097	-	
Fund balance, end of year	$ 2,237,097	$ 2,081,736	$ 3,644,229	$ (1,562,493)	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
CAPITAL PROJECTS FUND – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Intergovernmental	$ 21,593,759	$ 21,755,759	$ 5,727,134	$ (16,028,625)	26.3%
Investment earnings	-	-	71,289	71,289	100.0%
Total revenues	21,593,759	21,755,759	5,798,423	(15,957,336)	26.7%
Expenditures:					
Current:					
Capital Outlay	28,449,471	28,865,471	7,958,195	20,907,276	27.6%
Total expenditures	28,449,471	28,865,471	7,958,195	20,907,276	27.6%
Excess of revenues over expenditures	(6,855,712)	(7,109,712)	(2,159,772)	4,949,940	
Other financing sources:					
Transfers in	6,155,712	6,409,712	2,977,332	(3,432,380)	46.5%
Total other financing sources	6,155,712	6,409,712	2,977,332	(3,432,380)	46.5%
Net change in fund balance	(700,000)	(700,000)	817,560	(1,517,560)	
Fund balance, beginning of year	1,901,931	1,901,931	1,901,931	-	
Fund balance, end of year	$ 1,201,931	$ 1,201,931	$ 2,719,491	$ (1,517,560)	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
PARKS AND TOURISM – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Other taxes	$ 4,445,000	$ 4,445,000	$ 4,665,681	$ 220,681	105.0%
Charges for services	717,500	717,500	481,479	(236,021)	67.1%
Investment earnings	350,000	350,000	243,220	(106,780)	69.5%
Total revenues	5,512,500	5,512,500	5,536,432	23,932	100.4%
Expenditures:					
Current:					
Law enforcement	1,731,909	1,801,083	1,627,369	173,714	90.4%
Culture and recreation	2,333,175	2,411,489	1,911,452	500,037	79.3%
Community development	1,108,256	1,126,273	1,098,399	27,874	97.5%
Debt Service:					
Principal	646,212	646,212	646,212	-	100.0%
Interest and other charges	323,284	323,284	328,284	(5,000)	101.5%
Capital Outlay	229,800	246,590	151,715	94,875	61.5%
Total expenditures	6,372,636	6,554,931	5,763,431	791,500	87.9%
Excess (deficiency) of revenues over (under) expenditures	(860,136)	(1,042,431)	(226,999)	815,432	
Other financing sources (uses):					
Transfers in	-	-	106,288	106,288	
Transfers out	(2,561,185)	(2,661,185)	(1,914,874)	(746,311)	
Total financing sources	(2,561,185)	(2,661,185)	(1,808,586)	(640,023)	
Net change in fund balance	(3,421,321)	(3,703,616)	(2,035,585)	1,668,031	
Fund balance, beginning of year	7,225,269	7,225,269	7,225,269	-	
Fund balance, end of year	$ 3,803,948	$ 3,521,653	$ 5,189,684	$ 1,668,031	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
AMERICAN RESCUE PLAN ACT (ARPA) – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Intergovernmental	$ -	$ -	$ 1,280,233	$ 1,280,233	0.0%
Investment earnings	133,871	133,871	78,305	(55,566)	58.5%
Total revenues	133,871	133,871	1,358,538	1,224,667	1014.8%
Expenditures:					
Current:					
General government	233,871	238,253	247,921	(9,668)	104.1%
Capital Outlay	-	5,978.00	-	5,978	0.0%
Total expenditures	233,871	244,231	247,921	(3,690)	101.5%
Excess of revenues over expenditures	(100,000)	(110,360)	1,110,617	1,228,357	
Other financing (uses):					
Transfers in	-	-	87,829	87,829	
Transfers out	(1,352,827)	(1,352,827)	(1,143,659)	(209,168)	84.5%
Total other financing uses	(1,352,827)	(1,352,827)	(1,055,830)	(121,339)	78.0%
Net change in fund balance	(1,452,827)	(1,463,187)	54,787	(1,517,974)	
Fund balance, beginning of year	679,282	679,282	679,282	-	
Fund balance, end of year	$ (773,545)	$ (783,905)	$ 734,069	$ (1,517,974)	

CITY OF BEAUFORT, SOUTH CAROLINA
BUDGETARY COMPARISON SCHEDULE
STORMWATER – SPECIAL REVENUE FUND
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Charges for services	$ 1,375,000	$ 1,375,000	$ 1,348,739	$ (26,261)	98.1%
Investment earnings	28,346	28,346	22,472	(5,874)	79.3%
Total revenues	1,403,346	1,403,346	1,371,211	(32,135)	97.7%
Expenditures:					
Current:					
Public works	884,446	917,238	761,072	156,166	83.0%
Debt Service:					
Principal	355,000	355,000	355,000	-	100.0%
Interest and other charges	163,900	163,900	190,275	(26,375)	116.1%
Total expenditures	1,403,346	1,436,138	1,306,347	129,791	91.0%
Excess (deficiency) of revenues over (under) expenditures	-	(32,792)	64,864	(161,926)	
Other financing (uses):					
Transfers out	(398,061)	(467,061)	(12,917)	454,144	2.8%
Total other financing (uses)	(398,061)	(467,061)	(12,917)	454,144	2.8%
Net change in fund balance	(398,061)	(499,853)	51,947	(551,800)	
Fund balance, beginning of year	1,149,134	1,149,134	1,149,134	-	
Fund balance, end of year	$ 751,073	$ 649,281	$ 1,201,081	$ (551,800)	

CITY OF BEAUFORT, SOUTH CAROLINA
STATE ACCOMMODATIONS TAX SPECIAL REVENUE FUND
BUDGET TO ACTUAL
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Other taxes	$ 916,667	$ 916,667	$ 1,516,344	$ 599,677	165.4%
Investment earnings	30,000	30,000	37,831	7,831	126.1%
Total revenues	946,667	946,667	1,554,175	607,508	164.2%
Expenditures:					
General government	1,075,717	1,075,717	972,862	102,855	90.4%
Law enforcement	25,729	25,729	-	25,729	0.0%
Total expenditures	1,101,446	1,101,446	972,862	128,584	88.3%
Excess of revenues over expenditures	(154,779)	(154,779)	581,313	736,092	
Other financing uses:					
Transfers out	(438,223)	(538,223)	-	(538,223)	0.0%
Total other financing uses	(438,223)	(538,223)	-	(538,223)	0.0%
Net change in fund balance	(593,002)	(693,002)	581,313	1,274,315	
Fund balance, beginning of year	1,515,365	1,515,365	1,515,365	-	
Fund balance, end of year	$ 922,363	$ 822,363	$ 2,096,678	$ 1,274,315	

CITY OF BEAUFORT, SOUTH CAROLINA
FIRE IMPACT FEES SPECIAL REVENUE FUND
BUDGET TO ACTUAL
FOR THE MONTH ENDED JUNE 30, 2026 (UNAUDITED AND PRELIMINARY)

	Budgeted Amounts			Variance with Final Budget Positive	Variance with Final Budget
	Original	Final	Actual	(Negative)	Percentage
Revenues:					
Licenses and permits	$ 200,000	$ 200,000	$ 43,673	$ (156,327)	21.8%
Investment earnings	5,000	5,000	-	(5,000)	0.0%
Total revenues	205,000	205,000	43,673	(161,327)	21.3%
Expenditures:					
Debt Service:					
Principal	-	-	-	-	0.0%
Interest and other charges	-	-	-	-	0.0%
Total expenditures	-	-	-	-	0.0%
Net change in fund balance	205,000	205,000	43,673	(161,327)	
Fund balance, beginning of year	586,730	586,730	586,730	-	
Fund balance, end of year	$ 791,730	$ 791,730	$ 630,403	$ (161,327)	

City Council Worksession
Meeting Minutes – Planning Conference Room – 1st Floor

August 25, 2026

I. CALL TO ORDER 5:00 PM

Philip Cromer, Mayor

Members of Council in attendance – Philip Cromer, Neil Lipsitz, Josh Scallate.

Absent: Michael McFee, Mitch Mitchell.

II. PRESENTATIONS

A. Boards, Commissions and Committees applicant interviews.

Council held a question and answer session with Don Altman for the Zoning Board of Appeals.

B. Quarterly Capital Improvements Program (CIP) Update.

Brian Ranger and David Gregory provided an update on all the projects and their statuses. They provided the scope of work being done, the scheduled completion date, the funding sources and who the Consultant and Contractors were/are.

They answered Council's questions and addressed their concerns.

Completed projects

King Street Stormwater – The Point Drainage
Waterfront Park Day Dock

Projects under construction

Charles and Craven Street Stormwater
Duke Street – Streetscape and Drainage
Carnegie Library Improvements

Projects designed and advertised

Arsenal Windows Restoration
Carnegie Library Interior and Arsenal Walls Restoration
Bayard Street Stormwater – The Point Drainage
Southside Park Phase II
Pigeon Point Drainage Study
Fire Station One Renovations
Marina D Dock

Projects unfunded/partially funded

Henry C. Chambers Waterfront Park

DRAFT

1st South Carolina Volunteers Park
City Hall and Police Department Headquarters Re-Roofing
Pigeon Point Boat Landing Improvements

III. DISCUSSIONS

A. USACE Beaufort Coastal Storm Risk Management (CSRM) Feasibility Study.

Eric Claussen, Assistant City Manager, stated the U.S. Army Corps of Engineers (USACE), Charleston District, has prepared a Federal Interest Determination (FID) for a Beaufort Coastal Storm Risk Management (CSRM) feasibility study. The report recommends the finding of Federal interest and transition to the feasibility study phase. City Council is being asked to confirm whether the City is willing to serve as the non-Federal Sponsor and commit up to $1.5M as the City's 50% share of a three-year, $3M feasibility study, and whether Council is willing, in principle, to pursue implementation of a recommended resiliency project at the conclusion of the study. The feasibility study would be conducted under the USACE RAPID Feasibility Framework, commonly referred to as a "3 x 3". The study would target completion within three years, with a total study cost of up to $3M and an actionable project element advanced to approximately 35% design. Feasibility study costs are anticipated to be shared 50% Federal / 50% non-Federal, resulting in a City commitment of up to $1.5M, including the commitment of $400,000.00 that would most likely need to be appropriated from City reserves.

Councilman Lipsitz, Councilman Scallate and Mayor Cromer were against putting funds towards this study. The timing could not be worse with all that is happening with the Waterfront Park.

Scott Marshall, City Manager, asked about future requests if we decide not to move forward with this study. Would we be prohibited from reapplying in the near future.

A copy of a letter received is attached to these minutes.

Councilman Scallate spoke about Air Table and how he would like to see postponed or completed projects more organized and reorganized to show underway projects on top of the rows. Believes the table should be standardized to have a more uniform look. **Mr. Claussen** said we are already currently working on using GIS to navigate projects where you can search by various categories.

He also spoke about the Port Republic Project and a request that was submitted for 6 million dollars for a Water Sources Redevelopment Act through Nancy Mace's office. He stated on July 14, 2026, the House Committee passed the Act but still needs to get through Congress. In speaking with a representative, he stated if the City were awarded those funds, then we would not be tied to using them for the Storm Water Improvements on Port Republic. They could actually be recommitted to be used at the Waterfront Park.

He mentioned a bill that was passed which is supposed to help with better coordination on projects with South Carolina Department of Transportation (SCDOT) standardizing the notification process from SCDOT to the Municipalities. He would like to talk about establishing a response to SCDOT on this issue.

DRAFT

IV. ADJOURN 6:19 PM

Disclaimer: This document is a summary of discussions and captures any action taken. All City Council Worksessions and Regular Meetings are recorded. Live stream can be found on the City's website at www.cityofbeaufort.org (Agenda section). Any questions, please contact the City Clerk, Traci Guldner at 843-525-7024 or by email at tguldner@cityofbeaufort.org.

In accordance with South Carolina Code of Laws, 1976, Section 30-4-80 (a)(d)(e), as amended, notification of regular meetings was given at the beginning of the calendar year. A copy of the agenda was posted on the City's bulletin board and website www.cityofbeaufort.org twenty-four hours prior to the meeting. A copy of the agenda was given to the local news media and requested public on file.

DRAFT

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, CHARLESTON DISTRICT
69 A HAGOOD AVENUE
CHARLESTON SC 29403-5107

CESAC-EO 21 August 2026

MEMORANDUM THRU

Programs Director, South Atlantic Division (CESAD), U.S. Army Corps of Engineers (USACE), 60 Forsyth Street SW, Room 10M15, Atlanta, Georgia 30303-8801
Planning and Policy Division, Directorate of Civil Works, Headquarters USACE (HQUSACE), ATTN: CECW-P (Mr. Eric Bush, Mr. Hank Gruber), 441 G Street Northwest, Washington, DC 20548

FOR Office of the Assistant Secretary of the Army (Civil Works) (OASA(CW)), Project Planning & Review (Mr. Mark Kramer) 108 Army Pentagon, Washington, DC 20310-0105

SUBJECT: Beaufort, South Carolina Study, Federal Interest Determination (FID)

1. References.

a. Memorandum for Record (MFR), CESAC-EO, Subject: FID Initiation for Beaufort, South Carolina Study, 8 July 2026.

b. Memorandum for Deputy Commanding General, Subject: Realignment of the Investigation Phase and Federal Interest Determination to Ensure Effective Use of Federal Resources, 23 February 2026.

c. Memorandum for Deputy Commanding General for Civil and Emergency Operations, Subject: Interim Federal Interest Determination Guidance, 22 May 2026.

d. Operation Order 2026-36, (Building Infrastructure, Not Paperwork), 20 February 2026.

2. Federal Interest Determination. I recommend approving the FID for Beaufort, SC and transitioning to the feasibility study phase.

3. Background.

a. This memorandum documents the Charleston District's (CESAC's) assessment of feasibility study viability and potential Federal interest to provide coastal storm risk management (CSRM) to the City of Beaufort study area. The District Commander signed a MFR on 8 July 2026 initiating the FID (Reference 1.a.). The FID is funded with

100 percent Federal funds, at a cost not to exceed $100,000, and to be completed within 45 days (Reference 1.b.). CESAC hosted a vertical team (VT) meeting on 10 August 2026 to obtain feedback on preliminary FID findings; participants included representatives from the OASA(CW), HQUSACE, CESAD, CESAC, and the National Planning Center of Expertise for Coastal Storm Risk Management (PCX-CSRM).

b. By correspondence dated 09 June 2026, the City of Beaufort (City), the non-Federal interest (NFI), expressed its support for CESAC to initiate the FID (Enclosure 1).

4. Federal Interest Determination. The project delivery team's (PDT's) FID assessment, documenting each element required by Reference 1.c., follows.

a. Study Authority. Study authority is provided by Resolution adopted on April 22,1988 by the Committee on Environment and Public Works of the United States Senate:

> *Resolved by the Committee on Environment and Public Works of the United States Senate, that the Secretary of the Army in accordance with the provisions of Section 110 of the River and Harbor Act of 1962, is hereby authorized to study, in cooperation with the State of South Carolina, its political subdivisions and agencies and instrumentalities thereof, the entire Coast of South Carolina in the interests of beach erosion control, hurricane protection and related purposes. Included in this study will be the development of a comprehensive body of knowledge, information, and data on coastal area changes and processes for such entire coast.*

b. Type of Study. Evaluation of improvements pursued under this authority would be performed and documented in an integrated feasibility report and National Environmental Policy Act (NEPA) document.

c. Study Area. The study area encompasses the City of Beaufort, South Carolina which is the second oldest city in South Carolina and contains the National Historic Landmark (NHL) Beaufort Historic District. Within the city, the study focus is primarily on the Historic Downtown and Highway 21 Boundary Street as areas of interest (Figure 1). The FID also identified Mossy Oaks as an area of potential interest, however, the City is not currently prioritizing this area for CSRM (Figure 1).

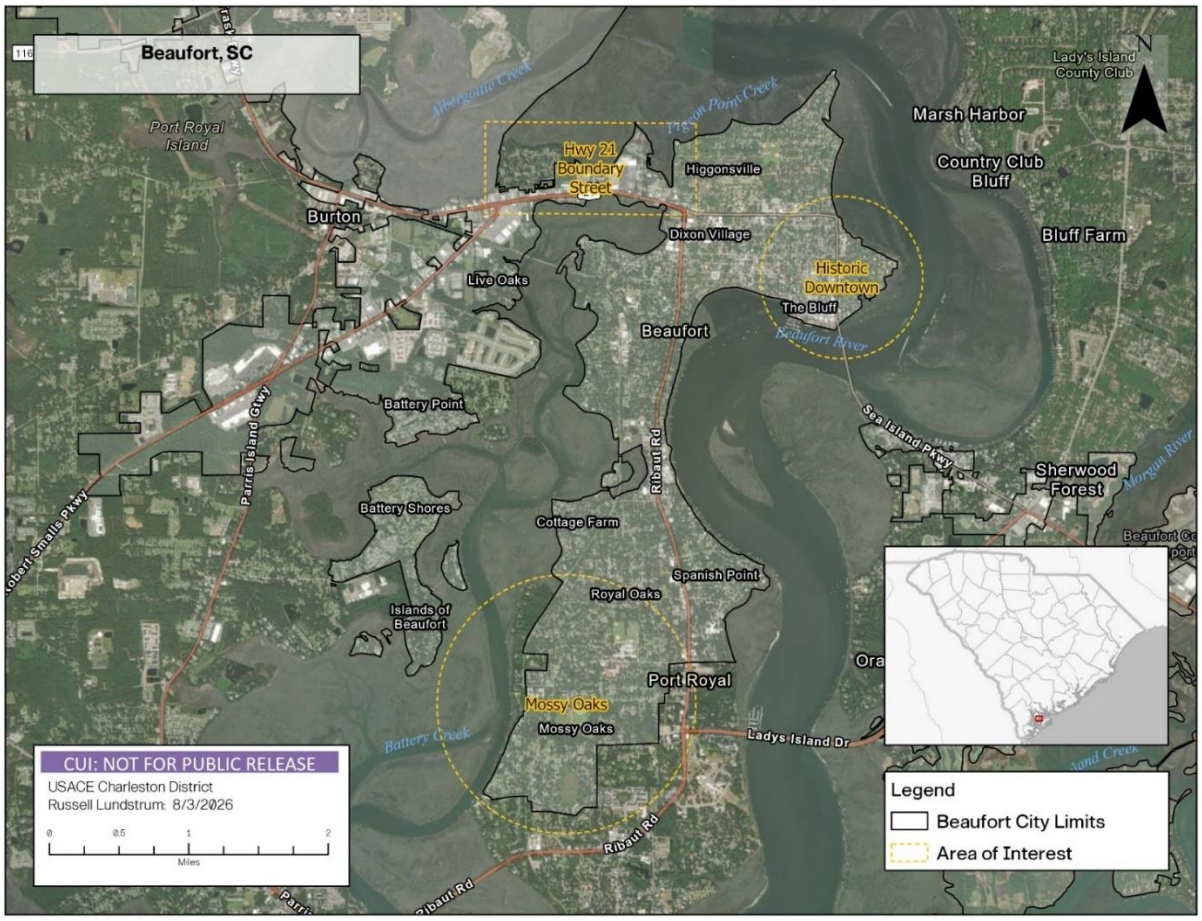


Figure 1. Beaufort CSRM Study Areas of Interest

d. Prior USACE Studies and Reports

(1) USACE, South Atlantic Coastal Study, October 2021.

(2) USACE, South Atlantic Coastal Study, Tier 1 Risk Assessment, August 2022.

(3) USACE, South Atlantic Coastal Study, Tier 2 Economic Risk Assessment, August 2022.

e. Problem Statement. Life, health, safety, and structures, including critical infrastructure, are at risk from the effects of coastal storms compounded by sea

level change and rainfall. Additionally, nuisance flooding results from a combination of high tide and rainfall.

f. Existing and Future Without Project Conditions. The study area has observed flooding in the past and is susceptible to inundation in the future based on a preliminary analysis of existing data. The Highway 21 Boundary Street area is a low-lying, hurricane evacuation route with commercial and residential infrastructure on the north side of the road. The Historic Downtown area includes historic structures, both commercial and residential, and is considered the primary economic driver of the City. The Mossy Oaks area is a low-lying residential area along marshland that is potentially susceptible to inundation.

(1) Regularly observed present-day flooding in the study area typically results from a combination of rainfall and high tides that overwhelm the existing drainage system. However, coastal storms have also caused flooding within the study area during the past decade, primarily during Hurricanes Matthew and Irma. Evaluation of existing Coastal Hazards System (CHS) data and existing topographic information indicate that all three areas of interest are vulnerable to direct flooding from coastal storms. Rainfall occurring during a coastal storm, particularly when combined with elevated water levels due to sea level rise, could further increase inundation. The City is implementing drainage improvements in some locations; however, these projects will address only some existing drainage deficiencies and are unlikely to prevent coastal storm inundation without additional measures. Localized shoreline erosion has also been observed in the Historic Downtown area, but it is possible that localized erosion is present in other areas of interest.

(2) A sea level change evaluation was conducted to assess potential future hazards (Figure 2). Based on the USACE 2019 Intermediate Sea Level Change (SLC) curve at National Oceanic and Atmospheric Administration (NOAA) gauge 8670870 (Fort Pulaski, GA), approximately 2.36 feet of sea level rise is projected between 1992, the baseline year for the SLC curves and CHS statistics, and 2080, approximately 50 years into the future and representative of the end of a potential Federal project lifespan (Table 1). Based on the mean sea level (MSL) 5-year moving average (not shown in graph), sea levels at the Fort Pulaski gauge have increased approximately 0.61 feet from 1992 to 2024.

Table 1. USACE Sea Level Change Projections from NOAA Gauge at Fort Pulaski, Ga (8670870)

Year	USACE Low Curve (ft-MSL)	USACE Int. Curve (ft-MSL)	USACE High Curve (ft-MSL)
1992	0	0	0
2030	0.72	0.85	1.26
2080	1.67	2.36	4.55

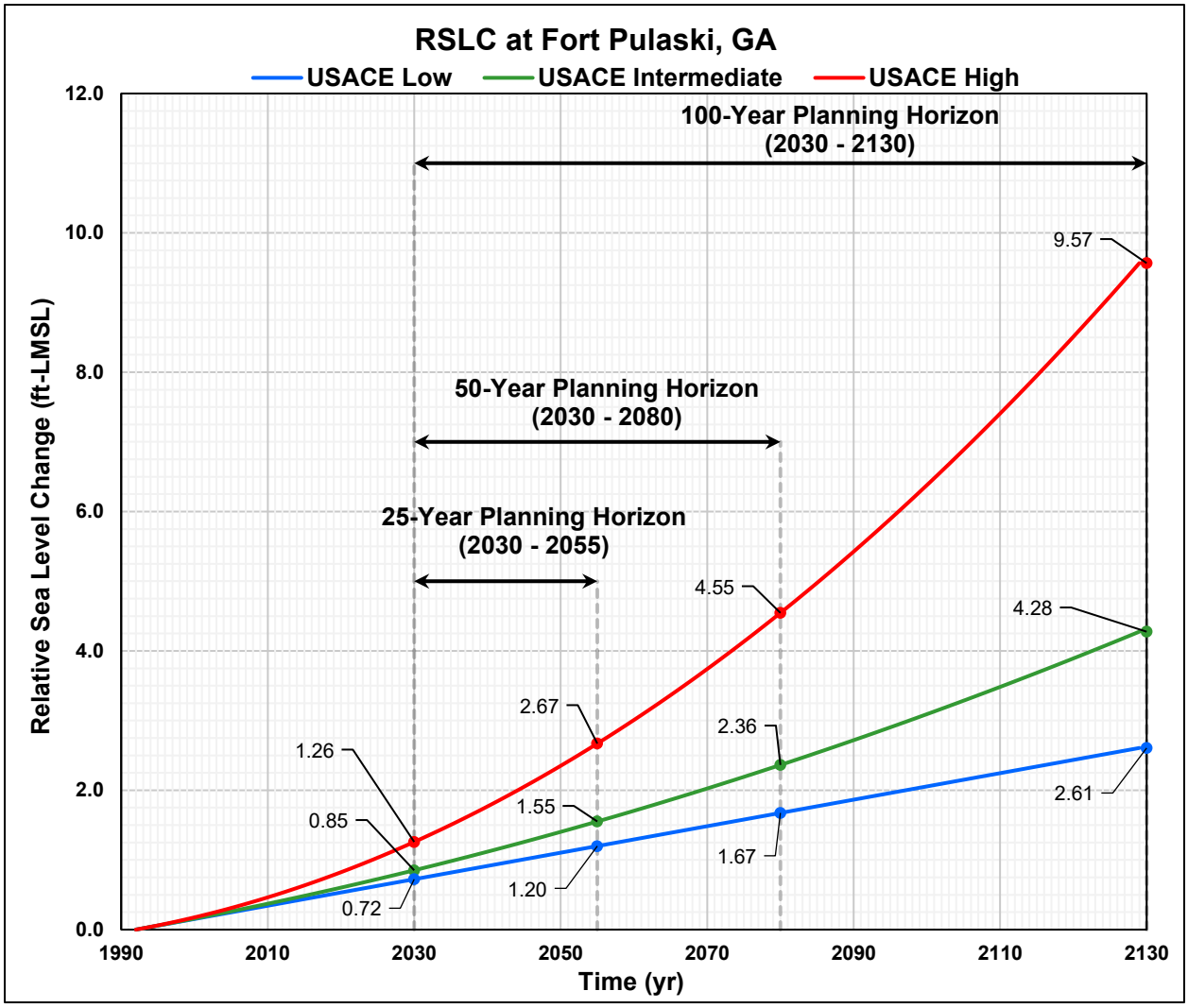


Figure 2. Sea Level Change Projections from NOAA Gauge at Fort Pulaski, Ga (8670870)

(3) The largest areas at risk of inundation within the City remain concentrated in the areas of interest (see section 3.c.) due to the topography throughout the study area. Future sea level change will cause both inundation extents and depths to increase over time throughout the study area, and it will exacerbate compound flooding resulting from the interaction of storm surge, high tides, and rainfall. In addition, higher sea levels resulting in more frequent coastal flooding may worsen existing erosion issues and create new erosion hotspots.

(4) The study area contains sensitive estuarine and historic resources. This includes approximately 1,500 total acres of wetlands (comprised mostly of estuarine/marine salt marsh) and about 14 acres of oyster reefs along the Beaufort River, Albergottie Creek and Battery Creek, providing habitat for numerous federal and state protected species and habitats. Near the historic downtown is the 304-acre National Historic Landmark (NHL) Beaufort Historic District and the 29-acre Beaufort National Cemetery. Potential historic properties and archaeological resources are abundant throughout the study area.

(5) Based on the USACE Intermediate SLC curve, sea levels are projected to rise by 2.36 feet between 1992 and 2080. This would result in the mean high water (MHW) line (the average high tide) rising to approximately +5.53 feet North American Vertical Datum of 1988 (NAVD88). This static water rise could cause permanent submergence and vegetation death across salt marshes, while high-energy wave action could physically fragment and silt-over intertidal oyster reefs, reducing natural wave-attenuation sills.

(6) Future SLC could increase the frequency of inundation. Repetitive contact with saltwater could lead to physical rot, mold, and foundation damage to the landmark buildings within the NHL district.

(7) Furthermore, reoccurring flooding of the 75 underground storage tanks (UST) facilities and active leaky UST petroleum plume sites documented in the study area creates a potential increase in baseline chemical exposure levels and contaminant concentrations, leaching directly into eight Clean Water Act-impaired waterways that currently fail to meet state water quality standards under Section 303(d).

g. Water Resources Problems, Opportunities, Objectives, and Constraints. The following is a preliminary list of identified study area problems, opportunities, objectives, and constraints.

(1) Problems.

(a) Storm surge, erosion and wave attack due to coastal storms, exacerbated by future SLC, threatens public safety, health, and well-being within the City of Beaufort.

(b) Critical infrastructure is damaged by the effects of coastal storms, compounded by sea level change and potentially rainfall.

(c) The effects of coastal storms limit or inhibit vehicle traffic on critical transportation (e.g., emergency management services) and evacuation routes.

(d) Structures (commercial and residential) are damaged by coastal storms.

(e) The City's waterfront experiences significant erosion and slope instability, posing risks to public infrastructure, including the adjacent roadways, bridge, and Historic Downtown area.

(f) Historic buildings, archaeological resources, cultural landscapes, and other historic assets within the Historic Downtown are vulnerable to inundation, wave action, erosion, and repeated saltwater exposure.

(g) Repeated flooding and saltwater exposure accelerate deterioration and increase the maintenance and replacement costs of roads, drainage systems, utilities, waterfront structures, public spaces, and other public infrastructure.

(2) Opportunities

(a) Improve understanding of risks in the study area and make recommendations for local management options.

(b) Comprehensively manage coastal storm risk by leveraging City of Beaufort's ongoing water management initiatives.

(c) Enhance natural resources or habitat while minimizing coastal flood impacts (such as through marsh enhancement or living breakwaters)

(e) Improve emergency access, evacuation efficiency, continuity of operations, and post-storm recovery.

(f) Reduce repetitive repair, maintenance, and emergency-response costs associated with recurring coastal flooding.

(g) Protect and improve the economic function of downtown Beaufort, including businesses, tourism, recreation, public waterfront access and municipal revenues.

(3) Objectives

(a) Manage the coastal storm risk to human life, health, safety in the City of Beaufort over the 50-year period of analysis.

(b) Manage the risk of economic damages from coastal storms and coastal flooding within the City of Beaufort over the 50-year period of analysis.

(c) Manage the risk of critical infrastructure impacts from coastal storms and coastal flooding within the City of Beaufort over the 50-year period of analysis.

(d) Manage the risk to historic properties from coastal storms and coastal flooding within the City of Beaufort over the 50-year period of analysis.

(4) Constraints.

(a) Do not increase or transfer coastal flood risk, interior drainage flooding, erosion, or life-safety risk to other properties, areas, or infrastructure.

(b) Maintain adequate interior drainage and the functionality of existing stormwater outfalls, drainage systems, and pumping facilities.

h. Alignment with USACE Core Mission. CSRM is a core USACE mission. A study would also align with five of the Administration's seven bands of emphasis (Table 2) identified in Reference 1.d.

i. Potential Solutions. Potential structural and nonstructural measures, along with nature-based solutions, have been initially identified for the three areas of interest. Examples of structural measures would be new barriers and/or modifying an existing barrier. Potential nonstructural measures could be floodproofing and/or warning systems. Locations and specific types of measures are very conceptual at this time. A full array of alternatives, including the No Action alternative, will be formulated and evaluated during a feasibility study.

Table 2. Alignment of USACE Core Mission

Band of Emphasis	Description	Potentially Addressed?
1	Protecting human life and safety (including emergency potable water)	Yes
2	Protecting infrastructure economically or strategically significant to the nation	Yes
3	Maintaining efficient navigation and minimizing disruptions to the supply chain	No
4	Protecting human property	Yes
5	Restoration of nationally significant aquatic ecosystems	No
6	Protecting state level infrastructure	Yes
7	Protecting municipal infrastructure	Yes

j. Preliminary Evaluation of Solutions.

(1) Benefits and Costs. Based on a preliminary evaluation of hazards, topography and assets' vulnerability, there are damages attributable to inundation from coastal storms. The difference in expected annual flood damage to assets between the future without and the future with project conditions represents the flood risk management National Economic Development (NED) benefits to a project or solution and can be estimated using the Generation Two Coastal Risk Model (G2CRM). In addition to NED benefits other significant outputs may accrue to the project as well, including recreation benefits, ecosystem restoration benefits, regional economic benefits, and other social effects. Other social effects includes life and safety risk which the PDT intends to evaluate with G2CRM. However, many other categories included within other social effects often defy quantification and range from improvement in the quality of life within the study area to community impacts. In accordance with the February 2026 OASA(CW) Realignment Directive, the PDT will evaluate potential benefits to any communities identified as economically disadvantaged as defined in Implementation Guidance of WRDA 2020. All these other outputs (net public benefits) to the project will be estimated and evaluated in connection with the annualized cost of the project. Rough order of magnitude (ROM) damages estimated in the areas of interest with the South Atlantic Coastal Study (SACS) Tier 2 Economic Risk Assessment range from $12M - $23M for Expected Annual Damages between Existing and Future Conditions, respectively. While these estimates are useful for a FID, they reflect structure and content depreciated losses expressed in 2018 price levels, which are significantly lower than anticipated losses at current prices. Additionally, the estimate does not account for higher replacement costs commensurate with the costs of obtaining specialized

materials or craftmanship that is typical for historic structures. A more detailed economic analysis during the feasibility study will refine these figures. Average annualized benefits ranging from $12M-$23M would support an upper limit first cost alternative range of $290M - $550M. This assumes all damages captured within the SACS Economic Risk Assessment (ERA) are achieved as benefits, a 3.25% discount rate, no O&M costs, no interest during construction, and a base year of 2035.

(2) Environmental Impacts. The study area contains sensitive coastal wetlands, protected species habitats, and rich historical resources. Impacts on these resources would be highly dependent on location, size, materials used, etc. of the solutions. Wetland and Benthic Habitats: Implementing solutions such as shoreline-adjacent barriers may necessitate filling of estuarine wetlands, which may incur local habitat loss and potentially justify compensatory mitigation. Indirectly, hardened structural features constructed seaward can redirect natural wave energy and sediment flow, potentially erode adjacent estuarine habitats or isolate those landward of the structures. Conversely, offshore nature-based solutions may present an opportunity to stabilize shoreline, reduce wave-energy, and enhance estuarine habitat. Protected Species and Habitats: The estuarine waterways and fringing salt marshes serve as nurseries, foraging grounds, and migratory corridors for federal and state protected species, including manatee, sturgeon, and sea turtles. These habitats are valuable for nesting birds and serve as numerous types of Essential Fish Habitat (EFH), and Habitat Areas of Particular Concern as designated by the National Marine Fisheries Service (NMFS). These federally protected species and EFH potentially could be affected with implementation of the proposed study features. In-water construction activities also could result in potential underwater acoustic risks to marine mammals. Additionally, the installation of coastal storm risk management features can alter tidal flows and potentially restrict the passage of juvenile fish and shellfish. Cultural and Historic Resources: Constructing tall, highly visible barriers along the historic waterfront could permanently alter the historic viewshed and its relationship with the river, causing adverse visual effects. To protect historic properties and preserve architectural integrity, scoping should evaluate low-profile, landscape-integrated features and reversible, nonstructural dry-floodproofing retrofits. NEPA Compliance Pathway & Risk Disclosure: To manage schedule and budget risks under the 3-year RAPID feasibility constraints, the study team recommends initiating the NEPA process by publishing a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA). This dual-pathway approach provides maximum schedule protection. If subsequent scoping and alternative screening show that impacts are minor or can be fully avoided, minimized, and mitigated, the study can transition to an EA without incurring schedule delays.

k. Non-Federal Interest Intent and Capabilities. The City of Beaufort (City) has the intent to serve as the non-Federal Sponsor (NFS) for the feasibility study. The City is aware of the study requirements, including those related to NFS feasibility cost share. They have the legal and financial capability to serve as the cost sharing partner for the study. The City Council is meeting on 25 Aug 2026 to deliberate on their intent to proceed with the feasibility study. The City is generally aware of the project implementation and cost share responsibilities. Based on information available at this stage, no legal impediment has been identified that would preclude the City from serving as the NFS; however, the City's legal capability to fulfill specific project implementation responsibilities will be evaluated during the feasibility study as those responsibilities are further defined. An assessment of the NFS' real estate acquisition capability will be completed to thoroughly assess legal authority and staffing requirements relative to real estate requirements early in the feasibility study.

l. Actionable Element within 3 Years and $3 Million. Preliminary assessment of available information indicates that a proposed CSRM study can reach 35% design maturity within 3 years and $3M using the RAPID Feasibility Framework on select early actionable elements.

m. Need for Policy Exceptions. No policy exceptions are currently expected. There is a possibility the study could identify a Total Net Benefits Plan or Locally Preferred Plan.

n. Challenges. Realization of challenges will be highly dependent on the areas of interest, solutions selected, specific locations and size of measures, etc.

(1) Interagency. Any proposed measures within the NHL District and high-value estuarine environment would require coordination with the National Park Service under National Historic Preservation Act Section 110(f) to minimize impacts, and NMFS and other resource managers to address potential impacts to coastal environmental resources. Coordination with the South Carolina Department of Transportation would also be needed for any proposed road-related measures under the state agency's authority.

(2) Implementation. While not challenging from a technical standpoint, the following would potentially become a fiscal/schedule challenge if not addressed during the feasibility study.

(a) Geotechnical Borings. New geotechnical borings will be required. Insufficient geotechnical sampling could lead to a mischaracterization of the geotechnical properties of the soil, potentially causing inaccurate design of any structural measure(s) proposed during a study.

(3) Real Estate. There are several high-level real estate considerations that could be relevant to this study, but also typical to CSRM in historical, low-lying, urban areas. The magnitude of the real estate considerations will be based on the proposed measures and some of these considerations could be mitigated through advanced planning, early incorporation and engagement of real estate professionals, and alignment changes during the feasibility process.

(a) Induced Flooding Impacts. If any structural measures are proposed, a hydraulic modeling analysis is required during feasibility to determine whether the selected plan will result in any induced flooding impacts. Plan formulation efforts will be made to avoid or minimize induced flooding impacts. However, if induced flooding impacts are anticipated, a physical takings analysis will be required to evaluate whether such impacts constitute a compensable taking of real property. Following completion of the takings analysis, the necessary real estate interests and associated costs should be identified and calculated for any properties determined to be subject to a taking.

(b) Utility Relocations. Utility relocations could add significant costs if required and are more likely when considering structural solutions in urban areas. A full utility analysis/investigation is required to determine if any utility relocations are required. Each relocation determination must be supported by either a Preliminary or Final Attorney's Opinion of Compensability and depending on the number of relocations this could potentially add significant time and cost to the analysis.

(c) Significant Acquisitions. Given the built urban environment and proximity to State-owned roadways and submerged lands, there is a high likelihood that acquisitions will be required from State entities including South Carolina Department of Transportation and South Carolina Department of Administration. The NFS likely does not have condemnation authority over State entities, and these acquisitions can be complicated and protracted. The study will prioritize early engagement with these agencies to address potential challenges.

(d) Hazardous, Toxic, and Radioactive Waste (HTRW). A HTRW analysis is required to determine whether any HTRW-related conditions may affect the real estate requirements associated with the recommended plan. The presence of HTRW may necessitate modifications to the proposed footprint, acquisition requirements, or the development of an alternative course of action where avoidance of HTRW-affected areas is not possible. However, the likelihood a measure footprint overlays a potential HTRW site is expected to be low and avoidable.

o. Decision Risk Assessment.

(1) Actionable element at 35% design within 3 years and $3M (3x3 framework). Preliminary assessment of available information indicates there is a solution that could reach 35% design maturity within 3 years and $3M. However, there is risk due to uncertainty over the primary risk driver, as well as anticipated data collection, design, and complex modeling requirements.

(a) Modeling Complexity: The anticipated timeline and resource demands of complex Hydrology and Hydraulics (H&H) modeling for compound flooding poses a risk to completing the study within the 3x3 framework. It is not clear yet whether compounding effects of rainfall and storm surge will need to be modeled together or whether the rainfall contribution to the water level is negligible.

(b) Design Maturity: The precise cost and schedule impact of achieving a 35% design level within the 3x3 framework is currently unknown. There are significant concerns regarding the extensive time and funding required for necessary data collection and engineering design. This is particularly an issue with larger-scale structural measures, specifically with geotechnical and utility data collection costs that may require a Real Estate action such as right-of-entry to initiate. Smaller scale structural measures could still be considered within the framework but may result in higher residual risk to the study area.

Recommendation: Investigate whether or not compound flooding is the primary risk driver in the study area. This could be conducted in approximately 3 to 5 months timed with Decision Point 1. If it is determined that compound flooding is the primary risk driver, an early actionable element at 35% design within 3 years and $3M may not be achievable. Courses of action would be discussed at Decision Point 1. If compound flooding is not the primary risk driver, the study could recommend early actionable element(s) that fit the 35% design within the 3x3 framework. The three areas of interest are hydraulically separate, increasing the likelihood that an early actionable element that is incrementally justified as a separate element could be identified. This will require more scoping and refinement.

(2) Potential request for evaluation of comprehensive flood risks under Section 8106(a) of WRDA 2022. The City has expressed interest in requesting evaluation of flood risk from inundation coinciding with coastal storms, tides, and sea level rise. Evaluating these risk drivers under the feasibility study expands the scope, adding schedule and cost risk. The NFI has not formally requested this evaluation to the OASA(CW). Recommendation: The study team will scope the study to meet the 35% design within the 3x3 framework. The study team will work with the NFI to determine the impacts of including 8106(a) evaluation. If the evaluation cannot be included within the 3x3 framework, the team will not advance the analysis. Based on preliminary discussions, the study can likely assess multiple risk drivers within the 35% design and 3x3 framework.

p. Mechanisms to Advance Work. A multi-discipline USACE PDT spanning multiple districts, including the PCX-CSRM, will perform most of the work in-house. The NFI may be better suited to conducting some local work for potential work-in-kind credit. Additionally, some efforts could be contracted out to leverage industry availability and expedite data acquisition such as geotechnical borings, if needed. While relevant data and models from the South Atlantic Coastal Study will be utilized, some supplemental data collection and modeling will be necessary. The exact data requirements and modeling tools will be confirmed during study scoping; however, the PDT anticipates using updated or similar models as those used for the Charleston Peninsula CSRM study (Table 3).

Table 3. Preliminary Identification of Models and Tools to be Used

Models/Tools	***Discipline***	***Application***
Generation 2 Coastal Risk Model (G2CRM)	Economics	to evaluate future without project inundation damages and compare alternative effectiveness at preventing damage (benefits) in the project area.
Recons	Economics	to evaluate regional economic impacts associated with Federal expenditures.
White Shrimp Habitat Suitability Index (HSI) Model	Environmental	To evaluate and quantify potential project-induced impacts to estuarine salt marshes designated as EFH.
Clapper Rail HSI Model	Environmental	To evaluate and quantify potential project-induced impacts to the intertidal emergent salt marsh canopy (*Spartina alterniflora*).
Charleston District Regulatory Mitigation SOP (SAC SOP)	Environmental	Translates HSI-calculated habitat losses (AAHUs) into a standardized regulatory credit requirement (debits) to enable commercial credit purchases.
IWR Planning Suite II (Version 2.0.9)	Environmental	To conduct Cost-Effectiveness and Incremental Cost Analysis (CE/ICA) for compensatory mitigation planning.
Hydrologic Engineering Center River Analysis System (HEC-RAS)	Hydrology, Hydraulics and Coastal (HH&C) Engineering	to be used to: 1) identify and quantify dominant flood drivers affecting the study area (compound flooding), 2) evaluate existing and future without-project flood risk, 3) provide input water level boundary conditions for G2CRM modeling,

Models/Tools	*Discipline*	*Application*
		4) assess hydraulic performance of project alternatives, 5) quantify potential project-induced-flooding (support takings analysis), 6) develop interior drainage improvements necessary to maintain acceptable levels of protection, 7) provide inputs for LifeSim or LSRI2 models (if needed).
Microcomputer Aided Cost Engineering System (MCACES), MII	Cost Engineering	
Cost Schedule Risk Analysis (CSRA)	Cost Engineering	
Total Project Cost Summary (TPCS)	Cost Engineering	
Corps of Engineers Dredge Estimating Program (CEDEP)	Cost Engineering	

5. Federal Interest Decision. I have determined that this study falls under the core mission area of CSRM and a potential alternative exists that is likely to produce economic, social and environmental benefits. These benefits when considered in totality are likely to exceed anticipated costs in accordance with law and published FID guidance. I recommend approving the FID for Beaufort, SC and transitioning to the feasibility study phase.

6. The point of contact for the subject effort is Mr. Walker Messer, Chief, Planning and Environmental Branch, at 228-338-0085 or walker.l.messer@usace.army.mil.

Enclosure
1. City of Beaufort Consent to Initiate FID

TODD MAINWARING
LTC, EN
Commanding

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 08/27/2026
From:	Scott Marshall, City Manager	
Item Name:	Ordinance amending Section 1-7002 of the Code of Ordinances relating to the appointment of the Municipal Judge - Second Reading	
Meeting Date:	September 8, 2026	
Department:	City Managers Office	

Background Information:
Introduction:
Consider first reading of an ordinance amending Section 1-7002 of the City of Beaufort Code of Ordinances to remove the requirement that City Council appoint an assistant municipal court judge and to provide that the Municipal Judge shall be appointed in accordance with Chapter 25, Title 14 of the South Carolina Code of Laws, as amended.

Background:
Section 1-7002 of the Code of Ordinances currently requires City Council to appoint both a Municipal Judge and an assistant municipal court judge. The section also includes language establishing the initial term of the assistant municipal court judge and requiring the appointment of one or more assistant judges to serve during the temporary absence or legal incapacity of the Municipal Judge.

The proposed ordinance removes the requirement for the appointment of an assistant municipal court judge and updates the section to provide that the Municipal Judge shall be appointed in accordance with Chapter 25, Title 14 of the South Carolina Code of Laws, as amended. The amendment simplifies the City's ordinance by eliminating provisions that are no longer necessary while relying on state law to govern the appointment of the Municipal Judge.

Legal Authority:
Chapter 25, Title 14 of the South Carolina Code of Laws governs municipal courts and the appointment of municipal judges. Section 5-7-260 of the South Carolina Code of Laws authorizes municipalities to enact and amend ordinances governing municipal affairs.

Staff Recommendation:

Staff recommends approval of the proposed ordinance.
Council approved on First Reading with no changes.

Placed on Agenda For:
Action

Attachments:
1. Draft_Ordinance_Amending_Municipal_Judge_Appointment BTC
2. Redlined Sec._1_7002.___Judge__appointment__tenure__compensation.
3. Changed Sec._1_7002.___Judge__appointment__tenure__compensation.

ORDINANCE NO. 2026/15

AN ORDINANCE AMENDING SECTION 1-7002 OF THE CODE OF ORDINANCES OF THE CITY OF BEAUFORT, SOUTH CAROLINA, RELATING TO THE APPOINTMENT OF THE MUNICIPAL JUDGE

WHEREAS, the City of Beaufort has established a Municipal Court pursuant to the laws of the State of South Carolina; and

WHEREAS, Section 1-7002 of the Code of Ordinances requires City Council to appoint a municipal judge and an assistant municipal judge; and

WHEREAS, the City Council has determined that the requirement to appoint two judges is unnecessary and that the Code of Ordinances should be amended to remove that requirement; and

WHEREAS, City Council finds that the appointment of the Municipal Judge and the filling of vacancies of any municipal judgeship should be governed by applicable provisions of Code of Ordinances and South Carolina law.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Beaufort, South Carolina, duly assembled and by the authority of the same, that the Code of Ordinances is hereby amended as follows:

1. Section 1-7002, Judge; appointment; tenure; compensation, is hereby amended to read as follows:

   Sec. 1-7002. Judge; appointment; tenure; compensation.

   A Municipal Judge shall be appointed to serve for a term set by City Council in accordance with Section 14-25-25 of the South Carolina Code of Laws, as amended. City Council may, but shall not be required to, appoint one or more assistant municipal judges. The compensation of the Municipal Judge and any assistant municipal judge shall be determined from time to time by City Council.

2. All ordinances or parts of ordinances inconsistent with this ordinance are hereby repealed to the extent of such inconsistency.

3. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

4. This ordinance shall become effective upon second reading and adoption by City Council.

_____

PHILIP E. CROMER, MAYOR

ATTEST:

_____

TRACI GULDNER, CITY CLERK

First Reading: _____

Second Reading & Adoption: _____

Reviewed as to form by Benjamin T. Coppage.

Sec. 1-7002. Judge; appointment; tenure; compensation.

A Municipal Judge ~~The court shall be presided over by a judge. The municipal judge~~ shall be appointed to serve for a term set by City Council in accordance with Section 14-25-25 of the South Carolina Code of Laws, as amended. ~~The assistant municipal court judge shall also be appointed by council for a term of two (2) years. The initial appointment shall be for a term to expire August 1, 1983. Thereafter, appointments shall be for terms of two (2) years~~. City Council may, but shall not be required to, ~~shall~~ appoint one or more assistant municipal judges~~. to serve in the temporary absence or legal incapacity of the municipal court judge~~. The compensation of the Municipal Judge~~s~~ and any assistant municipal judge shall be determined ~~as~~ from time to time ~~determined~~ by City Council. ~~Vacancies shall be filled in accordance with South Carolina Code, Section 14-25-25~~.

Sec. 1-7002. Judge; appointment; tenure; compensation.

A Municipal Judge shall be appointed to serve for a term set by City Council in accordance with Section 14-25-25 of the South Carolina Code of Laws, as amended. City Council may, but shall not be required to, appoint one or more assistant municipal judges. The compensation of the Municipal Judge and any assistant municipal judge shall be determined from time to time by City Council.

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 08/27/2026
From:	Curt Freese, Community Development Director, Christopher Klement, Community Development Planner III	
Item Name:	A Resolution to adopt the 2026 Lowcountry Hazard Mitigation Plan	
Meeting Date:	September 8, 2026	
Department:	Community Development Department	

Background Information:
Introduction:
Purpose

The 2026 Lowcountry Hazard Mitigation Plan serves as the regional strategy for reducing long-term risks to life, property, infrastructure, the environment, and the economy from natural and human-caused hazards affecting the South Carolina Lowcountry. The plan updates the 2020 Lowcountry Natural Hazard Mitigation Plan and fulfills the requirements of the Disaster Mitigation Act of 2000 and FEMA's hazard mitigation planning regulations under 44 CFR §201.6. FEMA-approved hazard mitigation plans are required for local governments to remain eligible for federal Hazard Mitigation Assistance grant programs.

Background:
Building upon the successes and lessons learned from the 2020 plan, the 2026 update establishes revised mitigation goals, strategies, and actions designed to reduce future disaster losses and strengthen community resilience. The mitigation strategy emphasizes protecting life and property, improving infrastructure resilience, enhancing emergency preparedness and public awareness, reducing repetitive losses, supporting natural and nature-based solutions, and integrating hazard mitigation into local planning and development decisions. Action plans for each jurisdiction were developed based on the following six goals.

1. Protection of Structural Projects, Utilities, and other Critical Facilities and Systems from Natural Hazards
2. Enhancement of Public Education, Information and Awareness of Natural Hazards
3. Improvement of Hazard Prevention Measures through Enhanced Policies, Plans, and

Regulations
4. Enhancement of Emergency Services through Sustained System and Technology Improvements
5. Protection of Residential, Commercial, and Culturally Significant Properties
6. Conservation and Preservation of Natural Systems and Natural Resources

The actions provide a framework for jurisdictions to pursue projects, policies, and funding opportunities that will reduce vulnerability, mitigate disaster impacts, and improve long-term sustainability.

Legal Authority:
S.C. Code Ann. Title 6, Chapter 29)

Staff Recommendation:
Staff Recommends approval

Placed on Agenda For:
Action

Attachments:
1. Resolution
2. memo hazard mitigation plan
3. 2026 HMP Presentation
4. Fact Sheet 2026
5. Lowcountry HMP Full Draft - 05.14.2026

RESOLUTION 2026/___

A RESOLUTION OF THE BEAUFORT CITY COUNCIL ADOPTING THE 2026 LOWCOUNTRY HAZARD MITIGATION PLAN

WHEREAS, the City of Beaufort recognizes the threat that hazards pose to people and property within the City of Beaufort; and

WHEREAS, proactive mitigation of known hazards before a disaster event can reduce or eliminate long-term risk to life and property; and

WHEREAS, the City of Beaufort has been an "official participant" in the planning process for the natural hazard mitigation plan, hereby known as the 2026 Lowcountry Hazard Mitigation Plan, prepared by the Lowcountry Council of Governments in accordance with the Disaster Mitigation Act of 2000; and

WHEREAS, the 2026 Lowcountry Hazard Mitigation Plan identifies mitigation goals and actions to reduce or eliminate long-term risk to people and property in the City of Beaufort from the impacts of future hazards and disasters; and

WHEREAS, adoption by the City of Beaufort demonstrates its commitment to hazard mitigation and achieving the goals outlined in the 2026 Lowcountry Hazard Mitigation Plan; and

NOW, THEREFORE, BE IT RESOLVED BY THE BEAUFORT CITY COUNCIL,

This _____ day of _____, 2026, that the City of Beaufort hereby endorses and adopts the 2026 Lowcountry Hazard Mitigation Plan.

In accordance with the applicable rules for adopting resolutions of the City of Beaufort, the Beaufort City Council adopts the 2026 Lowcountry Hazard Mitigation Plan. While the content of the Plan relates to the City of Beaufort, revisions may be required to meet plan approval requirements, and changes occurring after adoption will not require the City of Beaufort to re-adopt any further iteration of the Plan.

The resolution shall become effective this _____ day of _____, 2026.

_____
Philip E. Cromer, Mayor

ATTEST

_____
Traci Guldner, City Clerk

SCOTT MARSHALL
City Manager

CITY OF BEAUFORT
Community Development Department
1911 BOUNDARY STREET
BEAUFORT, SC 29902
(843) 525-7011
FAX (843) 986-5606

CURT FREESE
Community Development
Director

Date: August 27, 2026

From: Curt Freese, Community Development Director/Christopher Klement Planner III

ISSUE: **Hazard Mitigation Plan**

2026 Lowcountry Hazard Mitigation Plan- Executive Summary

Purpose

The 2026 Lowcountry Hazard Mitigation Plan serves as the regional strategy for reducing long-term risks to life, property, infrastructure, the environment, and the economy from natural and human-caused hazards affecting the South Carolina Lowcountry. The plan updates the 2020 Lowcountry Natural Hazard Mitigation Plan and fulfills the requirements of the Disaster Mitigation Act of 2000 and FEMA's hazard mitigation planning regulations under 44 CFR §201.6. FEMA-approved hazard mitigation plans are required for local governments to remain eligible for federal Hazard Mitigation Assistance grant programs.

Regional Coordination and Support

This multi-jurisdictional plan was developed through a collaborative effort led by the Lowcountry Council of Governments (LCOG) and includes Beaufort, Colleton, Hampton, and Jasper Counties, along with participating municipalities and regional partners. The planning process incorporated extensive stakeholder involvement, public outreach, emergency management input, technical analysis, and review of existing plans and policies. Public participation included community surveys, public meetings, stakeholder engagement, and opportunities for review and comment throughout the planning process. More than 580 residents participated in the regional survey, providing valuable insight into local hazard concerns and priorities.

Risk and Vulnerability Assessment

The Lowcountry encompasses approximately 2,848 square miles and includes extensive coastal areas, tidal marshes, wetlands, forests, river systems, and rapidly developing communities. While these natural features contribute significantly to the region's quality of life and economic vitality, they also create vulnerability to a variety of hazards, particularly flooding, hurricanes, coastal erosion, and severe weather events. Population growth continues across much of the region, especially in Beaufort and Jasper Counties, increasing the number of residents, businesses, and critical facilities exposed to

SCOTT MARSHALL
City Manager

CITY OF BEAUFORT
Community Development Department
1911 BOUNDARY STREET
BEAUFORT, SC 29902
(843) 525-7011
FAX (843) 986-5606

CURT FREESE
Community Development
Director

hazard risks. At the same time, the region's aging population presents additional challenges for emergency preparedness, response, and recovery efforts.

The hazard identification and risk assessment evaluates fifteen hazards that pose risks to the Lowcountry: tornadoes, hurricanes, windstorms, lightning, hail, drought, earthquakes, wildfires, flooding, winter storms, coastal erosion, extreme heat, terrorism, hazardous materials, and cyber attacks. Historical occurrence data, recent events, future probability, loss information, and social vulnerability indicators were analyzed to better understand current and emerging risks. Community survey results identified hurricanes, windstorms, lightning, and extreme heat among the hazards of greatest concern to residents.

The vulnerability assessment examined how hazards affect people, property, infrastructure, and critical community functions. Particular attention was given to socially vulnerable populations, development trends, building exposure, repetitive damage properties, and critical facilities such as transportation networks, utilities, schools, healthcare facilities, and emergency services. The assessment highlighted the increasing importance of resilience planning as population growth, development pressures, and climate-related impacts continue to shape the region's risk profile.

Data and averages suggest that Beaufort County is the most hazardous county in the region due to its high exposure from building counts, population, and proximity to the coast. Although each county is uniquely hazardous, Colleton County experiences the highest frequency of multiple hazard events, Hampton County has the highest social vulnerability, and Jasper County has rapidly increasing exposure and changing land use patterns.

Mitigation Strategy

Building upon the successes and lessons learned from the 2020 plan, the 2026 update establishes revised mitigation goals, strategies, and actions designed to reduce future disaster losses and strengthen community resilience. The mitigation strategy emphasizes protecting life and property, improving infrastructure resilience, enhancing emergency preparedness and public awareness, reducing repetitive losses, supporting natural and nature-based solutions, and integrating hazard mitigation into local planning and development decisions. Action plans for each jurisdiction were developed based on the following six goals.

1. Protection of Structural Projects, Utilities, and other Critical Facilities and Systems from Natural Hazards

SCOTT MARSHALL
City Manager

CITY OF BEAUFORT
Community Development Department
1911 BOUNDARY STREET
BEAUFORT, SC 29902
(843) 525-7011
FAX (843) 986-5606

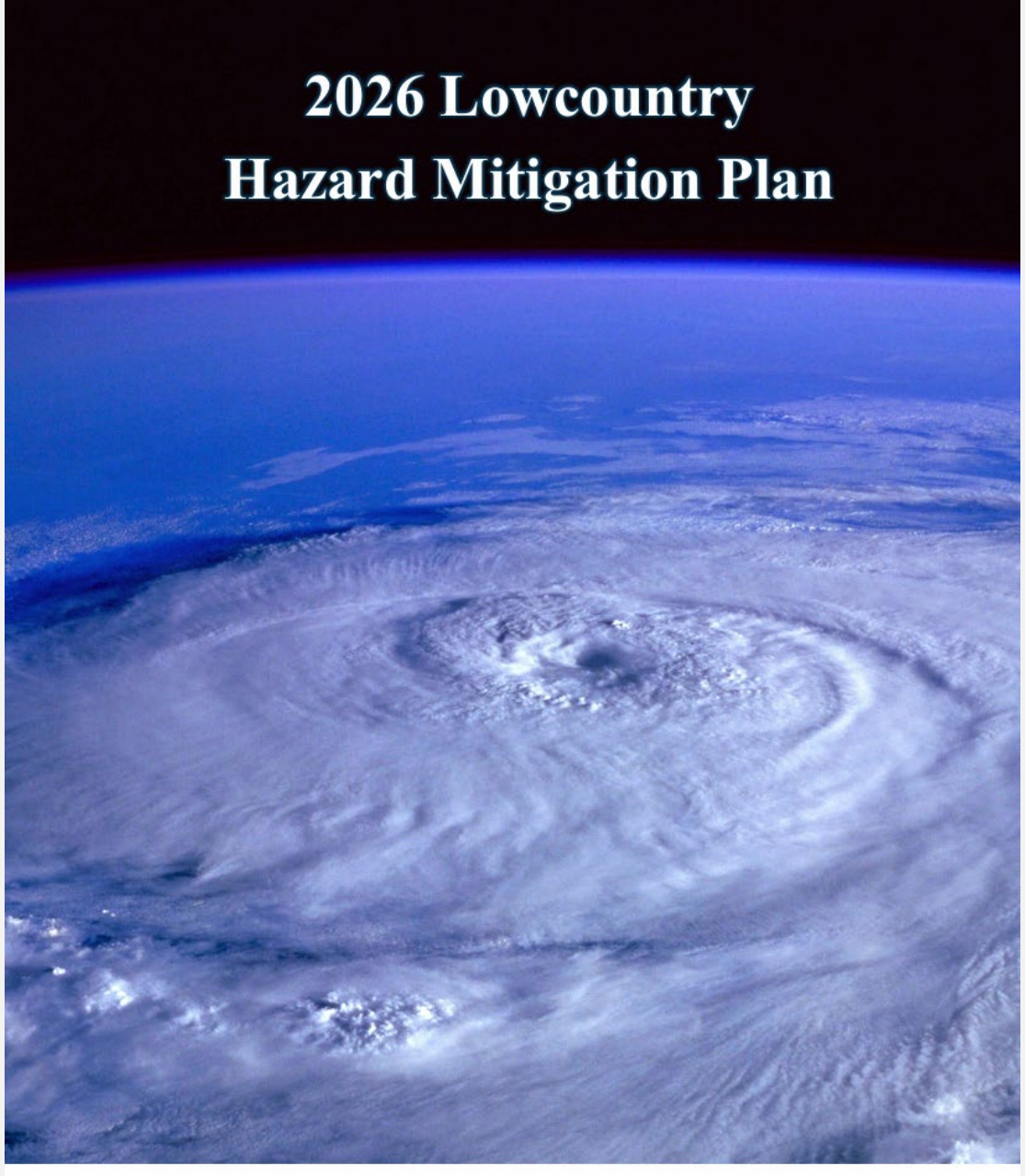
CURT FREESE
Community Development
Director

2. Enhancement of Public Education, Information and Awareness of Natural Hazards
3. Improvement of Hazard Prevention Measures through Enhanced Policies, Plans, and Regulations
4. Enhancement of Emergency Services through Sustained System and Technology Improvements
5. Protection of Residential, Commercial, and Culturally Significant Properties
6. Conservation and Preservation of Natural Systems and Natural Resources

The actions provide a framework for jurisdictions to pursue projects, policies, and funding opportunities that will reduce vulnerability, mitigate disaster impacts, and improve long-term sustainability.

Conclusion

Following FEMA approval and adoption of the 2026 plan, a maintenance strategy was developed that outlines procedures for monitoring implementation progress, evaluating effectiveness, maintaining public involvement, and updating the plan over the next five years. Through continued regional coordination and proactive investment in mitigation measures, the Lowcountry can reduce future disaster impacts, protect its residents and resources, and enhance resilience to both existing and emerging hazards.



2026 Lowcountry Hazard Mitigation Plan

This multi-jurisdictional plan was developed through a collaborative effort led by the Lowcountry Council of Governments (LCOG) and includes Beaufort, Colleton, Hampton, and Jasper Counties, along with participating municipalities and regional partners.

The plan provides a profile of the most common hazards in the region, including historic locations and past occurrence data, probability of future occurrence, and loss information.

The plan also includes vulnerability indicators for identifying populations and critical facilities at greatest risk from the effects of regional hazards. Finally, the plan identifies the mitigation actions to save lives and to prevent major property damage and other losses caused by disasters in the Lowcountry region.

Plan Overview and Purpose

- The 2026 Lowcountry Hazard Mitigation Plan serves as the regional strategy for reducing long-term risks to life, property, infrastructure, the environment, and the economy from natural and human-caused hazards affecting the South Carolina Lowcountry.

- The plan is a 5-year update of the 2020 Lowcountry Natural Hazard Mitigation Plan and fulfills the requirements of the Disaster Mitigation Act of 2000 and FEMA's hazard mitigation planning regulations under 44 CFR §201.6.

- FEMA-approved hazard mitigation plans are required for local governments to remain eligible for federal Hazard Mitigation Assistance grant programs.

- Adoption is the final stage of the mitigation planning process and is required to receive FEMA approval.

2026 PLAN'S TIMELINE

- May 2023 – Began working on HMGP Ian grant submission for the Hazard Mitigation Plan Update.
- November 2023 – Submitted the HMGP grant to FEMA. Began working on BRIC grant submission.

- March 2025 – BRIC program suspended.
- November 2025 – Awarded HMGP grant and began working on the plan update.

- 2020 Plan for Beaufort, Colleton, Hampton, and Jasper Counties which expires June 27, 2026.

- February 2024 – Submitted the BRIC grant to FEMA.

- May 2026 – Completed the draft final plan and distributed to public, stakeholders, and steering committee members for review.
- The plan will be submitted to SCEMD and FEMA. Final approval will be pending jurisdictions adoptions.

Plan Outline

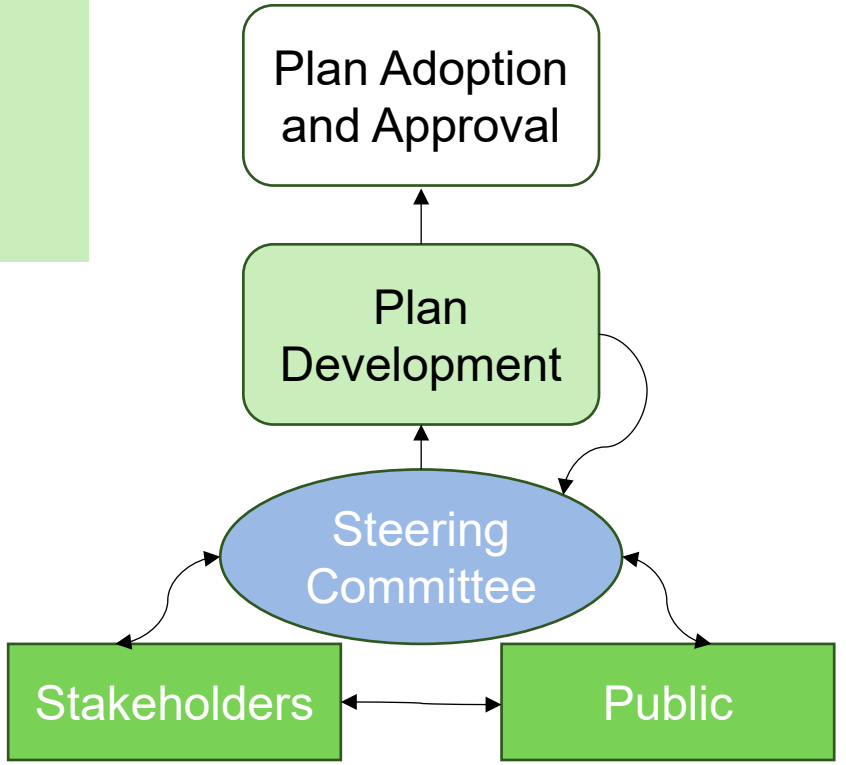
1. Introduction & Planning Process
2. Lowcountry Profile
3. Hazard Identification & Assessment
4. Vulnerability Assessment
5. Community Capability Assessment
6. Hazard Mitigation Strategy
7. Plan Maintenance

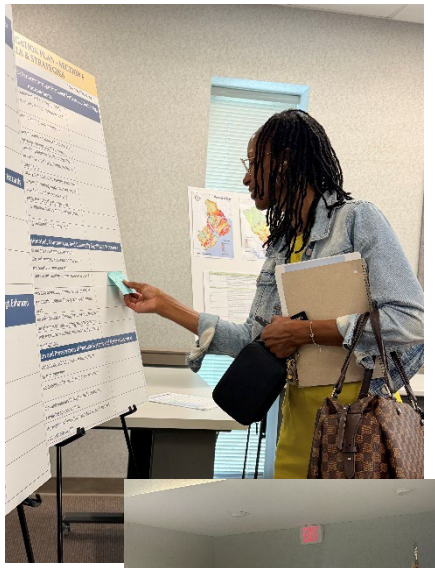
Appendix:

- A. Meetings
- B. Stakeholder Participation
- C. Plan Review
- D. Public Assistance Projects
- E. Flood Zone Definitions
- F. Flood Zone Maps
- G. Critical Facilities
- H. Extreme Heat
- I. 2020 Actions Update
- J. 2026 Action Plans
- K. Adoption Resolutions

FEMA's Four Steps of Mitigation Planning

1. Identify the planning team and organize resources.
2. Assess risks
3. Develop a mitigation strategy
4. Adopt and implement the plan





LOWCOUNTRY PROFILE

% Change	Lowcountry	Beaufort	Colleton	Hampton	Jasper
Total Population					
2015 – 2020	7.7%	10.7%	-1%	-6.1%	11.3%
2020 – 2024	5.3%	2.9%	3.1%	-5.0%	8.8%
Population 65+					
2010 – 2018	41.8%	44.4%	17.7%	19.3%	41.8%
2018 – 2024	9%	7.8%	4.4%	0.7%	32.4%
Hispanics					
2010 – 2018	7.2%	7.6%	16.5%	7.5%	2%
2018 – 2024	20%	14.8%	38.7%	-5.4%	47.9%
Housing Stock					
2010 – 2018	4.7%	5.2%	0.6%	0.0%	12.3%
2018 – 2024	5.9%	5.5%	0.3%	-5.4%	27.6%

HAZARDS LOSS AND PROBABILITY

Loss Summary 2019-2024

$9,425,491	**Property and Crop**
8	**Deaths**
72	**Injuries**

Hazard	Property & Crop
Hurricane	$6,753,442
Tornado	$1,214,422
Flood	$653,895
Windstorm	$482,044
Lightning	$321,688
Coastal Erosion	$0
Drought	$0
Earthquake	$0
Extreme Heat	$0
Hail	$0
Wildfire	$0
Winter Storm	$0
Terrorism	$0
Cyber Attack	$0
Hazardous Materials	$0

Hazard	Future Probability
Lightning	550,919%
Wildfire	35,791%
Drought	1,870%
Windstorms	1,569%
Hail	631%
Flood	324%
Tornado	148%
Winter Storm	123%
Hurricane	108%
Extreme Heat	38%
Earthquake	4%
Coastal Erosion	n/a
Terrorism	n/a
Cyber Attack	n/a
Hazardous Materials	n/a

OVERALL NATURAL HAZARD RISK

"The risk is defined as the potential for negative impacts as a result of a natural hazard, considering Expected Annual Loss, Social Vulnerability, and Community Resilience."

Overall Risk	Relatively Moderate	Relatively Low	Relatively Low	Very Low
	Beaufort	Colleton	Hampton	Jasper
Expected Annual Loss represents the dollar loss from building value, population and/or agriculture exposure each year due to natural hazards.	Relatively Moderate	Relatively Low	Very Low	Relatively Low
Social Vulnerability is the susceptibility of social groups to the adverse impacts of natural hazards, including disproportionate death, injury, loss, or disruption of livelihood.	Relatively Low	Relatively High	Very High	Relatively Moderate
Community Resilience is the ability of a community to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions.	Relatively Moderate	Relatively Moderate	Relatively Low	Relatively Low

2026 Goals & Strategies

1. Protection of Structural Projects, Utilities, and other Critical Facilities and Systems from Natural Hazards

1.1 Continue to protect critical facilities both public and private (roads, bridges, water, sewer, electricity, and others) and critical services (fire, rescue, medical, and others) from natural hazard threats.
1.2 Continue to identify and schedule repairs and other improvements needed to ensure buildings are in adequate condition and with adequate equipment to function in the event of a disaster.
1.3 Inspect and assess utilities' capability and vulnerability to ensure they can handle natural disasters.
1.4 Ensure integrity of dams, levees, seawalls detention/retention basins, channel modification, retaining walls, and storm sewers.
1.5 Determine adequacy of current regional communications infrastructure and address needed improvements.

2. Enhancement of Public Education and Awareness of Natural Hazards

2.1 Develop an ongoing public communications and education program including multiple languages and a website, pamphlets, information packets, and articles in the local media.
2.2 Include information on how to respond to natural hazard threats including mitigation techniques, protective measures, and evacuation preparedness that businesses and homeowners can take.
2.3 Incorporate the use of local television channels, email, and social media, including Facebook ™ and X™ to ensure that as many segments of the population as possible are reached.
2.4 Assistance of targeted, vulnerable population.

2026 Goals & Strategies

3. Improvement of Hazard Prevention Measures Through Policies, Plans, and Regulations.

3.1 Continue efforts to revise, update, and improve plans, codes, zoning, and other mechanisms to address natural hazard mitigation, and expand on present policies to further protect the counties and incorporated municipalities (floodplains, repetitive loss areas, and others).
3.2 Continue to enforce policies and ordinances for zoning, floodplains, flood damage prevention, stormwater management, building codes, beach renourishment, and others.
3.3 Encourage participation in the National Flood Insurance Program (NFIP) and work toward the lowering of the CRS rating.
3.4 Continue to seek grant funding for hazard mitigation related projects and programs.
3.5 Consider more rigorous standards for hazard-resistant construction, increased regulation of construction in hazard-prone areas as well as enhanced enforcement of existing regulations.

4. Enhancement of Emergency Services through Sustained System and Technology Improvements

4.1 Continue to update the Emergency Operation/Response Plan on an annual basis including information on responsible parties and contact information.
4.2 Maintain sufficient and up to date equipment and training for EMS, police, fire, and other departments to ensure prompt responses and the safety of residents.
4.3 Maintain warning systems, evacuation planning, and emergency response training.
4.4 Maintain safe and efficient evacuation routes – continue to cooperate with each other and SCDOT on highways connecting the counties.
4.5 Maintain sufficient and safe shelters for potential needs - should be able to accommodate all members of the area's population, including those with special medical or other needs.
4.6 Maintain the IT capabilities of local governments to ensure continuity of operations in the event of disaster, including supporting the use of centralized technology, located as far inland as possible, and developing a hosted (for instance, the "cloud") storage system.
4.7 Coordinate with the county and regional offices of the various state human services departments.
4.8 Maintain and enhance working relationships among local governments.

2026 Goals & Strategies

5. Protection of Residential, Commercial, and Culturally Significant Properties

5.1 Encourage use of innovative hazard-resistant construction techniques/materials (reinforced, impact-resistant doors, storm resistant windows, hurricane shutters, and others).

5.2 Advise/assist property owners in retrofitting homes, businesses, and institutional facilities.

5.3 Monitor and maintain trees and branches, in public areas, at risk of breaking or falling during hazards incidents (heavy rain, wind, storm etc.) and damaging property.

5.4 Utilize currently available information and mapping to help determine the areas and magnitude of impacts from flooding and sea level rise.

5.5 Seek grants for protective measures – include elevation and property acquisition for flooding mitigation.

6. Conservation and Preservation of Natural Systems and Natural Resources

6.1 Enhance floodplain protection, habitat preservation, wetland restoration, dune protection, and forest management.

6.2 Encourage renewable energy (solar, wind, hydropower) when possible.

6.3 Protect native species and habitats through wildlife corridors, rehabilitation, and invasive species control.

6.4 Use geographic information science (GIS) and data analysis to track resource use and ecosystem health.

Alternative:

Rather than showing the previous 3 Goals & Strategies slides.

Use the following Goals slide and fill in one slide that highlights actions completed/ ongoing that are specific to your jurisdiction.

2026 PLAN'S GOALS

"The goals are revised and updated from those appearing in the 2020 Plan"

01 Protection of Structural Projects, Utilities, and other Critical Facilities and Systems from Natural Hazards

02 Enhancement of Public Education, Information and Awareness of Natural Hazards

03 Improvement of Hazard Prevention Measures through Enhanced Policies, Plans, and Regulations

04 Enhancement of Emergency Services through Sustained System and Technology Improvements

05 Protection of Residential, Commercial, and Culturally Significant Properties

06 Conservation and Preservation of Natural Systems and Natural Resources

2026 [Jurisdiction] Actions

2020 Completed Actions	2026 New and Ongoing Action
• List completed actions	• List new and ongoing actions

2026 Lowcountry Hazard Mitigation Plan

The 2026 Lowcountry Hazard Mitigation Plan serves as the regional strategy for reducing long-term risks to life, property, infrastructure, the environment, and the economy from natural and human-caused hazards affecting the South Carolina Lowcountry.

The plan updates the 2020 Lowcountry Natural Hazard Mitigation Plan and fulfills the requirements of the Disaster Mitigation Act of 2000 and FEMA's hazard mitigation planning regulations under 44 CFR §201.6. FEMA-approved hazard mitigation plans are required for local governments to remain eligible for federal Hazard Mitigation Assistance grant programs.

- ***The plan is a 5-year update of the 2020 Lowcountry Natural Hazard Mitigation Plan and fulfills the requirements of the Disaster Mitigation Act of 2000 and FEMA's hazard mitigation planning regulations under 44 CFR §201.6.***
- ***FEMA-approved hazard mitigation plans are required for local governments to remain eligible for federal Hazard Mitigation Assistance grant programs.***

This multi-jurisdictional plan was developed through a collaborative effort led by the Lowcountry Council of Governments (LCOG) and includes Beaufort, Colleton, Hampton, and Jasper Counties, along with participating municipalities and regional partners. The planning process incorporated extensive stakeholder involvement, public outreach, emergency management input, technical analysis, and review of existing plans and policies. Public participation included community surveys, public meetings, stakeholder engagement, and opportunities for review and comment throughout the planning process. More than 580 residents participated in the regional survey, providing valuable insight into local hazard concerns and priorities.

The Lowcountry encompasses approximately 2,848 square miles and includes extensive coastal areas, tidal marshes, wetlands, forests, river systems, and rapidly developing communities. While these natural features contribute significantly to the region's quality of life and economic vitality, they also create vulnerability to a variety of hazards, particularly flooding, hurricanes, storm surge, coastal erosion, and severe weather events. Population growth continues across much of the region, especially in Beaufort and Jasper Counties, increasing the number of residents, businesses, and critical facilities exposed to hazard risks. At the same time, the region's aging population presents additional challenges for emergency preparedness, response, and recovery efforts.

The hazard identification and risk assessment evaluates fifteen hazards that pose risks to the Lowcountry: **tornadoes, hurricanes, windstorms, lightning, hail, drought, earthquakes, wildfires, flooding, winter storms, coastal erosion, extreme heat, terrorism, hazardous materials, and cyber**

2026 Lowcountry Hazard Mitigation Plan

attacks. Historical occurrence data, recent events, future probability, loss information, and social vulnerability indicators were analyzed to better understand current and emerging risks. Community survey results identified hurricanes, windstorms, lightning, and extreme heat among the hazards of greatest concern to residents.

2026 Plan Goals

1) Protection of Structural Projects, Utilities, and other Critical Facilities and Systems from Natural Hazards
2) Enhancement of Public Education, Information and Awareness of Natural Hazards
3) Improvement of Hazard Prevention Measures through Enhanced Policies, Plans, and Regulations
4) Enhancement of Emergency Services through Sustained System and Technology Improvements
5) Protection of Residential, Commercial, and Culturally Significant Properties
6) Conservation and Preservation of Natural Systems and Natural Resources

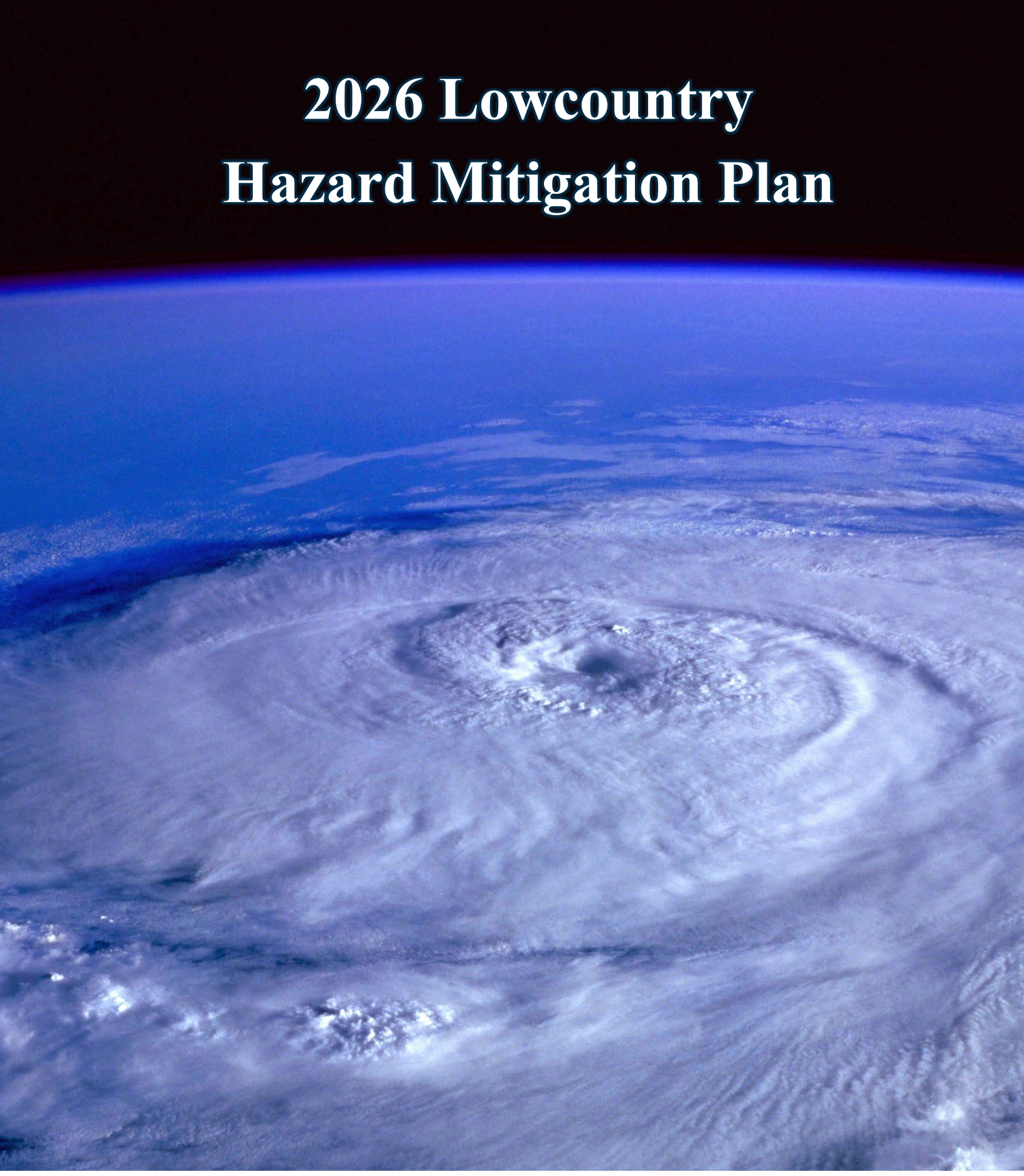
A vulnerability assessment examined how hazards affect people, property, infrastructure, and critical community functions. Particular attention was given to socially vulnerable populations, development trends, building exposure, flood-prone areas, and critical facilities such as transportation networks, utilities, schools, healthcare facilities, and emergency services. The assessment highlighted the increasing importance of resilience planning as population growth, development pressures, and climate-related impacts continue to shape the region's risk profile.

Building upon the successes and lessons learned from the 2020 plan, the 2026 update establishes revised mitigation goals, strategies, and actions designed to reduce future disaster losses and strengthen community resilience. The mitigation strategy emphasizes protecting life and property, improving infrastructure resilience, enhancing emergency preparedness and public awareness, reducing repetitive losses, supporting natural and nature-based solutions, and integrating hazard mitigation into local planning and development decisions. These actions provide a framework for jurisdictions to pursue projects, policies, and funding opportunities that will reduce vulnerability and improve long-term sustainability.

The plan concludes with a maintenance strategy that outlines procedures for monitoring implementation progress, evaluating effectiveness, maintaining public involvement, and updating the plan over the next five years. Through continued regional coordination and proactive investment in mitigation measures, the Lowcountry can reduce future disaster impacts, protect its residents and resources, and enhance resilience to both existing and emerging hazards.

SCAN TO LEARN MORE

2026 Lowcountry Hazard Mitigation Plan



Beaufort County

City of Beaufort

Town of Bluffton

Town of Hilton Head Island

Town of Port Royal

Colleton County

Town of Cottageville

Town of Edisto Beach

Town of Lodge

Town of Smoaks

City of Walterboro

Town of Williams

Hampton County

Town of Brunson

Town of Estill

Town of Furman

Town of Gifford

Town of Hampton

Town of Luray

Town of Scotia

Town of Varnville

Town of Yemassee

Jasper County

City of Hardeeville

Town of Ridgeland

The 2026 Lowcountry Hazard Mitigation Plan would not be possible without the support of Beaufort, Colleton, Hampton, and Jasper Counties, the contribution of the Steering Committee, and the participation of stakeholders and the public.

For further information, questions, and comments, please contact:

Christopher Ramm, Senior Planner
Planning Department
Lowcountry Council of Governments
P.O. Box 98|634 Campground Road
Yemassee, South Carolina 29945
Phone: 843-473-3993
Email: cramm@lowcountrycog.org

Prepared by

Lowcountry
COUNCIL OF GOVERNMENTS

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SECTION 1: INTRODUCTION AND PLANNING PROCESS

1.1 INTRODUCTION

According to the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended by the Disaster Mitigation Act of 2000, the Hazard Mitigation Plan is required by the Federal Emergency Management Agency (FEMA) for all counties in the State of South Carolina. The plan *"is the representation of the jurisdiction's commitment to reduce the risks from natural hazards, serving as a guide for decision makers as they commit resources to reducing the effects of natural hazards."* Moreover, it must meet the requirements of Title 44 Code of Federal Regulations (CFR) §201.6 for FEMA approval and eligibility to apply FEMA Hazard Mitigation Assistance grant programs.

The 2026 Lowcountry Hazard Mitigation Plan is an update of the 2020 Lowcountry Natural Hazard Mitigation Plan which includes Beaufort, Colleton, Hampton, and Jasper Counties. The result is an updated fully multi-jurisdictional plan for all the counties in the Lowcountry region, including Beaufort, Colleton, Hampton, and Jasper. The plan provides a profile of the most common natural hazards in the region, including historic locations and past occurrence data, probability of future occurrence, and loss information. The plan also includes social vulnerability indicators for identifying populations at greatest risk from the effects of natural hazards. Finally, the plan identifies the mitigation actions to save lives and to prevent major property damage and other losses caused by natural disasters in the Lowcountry region. The plan was prepared by the Lowcountry Council of Governments (LCOG).

FEMA Requirements

The 2026 Lowcountry Hazard Mitigation Plan addresses the FEMA requirements including:

Planning Process

- 44 CFR §201.6(c)(1): The plan shall document the planning process used to develop the plan, including how it was prepared, who was involved in the process, and how the public was involved.
- 44 CFR §201.6(b)(2): The planning process shall include an opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities, and agencies that have the authority to regulate development, as well as businesses, academia and other private and non-profit interests to be involved in the planning process.
- 44 CFR §201.6(b)(1): The planning process shall include an opportunity for the public to comment on the plan during the drafting stage and prior to plan approval.
- 44 CFR §201.6(b)(3): The planning process shall include the review and incorporation, if appropriate, of existing plans, studies, reports, and technical information.
- 44 CFR §201.6(c)(4) (iii): The plan maintenance process shall include a discussion on how the community will continue public participation in the plan maintenance process.
- 44 CFR §201.6(c)(4)(i) The plan maintenance process shall include a section describing the method and schedule of monitoring, evaluating, and updating the mitigation plan within a five-year cycle.

Hazard Identification and Risk Assessment

- 44 CFR §201.6(c)(2)(i): The risk assessment shall include a description of the type, location and

extent of all natural hazards that can affect the jurisdiction as well as information on previous occurrences of hazard events and on the probability of future hazard events for each jurisdiction

- 44 CFR §201.6(c)(2)(ii): The risk assessment shall include an overall summary of each hazard and its impact on the community as well as an overall summary of each hazard and its impact on the community. The plan must address NFIP insured structures that have been repetitively damaged by floods.
- 44 CFR §201.6 (c) (2) (iii): For multi-jurisdictional plans, the risk assessment section must assess each jurisdiction's risks where they vary from the risks facing the entire planning area.

Mitigation Strategy

- 44 CFR§201.6(c)(3): The plan shall include a mitigation strategy that provides the jurisdiction's blueprint for reducing the potential losses identified in the risk assessment, based on existing authorities, policies, programs, and resources, and its ability to expand on and improve these existing tools.
- 44 CFR §201.6(c)(3)(i): The hazard mitigation strategy shall include a description of mitigation goals to reduce or avoid long-term vulnerabilities to the identified hazards.
- 44 CFR §201.6(c)(3)(ii): The hazard mitigation strategy shall address each jurisdiction's participation in the NFIP and continued compliance with NFIP requirements, as appropriate. The hazard mitigation strategy shall include a section that identifies and analyzes a comprehensive range of specific mitigation actions and projects being considered to reduce the effects of each hazard, with particular emphasis on new and existing buildings and infrastructure.
- 44 CFR §201.6(c)(3)(iii): The hazard mitigation strategy shall include an action plan, describing how the actions identified will be prioritized, implemented, and administered by each local jurisdiction. Prioritization shall include a special emphasis on the extent to which benefits are maximized according to a cost benefit review of the proposed projects and their associated costs.
- 44 CFR §201.6(c)(3)(iv): For multi-jurisdictional plans, there must be identifiable action items specific to the jurisdiction requesting FEMA approval or credit of the plan.
- 44 CFR §201.6(c)(4)(ii): The plan shall include a process by which local governments incorporate the requirements of the mitigation plan into other planning mechanisms such as comprehensive or capital improvements, when appropriate.

Plan Review

- 44 CFR §201.6(d)(3): A local jurisdiction must review and revise its plan to reflect change in development and priorities as well as progress in local mitigation efforts.

Plan Adoption

- 44 CFR §201.6(c)(5): The plan shall include documentation that the plan has been formally adopted by the governing body of the jurisdiction requesting approval of the plan. For multi-jurisdictional plans, each jurisdiction requesting approval of the plan must document that it has been formally adopted.

Composition of the Plan

The documentation of the planning process includes seven sections along with appendices and references.

Section 1: Introduction and Planning Process

Introduction to the 2026 Lowcountry Hazard Mitigation Plan and its requirements and the planning process.

Section 2: Lowcountry Profile

Physical and socioeconomic conditions unique to the Lowcountry region including its location, geographical landscape, population, housing, and economy.

Section 3: Hazard Identification and Assessment

Hazards relevant to the Lowcountry region with a description of each hazard, its location, extent, occurrences, and its future probability. It is important to understand the natural hazards that affect the Lowcountry region.

Section 4: Vulnerability Assessment

Social vulnerability indicators along with loss information in the Lowcountry region. Vulnerability is determined by assessing the probability and historical loss from each hazard. Loss information is an estimate of direct monetary losses (property and crop) and human losses (injuries and deaths) for each hazard in each county

Section 5: Community Capability Assessment

Overview of counties and corresponding jurisdictions' efforts in incorporating the current hazard mitigation plans into other various policies, plans, and ordinances. These include, but are not limited to Comprehensive Plans, Zoning Ordinances, Land Use Plans, and Flood Mitigation Plans.

Section 6: Hazards Mitigation Strategy

Goals and strategies identified to mitigate hazards for the counties and municipalities participating in this plan. The goals and strategies are revised and updated from those appearing in the 2020 Lowcountry Hazard Mitigation Plan.

Section 7: Plan Maintenance

This section details how the plan will be monitored and maintained over the next five years.

1.2 PLANNING PROCESS

To meet the requirements of Title 44 Code of Federal Regulations (CFR) §201.6, the planning process of the 2026 Lowcountry Hazard Mitigation Plan follows the guidance of the *Local Mitigation Handbook* (FEMA, 2013). The Handbook's tasks were translated into the planning process workflow as illustrated in Figure 1-1.

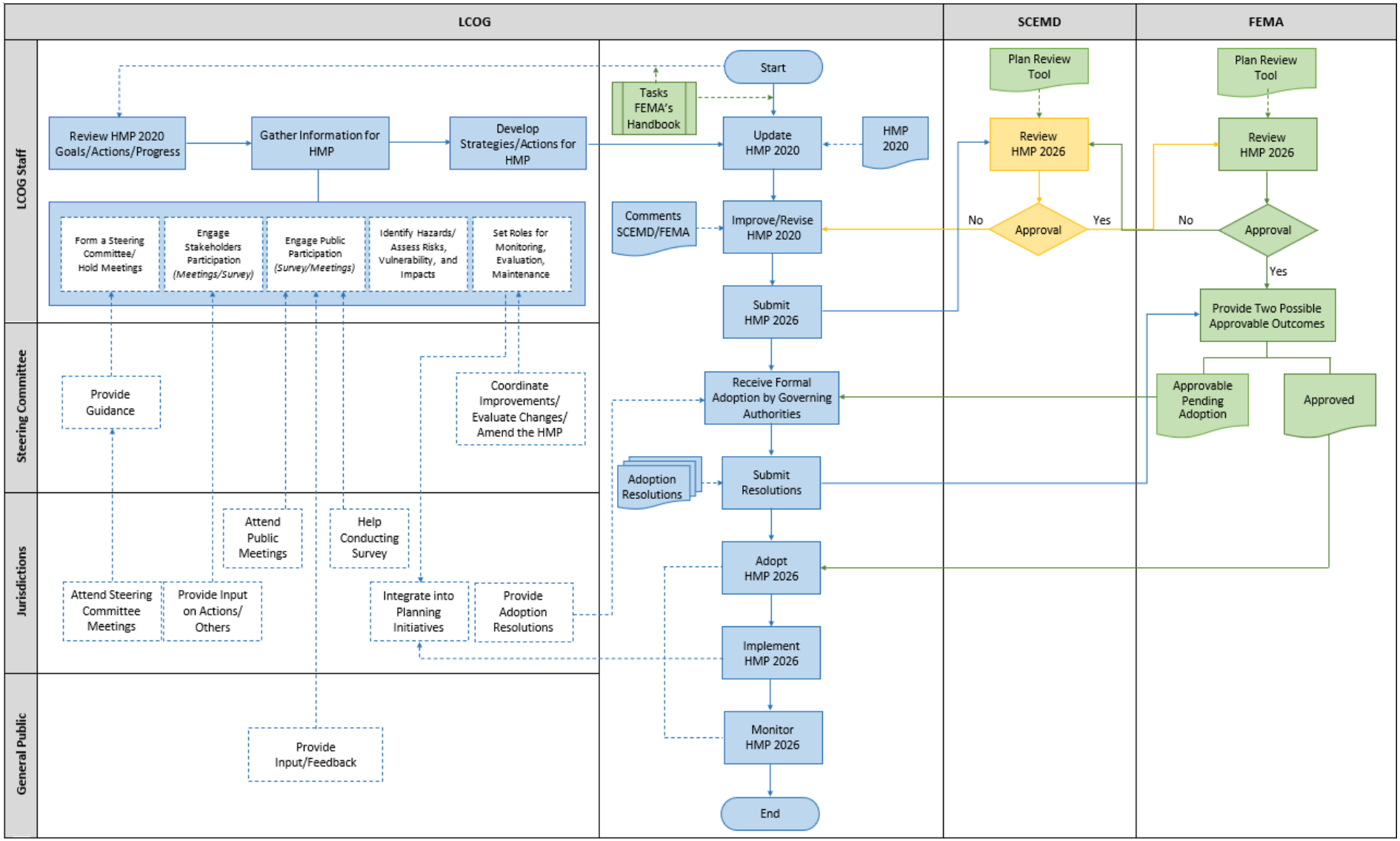
Planning Area and Resources

The 2026 Lowcountry Hazard Mitigation Plan was coordinated by the Planning Department of the LCOG, with the support of each county. The planning team comprises representatives from the four counties, the City of Beaufort, the Town of Bluffton, the Town of Hilton Head Island, the Town of Port Royal, the Town of Edisto Beach, the City of Hardeeville, Beaufort-Jasper Water & Sewer Authority, and the LCOG staff. The team members participated in and contributed to the plan update by serving as members of the Steering Committee and as liaisons to their respective jurisdictions, reviewing all technical information, helping in gathering information from stakeholders, and providing relevant information.

The hazard assessment and vulnerability assessment were updated using the most recent available data obtained from National Oceanic and Atmospheric Administration (NOAA), the Federal Emergency Management Agency (FEMA), SHELDUS via Arizona State University Center for Emergency Management and Homeland Security, the United States Geological Survey (USGS), the Centers for Disease Control and Prevention (CDC), and the State of South Carolina. The socioeconomic information is unique to the Lowcountry region including population, housing, and economy were obtained from the U.S. Census Bureau and South Carolina Department of Employment and Workforces.

Lastly, the information from the residents of the Lowcountry region was integral to the planning process. The planning effort involved opportunities for public comment through a community survey and a public participation plan.

Figure 1-1: 2026 Lowcountry Hazard Mitigation Plan Workflow



Source: Lowcountry Council of Governments (LCOG)

Planning Team Organization

The 2026 Lowcountry Hazard Mitigation Plan is an update of the 2020 Lowcountry Natural Hazard Mitigation Plan which expires June 27, 2026 (LCOG, 2021). Building on the foundation of the 2020 Plan, in May 2023 the LCOG began working with participating jurisdictions on grant submission for the "Lowcountry Multi-Jurisdictional Hazard Mitigation Plan Update." The grant was submitted to FEMA in July 2023 and awarded in November 2025.

Hazard Mitigation Plan Steering Committee

In 2025, the Steering Committee was formed to help in the creation and development of the Plan. The steering committee members were chosen based on their expertise in hazard preparation, planning, floodplain management, emergency management, facilities management, and any other relevant departments within their respective jurisdictions. This included the heads of the county emergency management offices, the jurisdictional staff, and the LCOG staff. The steering committee includes:

- Beaufort County
  Matthew Krause, Disaster Recovery Coordinator
  Juliana Zadik, Long Range Environmental Planner
  Cheyenne Peifer, Floodplain Manager
- City of Beaufort
  Bruce Skipper, Building Official & Floodplain Manager
  Christopher Klement, Planner III
- Town of Bluffton
  Beth Lewis, Watershed Resilience Manager
  Andrea Moreno, Watershed Management Division Manager
- Town of Hilton Head Island
  Shari Mendrick, Floodplain Administrator
  Thomas Dunn, Emergency Manager
  Shea Farrar, Principal Planner
- Town of Port Royal
  Noah Krepps, Planning Director
  Brooke Plank-Buccola, Assistant Town Manager
- Colleton County
  Heather Spade, Zoning Administrator
  Michael Banks, Battalion Chief, Fire-Rescue
- Town of Edisto Beach
  Mark Aakhus, Town Administrator
  Morgan Viars, Code Enforcement Officer
  Patrick Brown, Building Code Administrator
- Hampton County
  Susanne Peeples, Director, Emergency Management
- Jasper County
  David Peterson, Lieutenant, Fire-Rescue
- City of Hardeeville
  Christopher Yates, Deputy Building Official/ Floodplain Manager
  Neil Parsons, Assistant City Manager
- Beaufort-Jasper Water & Sewer Authority
  Taylor Logan, Planning Manager
  Tricia Kilgore, Director, Technology & Innovation
- Lowcountry Council of Governments
  Stephanie Rossi, Planning Director
  Christopher Ramm, Senior Planner (Project Manager)

The roles of the Steering Committee members throughout the planning process included:

- Acting as liaisons for the plan update between their jurisdictions and LCOG staff.
- Providing guidance on how to approach the plan update.

- Providing information regarding hazard preparedness and other activities related to hazard mitigation in their respective jurisdictions.
- Assisting in public information and communication through their respective organizations.
- Assisting in development of internal policies and procedures to implement relevant recommendations.
- Assisting in implementation of recommendations of the Plan including, but not limited to, the applications for funding for the Hazard Mitigation Grant Program (HMGP) and Flood Mitigation Assistance (FMA) grants.

In December 2025, the LCOG informed the steering committee about the planning process and timeframe of the plan update. Five steering committee meetings followed. All meeting minutes are included in Appendix A. Continuous communication occurred between meetings with each steering committee member to discuss topics as needed.

First Steering Committee Meeting

The first steering committee meeting was held on January 21, 2026. The purposes were to ensure that all members understand their roles and the plan's purpose. The committee also established a public participation plan and a future meeting schedule.

Second Steering Committee Meeting

The second steering committee meeting was held on February 19, 2026. This meeting emphasized public concerns of hazards coming from the survey and first public meeting. The committee discussed the approach to the Hazard Identification and Assessment section and the approach for the Community Capability Assessment.

Third Steering Committee Meeting

The third steering committee meeting was held on March 31, 2026. This meeting took a deep dive into assessing the identified hazards and the associated risks these hazards present. The committee also discussed the approach to the Vulnerability Assessment section.

Fourth Steering Committee Meeting

The fourth steering committee meeting was held on April 29, 2026. The main purpose of the meeting was to set goals for the plan and discuss possible activities for the new mitigation action plans. The committee determined the status of actions in the previous plan and suggested new actions for this plan.

Fifth Steering Committee Meeting

The fifth steering committee meeting was held on May 28, 2026. The committee took this time to review all sections of the plan and solidify the adoption process.

Stakeholders and Public Participation

Building on the 2020 Plan and the emphasis on virtual engagement options due to the COVID-19 pandemic, this plan expanded the opportunity for stakeholder and public participation. Along with a virtual survey which covered all four counties, two in-person public meetings were held. The first public meeting was held at the beginning of the planning process to get feedback early into the drafting process. The second public meeting was held to get feedback on the recommended draft plan. Throughout the whole process, a website was available for public information and comments were accepted at any time via multiple formats. Social media posts were distributed on various platforms from participating jurisdictions along with legal notices in the most heavily distributed regional newspapers.

Jurisdictional Participation

The LCOG adopted the previous plan's criteria for counties and municipalities to officially participate in the planning process. These criteria included:

- Beaufort, Colleton, Hampton, and Jasper Counties and LCOG establishing a partnership to continue efforts set in the previous plan.
- The jurisdiction's mayor, administrator, or manager providing input or comments on the Hazard Mitigation Plan.
- The jurisdiction's EMS Director or appointed representative serving as a member of the Steering Committee and providing input and comments on the Hazard Mitigation Plan and the planning process.
- The jurisdiction's representatives providing input and comments on the Hazard Mitigation Plan and the planning process.
- The LCOG Planning staff discussing the Hazard Mitigation Plan with a jurisdiction's mayor, administrator, manager, or appointed representative, and providing with input or comments.

Table 1 shows how each jurisdiction participated in the planning process.

Emergency Manager Survey

The LCOG developed the emergency manager survey for participating jurisdictions as shown in Appendix B-1. The survey was distributed via email to the steering committee members to help gather information and reach out to emergency managers in their respective jurisdictions. The LCOG also worked with steering committee members individually to update actions, critical facilities, and other relevant information needed. This information assisted in the analysis of completed actions and documentation of the need for future actions.

Table 1-1: Jurisdictional Participation

Participating Jurisdictions			Steering Committee	Stakeholders/ Public Participation	Document Review	Additional Information
Beaufort County	Cheyenne Peifer	Floodplain Manager	✓	✓	✓	
	Matthew Krause	Disaster Recovery Manager	✓	✓	✓	
	Juliana Zadik	Long Range Environmental Planner	✓	✓	✓	
	Tamarin Gullett	GIS Analyst				✓
City of Beaufort	Bruce Skipper	Building Official & Floodplain Manager	✓	✓	✓	
	Christopher Klement	Planner III	✓	✓	✓	
	Scott Marshall	City Manager		✓		✓
	Curt Freese	Community Development Director		✓		✓
Town of Bluffton	Beth Lewis	Watershed Resilience Manager	✓	✓	✓	
	Andrea Moreno	Watershed Management Division Manager	✓	✓	✓	
	Jeremy Bullock	Grants Administrator		✓		
	Lt. John DeStasio	Emergency Manager/ Special Operations			✓	✓
Town of Hilton Head Island	Shari Mendrick	Floodplain Administrator	✓	✓	✓	
	Thomas Dunn	Emergency Manager	✓	✓		✓
	Shea Farrar	Principal Planner	✓	✓		
Town of Port Royal	Noah Krepps	Planning Director	✓	✓	✓	
	Brooke Plank-Buccola	Assistant Town Manager	✓	✓		
Colleton County	Heather Spade	Zoning Administrator	✓	✓	✓	
	Michael Banks	Battalion Chief, Fire-Rescue	✓	✓		✓
	David Greene	Deputy Chief/ Emergency Manager		✓		✓
	Deidre Bartley	Floodplain Administrator				✓

Participating Jurisdictions			Steering Committee	Stakeholders/ Public Participation	Document Review	Additional Information
Town of Edisto Beach	Morgan Viars	Zoning/ Code Administrator	✓	✓	✓	
	Mark Aakhus	Town Administrator	✓	✓		✓
	Patrick Brown	Building Code Administrator	✓	✓		
City of Walterboro	Ryan McLeod	Assistant City Manager			✓	✓
Hampton County	Susanne Peeples	Emergency Management Director	✓	✓	✓	✓
Town of Hampton	Robert Brown	Mayor				✓
Town of Varnville	Nat Shaffer	Mayor				✓
Town of Yemassee	Matthew Garnes	Town Administrator				✓
Jasper County	David Peterson	Lieutenant, Fire-Rescue	✓	✓	✓	
	Russell Wells	Director, Emergency Services, Fire Chief		✓		✓
City of Hardeeville	Neil Parsons	Assistant City Manager	✓	✓	✓	
	Christopher Yates	Deputy Building Official/ Floodplain Manager	✓	✓		✓
Town of Ridgeland	Aaron Rucker	Planning & Community Development Director			✓	✓

Stakeholders Involvement

Stakeholders' involvement is essential in the planning process. In addition to participating jurisdictions, stakeholders from local and regional agencies are involved in hazard mitigation activities. The following is a list of local and regional organizations, neighboring communities, and jurisdictions' governing body given an opportunity to provide feedback for the Plan Update.

- Lowcountry Area Agency on Aging
- Lower Savannah Council of Governments
- Berkeley-Charleston-Dorchester Council of Governments
- South Carolina Coastal Conservation League
- South Carolina Sea Grant
- South Carolina Office of Resilience
- United Way of the Lowcountry
- Governing Body:
  - Beaufort County
  - City of Beaufort
  - Town of Bluffton
  - Town of Hilton Head Island
  - Town of Port Royal
  - Colleton County
  - Town of Cottageville
  - Town of Edisto Beach
  - City of Walterboro
  - Hampton County
  - Town of Estill
  - Town of Hampton
  - Town of Varnville
  - Town of Yemassee
  - Jasper County
  - City of Hardeeville
  - Town of Ridgeland

Also, LCOG meets or works with local and regional agencies to discuss issues, when appropriate, relevant to disasters and/or emergencies. These include:

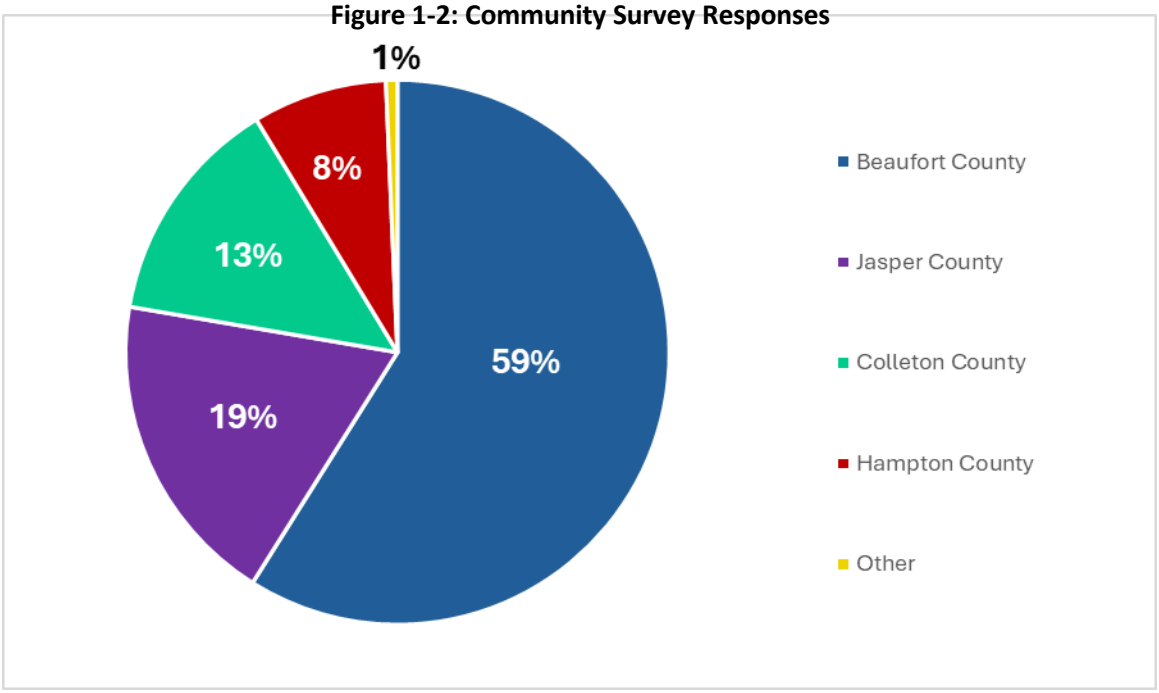
- Meetings with the Southern Lowcountry Resilience Collaborative (SLRC) that occur every other month.
- Technical Committee meetings for Transportation Resilience Improvement Plan.
- Ad hoc meetings with local agencies related to senior services to ensure that they are prepared in the event of a disaster or emergency. These agencies include:
  - Beaufort County Council on Aging
  - Colleton County Council on Aging
  - Hampton County Council on Aging
  - Jasper County Council on Aging

Community Survey

The LCOG developed the community survey in both English and Spanish to gather information on the Lowcountry residents' experiences and perceptions of natural hazards, planning and preparation for natural hazards, and support of community hazard mitigation activities. The survey was distributed through ArcGIS Survey123 as shown in Appendix B-2. Since not everyone has access to the internet, paper copies were distributed to local partners. LCOG distributed the survey via its website, newsletter, and social media accounts. Also, counties and municipalities assisted in distributing the survey link via their webpages, emails, social media, as well as distributing paper copies. Examples of survey distribution can be seen in Appendix B-3.

The community survey was open continuously for over a month. Overall, there were 587 responses of which 583 came from residents of the four counties. The other 4 responses came from Charleston, Chatham (GA), and Orangeburg. Of the total responses, 58.94% were from Beaufort County, 13.63% were from Colleton County, 8.01% were from Hampton County, and 18.74% were from Jasper County, as shown in Figure 1-2.

Figure 1-2: Community Survey Responses



The survey results identified twelve hazards that cause damage to property and loss of life for Lowcountry residents. These are:

- Tornado
- Hurricane
- Windstorm
- Lightning
- Hail
- Drought
- Earthquake
- Wildfire
- Flood
- Winter Storm
- Coastal Erosion
- Extreme Heat

The most frequently cited hazards to cause damage to property are hurricanes, windstorms, and lightning, while the hazards of greatest concern for a natural disaster are hurricanes, windstorms, and extreme heat. This data is supported by the hazards profile and vulnerability assessment in Section 3 and 4. All survey results can be seen in Appendix B-4.

The community survey was distributed to both the public and specific groups, including senior populations and businesses as shown in Appendix B-7.

Hazard Identification and Profile

The hazard identification and risk assessment compiled for the Lowcountry region covers fifteen different hazards that are of most concern in the region. These hazards include tornado, hurricane wind/storm surge, windstorm, lightning, hail, drought, earthquake, wildfire, flood (including King tides, sea level rise, and dams), winter storm, coastal erosion, extreme heat, terrorism, hazardous materials, and cyber attack. The profiles include historical location and occurrence data along with loss information and social vulnerability indicators.

Given the prior approved plan from 2020 the current profiles provide only updated (2020-present) data and information on location and occurrences, notable events, future probabilities, loss and damage information, and social vulnerability. All data used in the assessments is from the best available sources.

Mitigation Strategy

The goals and strategies towards the hazard mitigation for the Lowcountry region from the 2020 plan were revised to respond to the region's current conditions. This included assessing the updated socioeconomic conditions, community survey results, emergency manager survey results, hazard identification and profiles, and the implementation status of the 2020 mitigation actions. The revised goals and strategies are the guide for formulating the 2026 hazard mitigation actions.

Plan Review

All participating jurisdictions were contacted and notified of the planning process and the progress of the plan. The progress report and the draft final plan were distributed to the steering committee and stakeholders for review and comments. Also, the draft final plan was made available to the public for review. The results are the following.

- Progress Reports
  - Hazard identification and assessment: The report was distributed to the steering committee members for review on February 20, 2026. Review comments were received from the steering committee members on March 13, 2026.
  - Community capability assessment: The report was distributed to the steering committee members for review March 16, 2026. Review comments were received from the steering committee members on March 30, 2026.
  - Vulnerability assessment: The report was distributed to the steering committee members for review on April 2, 2026. Review comments were received from the steering committee members on April 23, 2026.
  - Goals and strategies: Report was distributed to steering committee members on April 22,

2026. All review comments were discussed during the fourth committee meeting on April 29, 2026 (Appendix A).

- Draft Final Plan – The draft final plan was completed and made available to the public for review between May 15, 2026, to June 5, 2026, and to stakeholders and steering committee members for review between May 13, 2026, to June 3, 2026. The plan was made available via LCOG's website and social media accounts. Counties and municipalities assisted in distributing the plan via their webpages, emails, and social media. Advertisements have been run in local newspapers, as well. Examples of distributions can be seen in Appendix C when available. Comments were received during the comment period, with closing date on June 1, 2026. The plan revision was made accordingly.

Plan Adoption

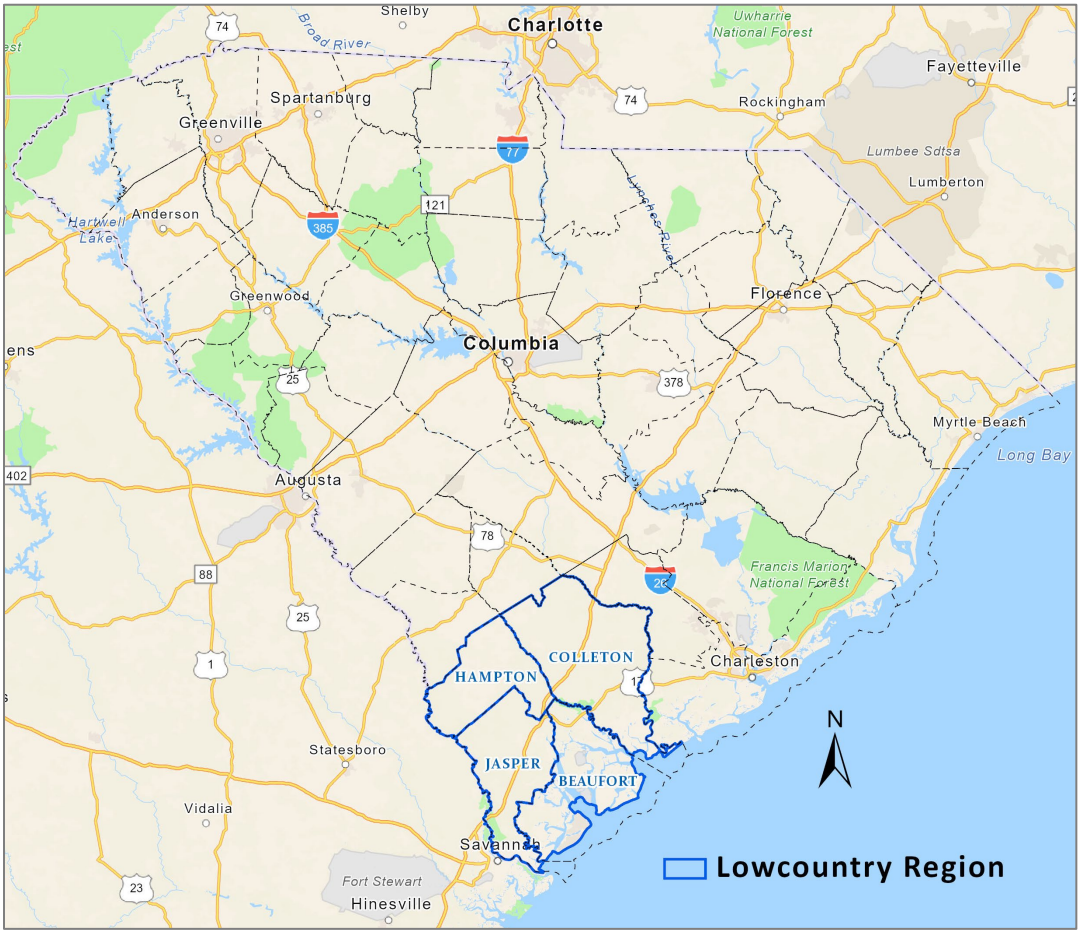
Information on jurisdiction adoptions will be included as they become available.

SECTION 2: LOWCOUNTRY PROFILE

2.1 LOWCOUNTRY AREA

With land area of 2,848 square miles, the Lowcountry region comprises Beaufort, Colleton, Hampton, and Jasper Counties, twenty-one municipalities, and unincorporated areas such as, Daufuskie Island, Islandton, Early Branch, and Coosawhatchie. The Lowcountry Region is bisected by Interstate-95 and US 278 runs diagonally from the northwest to the southeast. The interstate is not only a major cross-country corridor, but also a critical conduit for the local economy and a gateway to the region's top tourist destinations. The region's economy is also driven, by the Port of Charleston the Port of Savannah in Georgia and multiple military installations in the Beaufort and Savannah areas. US 17 connects the Lowcountry to downtown Savannah and the future Jasper Ocean Terminal to the south and to Charleston in the north. The region is served by CSX rail and Amtrak, with a passenger depot in the Town of Yemassee. There is a general aviation airport in each county, in addition to the nearby Charleston and Savannah-Hilton Head International Airports. All major transportation modes would be impacted by a significant hazard situation. The following maps show areas that are included in this plan.

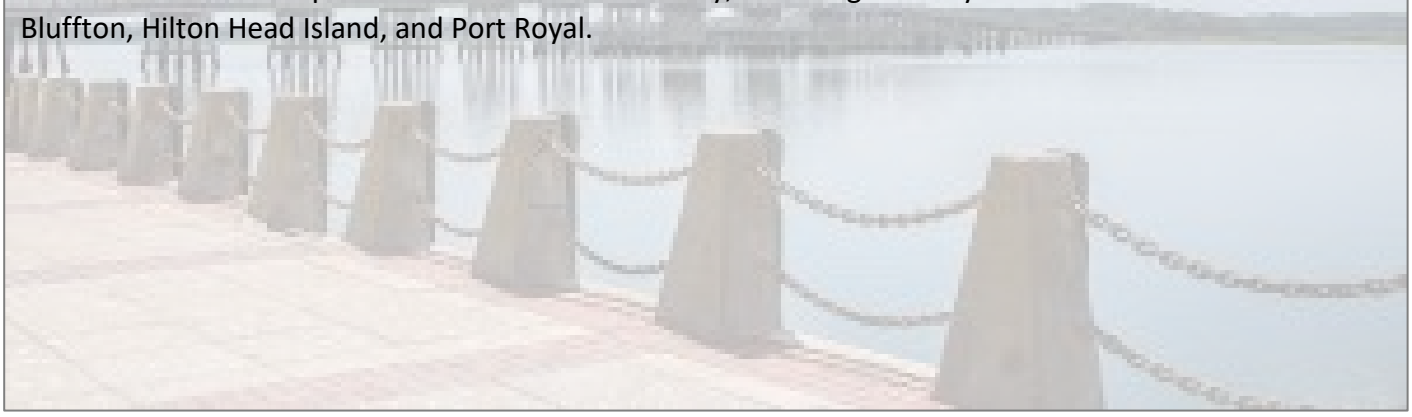
Figure 2-1: Lowcountry Location



Beaufort County

Beaufort County, approximately 576 square miles in land area, is situated along the southern portion of South Carolina's Atlantic coastal plain. It is bordered by Colleton County on the northeast, Hampton County on the northwest, Jasper County on the southwest, and the Atlantic Ocean on the south. Most areas are comprised largely of tidal marshes and swamps. Beaufort County's climate is maritime subtropical with hot summers and mild winters. It is wet and partly cloudy year-round. The average annual rainfall is approximately 48.8 inches with significant seasonal variation, August is the month that averages the most rain with 5.1 inches. Over the course of the year, the temperature typically varies from 42°F to 90°F and is rarely below 29°F or above 96°F (SCDNR, 2026 & Weatherspark.com).

There are four municipalities within Beaufort County, including the City of Beaufort and the Towns of Bluffton, Hilton Head Island, and Port Royal.



Colleton County

Colleton County, approximately 1,056 square miles in land area, is situated in the southwestern region of South Carolina, on the Atlantic Ocean. It is bordered by Bamberg and Orangeburg Counties to the north, Allendale and Hampton Counties to the west, the Atlantic Ocean and Beaufort County to the south, Charleston County to the east, and Dorchester County to the northeast. The county is situated on a low coastal plain, with a significant portion of its area consisting of tidal marshes and swamps. Most of the land situated in the floodplains is undeveloped marshland with some residential, commercial, and industrial development. Colleton County's climate is humid and subtropical. The summers are hot and oppressive while the winters are short and cold. It is wet and partly cloudy year-round. The average annual rainfall is approximately 49.9 inches; seasonal variation leads to August having the most rainfall and May having the lowest rainfall on average. Over the course of the year, the temperature typically varies from 38°F to 91°F and is rarely below 26°F or above 97°F (SCDNR, 2026 & Weatherspark.com).

There are six municipalities within Colleton County, including the City of Walterboro and the Towns of Cottageville, Edisto Beach, Lodge, Smoaks, and Williams.

Hampton County

Hampton County, approximately 559 square miles in land area, is situated in the southeastern part of South Carolina. It is bordered on the northwest by Allendale County, to the west by Screven County, GA, to the southwest by Effingham County, GA, the north by Bamberg County, to the south by Jasper County, to the southeast by Beaufort County, and to the east by Colleton County, SC. Hampton County's climate is humid and subtropical. The summers are hot and oppressive, and the winters are short and cold. It is wet and partly cloudy year-round. The average annual rainfall is approximately 50.7 inches, the wettest year on record is 74.4 inches in 1964 while the driest year on record is 25.7 inches in 1931. Over the course of the year, the temperature typically varies from 38°F to 92°F and is rarely below 25°F or above 98°F (SCDNR, 2026 & Weatherspark.com).

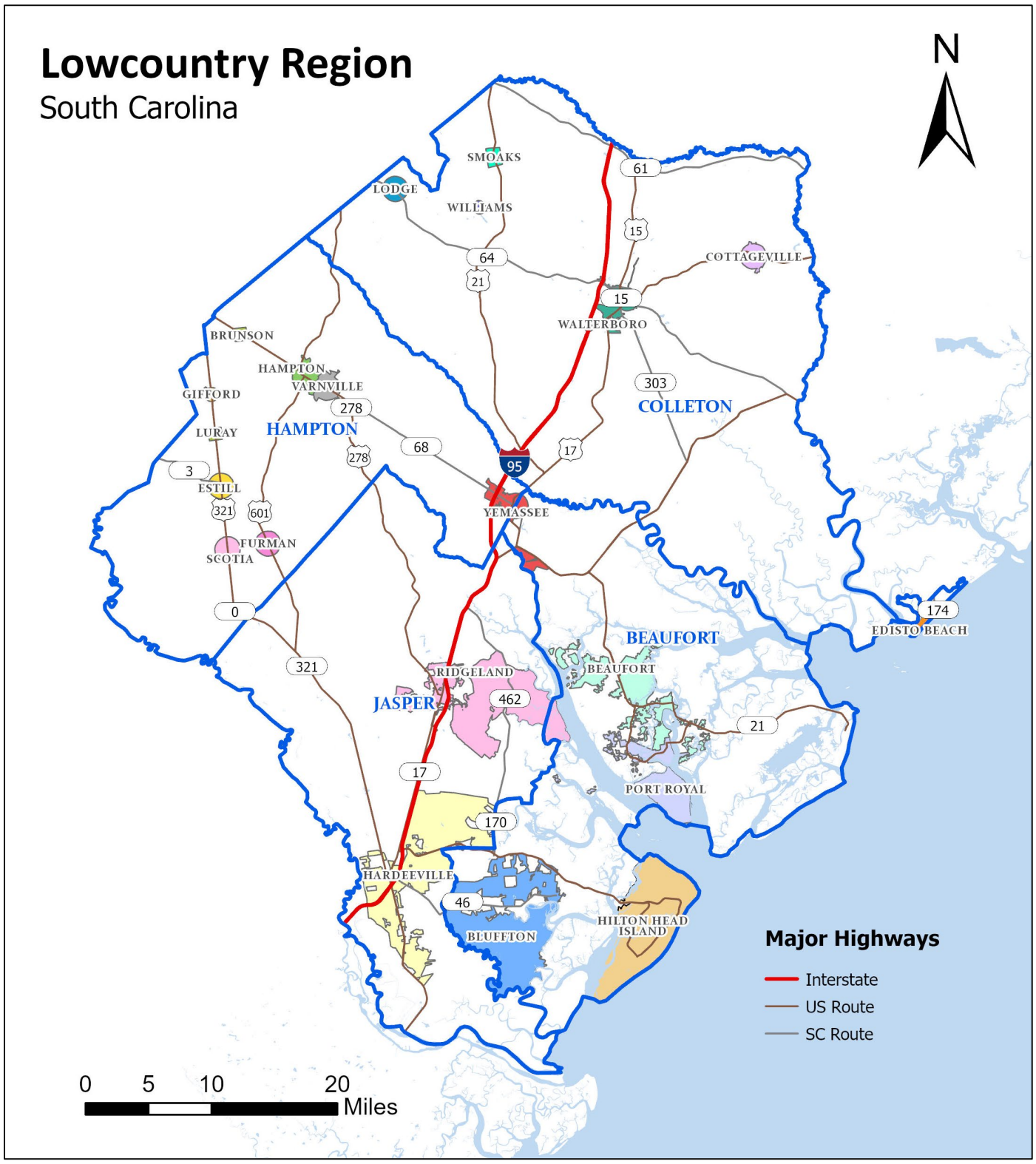
There are nine municipalities within Hampton County including the Towns of Brunson, Estill, Furman, Gifford, Hampton, Luray, Scotia, Varnville, and Yemassee.

Jasper County

Jasper County, approximately 655 square miles in land area, is situated in the southeastern portion of South Carolina in the Atlantic coastal plain. The county is bordered by Beaufort County on the northeast, Chatham County, GA on the southwest, Effingham County, GA on the west across the Savannah River, Hampton County on the north, and the Atlantic Ocean on the south. Jasper County's climate is humid and subtropical. The summers are long and hot, and the winters are short and cold. It is wet and partly cloudy year-round. The average annual rainfall is approximately 51.1 inches with significant season variation year around, the month with the most rainfall is August with 5.2 inches on average. Over the course of the year, the temperature typically varies from 41°F to 91°F and is rarely below 28°F or above 97°F (SCDNR, 2026 & Weatherspark.com).

There are two municipalities within Jasper County: the City of Hardeeville and the Town of Ridgeland.

Figure 2-2: County and Municipality Location

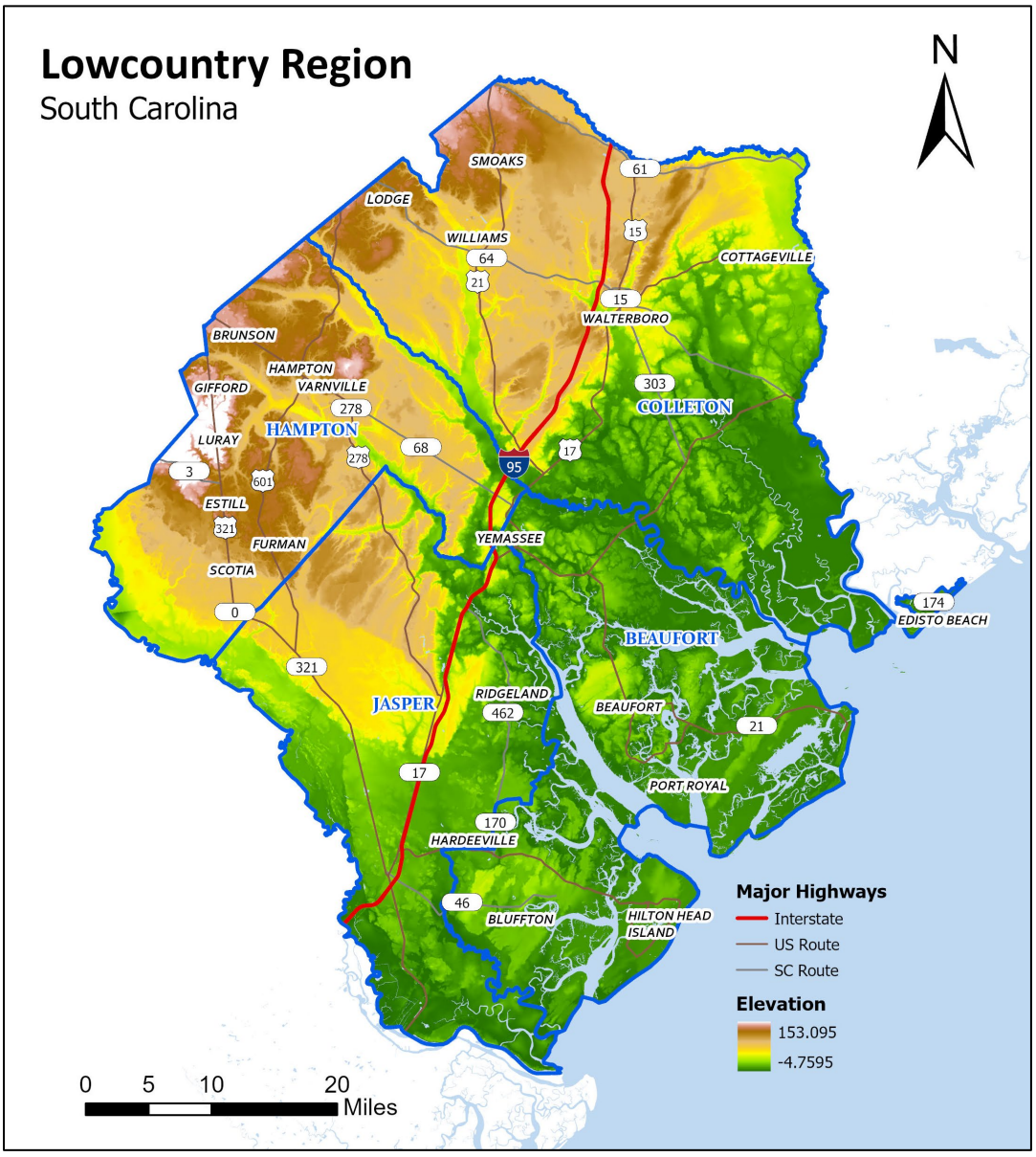


Source: South Carolina Department of Natural Resource (SCDNR)

The Lowcountry is characterized by its proximity to the ocean, saltwater marshes, forested wetlands, and large tracts of pine forests. Lowcountry forested areas support diverse wildlife communities, clean water, renewable material, and recreation. Forests that are not properly managed can act as fuel for wildfires. The

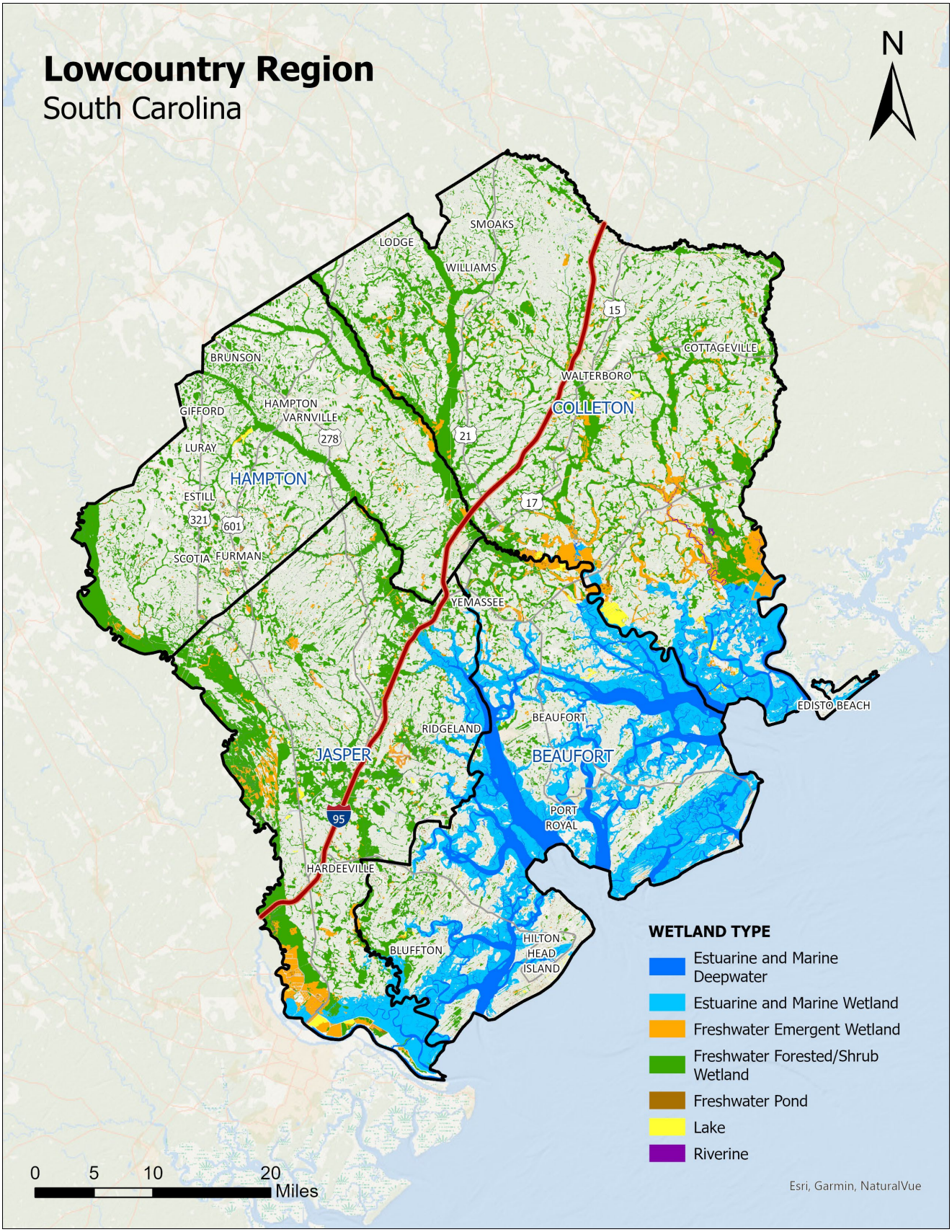
Lowcountry elevation slopes up gently inland with tidal creeks reaching into the three major watersheds of the Savannah, Salkehatchie, and Edisto Rivers. The marshes and wetlands offer unique and attractive amenities for residential development; however, they can also make construction problematic because of environmental constraints. The area's abundant salt marshes and swamps are filled with saltwater loving vegetation, such as Spartina Alterniflora or smooth cordgrass. These wetlands play a critical role in hazard mitigation by acting as living buffers against storm surge, flooding, and shoreline erosion. During hurricanes and high-tide events, they absorb and slow incoming water, reducing wave energy before it reaches inland communities. Their dense root systems stabilize sediments and help prevent land loss, while also trapping pollutants and improving water quality. The landscape is a desirable place to call home particularly where a waterfront, marsh view, or other distinctive waterbody exist, however, this landscape can also make housing and other buildings vulnerable to flooding and wind damage.

Figure 2-3: Elevation



Source: South Carolina Department of Natural Resource (SCDNR) and U.S. Geological Survey (USGS)

Figure 2-4: Wetlands



Source: South Carolina Department of Natural Resource (SCDNR)

2.2 LOWCOUNTRY POPULATION

Population and Density

Between 2000 and 2010, the four county Lowcountry region was one of the fastest growing regions in the state, with Beaufort County being the fastest growing among the larger counties and Jasper County in the top ranks of the smaller counties. Table 2-1 shows that between 2010 and 2018, population growth in the Lowcountry slowed when compared with the period 2000 through 2010. The population growth flipped in Colleton County from decreasing by 2.3% between 2010-2015 to increasing by 3.1% between 2020-2024.

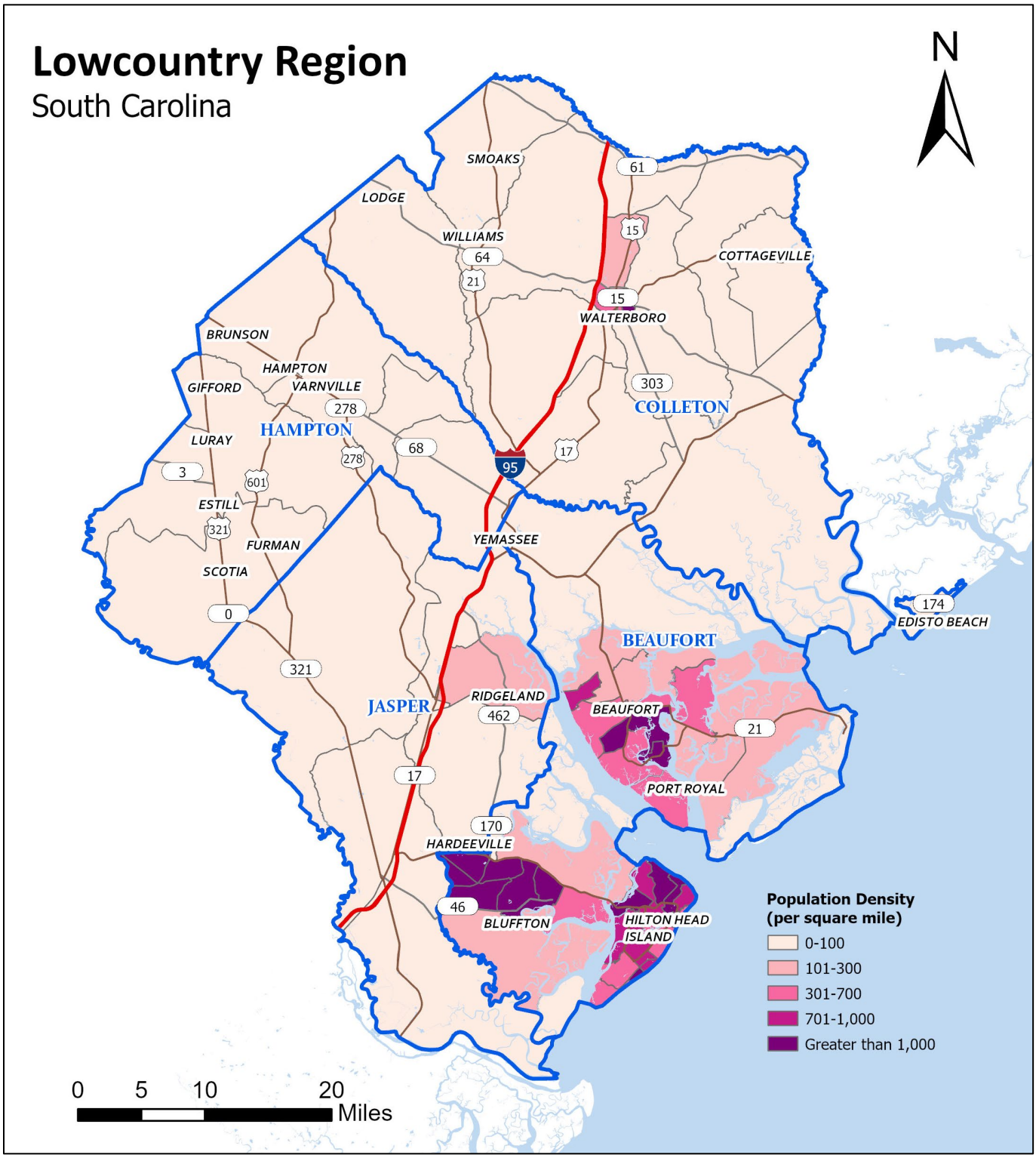
Table 2-1: Population Growth 2010-2024

Jurisdictions	2010	2015	2020	2024	Percent Change 2010-2015	Percent Change 2015-2020	Percent Change 2020-2024
Beaufort County	**162,233**	**171,420**	**189,732**	**195,289**	**5.7%**	**10.7%**	**2.9%**
City of Beaufort	12,361	12,839	13,417	13,747	3.9%	4.5%	2.5%
Town of Bluffton	12,978	14,607	23,176	33,157	12.6%	58.7%	43.1%
Town of Hilton Head Island	37,099	39,071	40,000	37,911	5.3%	2.4%	-5.2%
Town of Port Royal	10,678	11,513	13,265	15,579	7.8%	15.2%	17.4%
Colleton County	**38,892**	**38,004**	**37,624**	**38,783**	**-2.3%**	**-1.0%**	**3.1%**
Town of Cottageville	766	853	1,090	1,196	11.4%	27.8%	9.7%
Town of Edisto Beach	414	600	710	1,092	44.9%	18.3%	53.8%
Town of Lodge	120	96	142	98	-20.0%	47.9%	-31.0%
Town of Smoaks	126	143	95	95	13.5%	-33.6%	0.0%
City of Walterboro	5,398	5,312	5,417	5,480	-1.6%	2.0%	1.2%
Town of Williams	117	131	194	100	12.0%	48.1%	-48.5%
Hampton County	**21,090**	**20,473**	**19,223**	**18,254**	**-2.9%**	**-6.1%**	**-5.0%**
Town of Brunson	554	547	481	401	-1.3%	-12.1%	-16.6%
Town of Estill	2,040	2,244	2,759	1,886	10.0%	23.0%	-31.6%
Town of Furman	239	264	622	673	10.5%	135.6%	8.2%
Town of Gifford	288	363	203	268	26.0%	-44.1%	32.0%
Town of Hampton	2,808	2,726	3,077	2,636	-2.9%	12.9%	-14.3%
Town of Luray	127	176	73	311	38.6%	-58.5%	326.0%
Town of Scotia	215	163	191	97	-24.2%	17.2%	-49.2%
Town of Varnville	2,162	2,277	1,832	2,571	5.3%	-19.5%	40.3%
Town of Yemassee	1,027	893	870	1,178	-13.0%	-2.6%	35.4%
Jasper County	**24,777**	**26,549**	**29,558**	**32,166**	**7.2%**	**11.3%**	**8.8%**
City of Hardeeville	2,952	4,353	6,788	10,871	47.5%	55.9%	60.2%
Town of Ridgeland	4,036	4,030	3,903	3,764	-0.1%	-3.2%	-3.6%

Source: U.S. Census Bureau, Population Estimates, Annual Estimates of the Resident Population

With a total population of 284,492, the average population density in the Lowcountry area is 86 people per square mile (see Figure 2-5). The densest areas are in portions of the City of Beaufort and the Towns of Bluffton and Hilton Head Island.

Figure 2-5: Population Density by Census Tract 2024



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, Annual Estimates of the Resident Population 2024

Aging Population

As shown in Table 2-2, the number of people older than 65 has markedly increased in all four counties since 2010, while the number of people aged 25-59 has decreased or grown at significantly lower rate. The increase in older population is in line with much of the rest of the United States and has implications for the regional economy and community services.

Table 2-2: Age Cohorts 2010-2024

Beaufort County					
Ages	**2010**	**2018**	**2024**	**Percent Change 2010-2018**	**Percent Change 2018-2024**
Total Population	**162,233**	**188,715**	**195,289**	**16.32%**	**3.48%**
Under 5 years	10,960	9,662	9,020	-11.84%	-6.64%
5 to 9 years	9,566	9,658	8,605	0.96%	-10.90%
10 to 14 years	8,553	10,015	10,279	17.09%	2.64%
15 to 19 years	9,956	10,776	12,100	8.24%	12.29%
20 to 24 years	11,756	11,967	12,995	1.79%	8.59%
25 to 34 years	20,137	20,814	20,231	3.36%	-2.80%
35 to 44 years	17,534	18,844	19,301	7.47%	2.43%
45 to 54 years	18,580	19,735	19,778	6.22%	0.22%
55 to 59 years	9,886	12,050	12,605	21.89%	4.61%
60 to 64 years	12,273	13,752	14,942	12.05%	8.65%
65 to 74 years	20,137	30,623	31,748	52.07%	3.67%
75 to 84 years	9,698	15,975	18,643	64.72%	16.70%
85 years +	3,197	4,844	5,042	51.52%	3.48%

Colleton County					
Ages	**2010**	**2018**	**2024**	**Percent Change 2010-2018**	**Percent Change 2018-2024**
Total Population	**38,892**	**37,660**	**38,783**	**-3.17%**	**2.98%**
Under 5 years	2,579	2,252	2,107	-12.68%	-6.44%
5 to 9 years	2,515	2,289	2,971	-8.99%	29.79%
10 to 14 years	2,706	2,436	2,020	-9.98%	-17.08%
15 to 19 years	2,682	2,226	2,357	-17.00%	5.88%
20 to 24 years	2,229	2,109	2,136	-5.38%	1.28%
25 to 34 years	4,157	4,455	4,700	7.17%	5.50%
35 to 44 years	4,709	4,020	4,409	-14.63%	9.68%
45 to 54 years	5,763	4,782	4,492	-17.02%	-6.06%
55 to 59 years	2,869	2,761	2,556	-3.76%	-7.42%
60 to 64 years	2,605	2,735	3,106	4.99%	13.56%
65 to 74 years	3,635	4,667	4,866	28.39%	4.26%
75 to 84 years	1,741	2,208	2,429	26.82%	10.01%
85 years +	702	720	634	2.56%	-11.94%

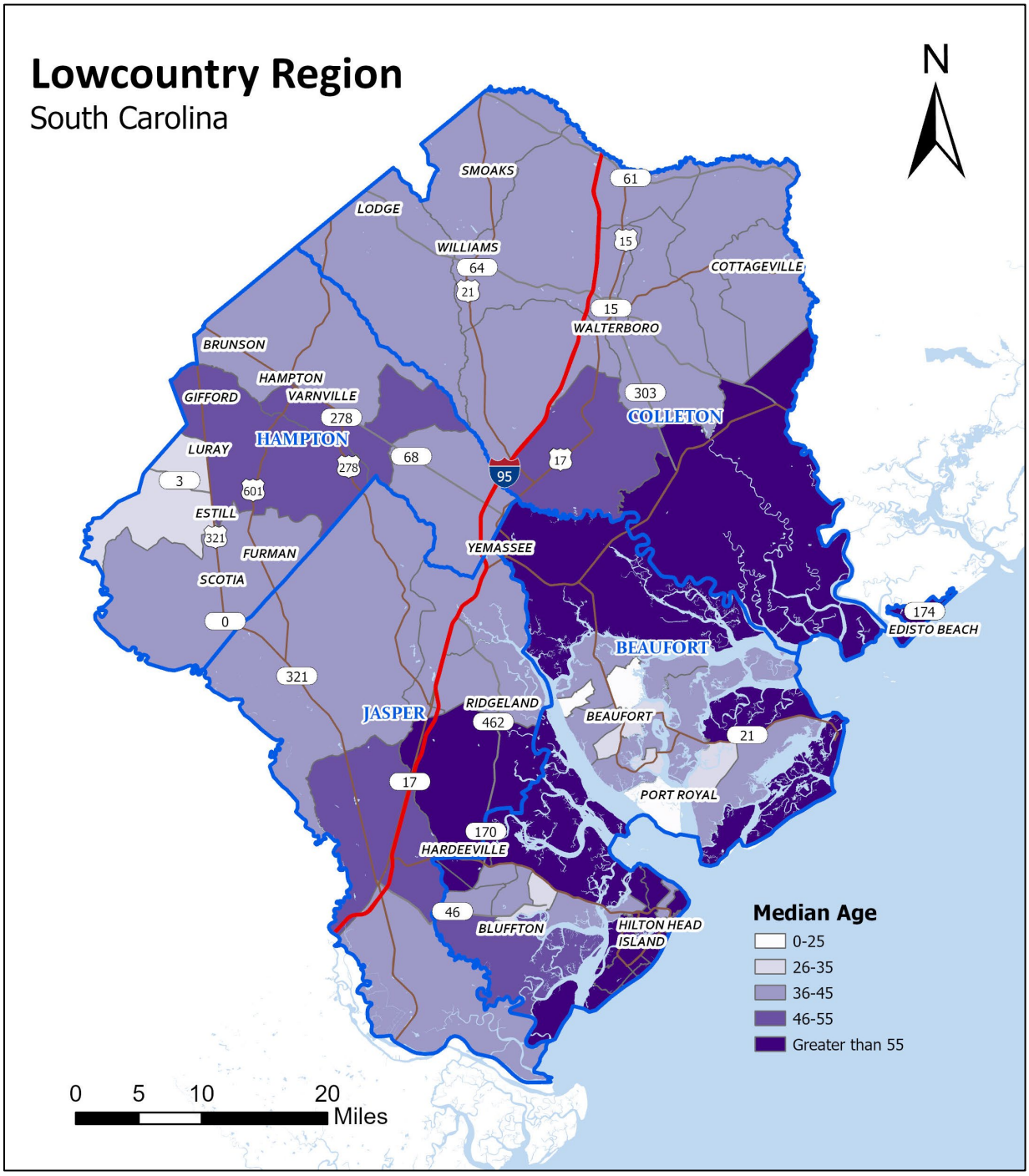
Hampton County					
Ages	**2010**	**2018**	**2024**	**Percent Change 2010-2018**	**Percent Change 2018-2024**
Total Population	**21,090**	**19,351**	**18,254**	**-8.25%**	**-5.67%**
Under 5 years	1,347	1,029	970	-23.61%	-5.73%
5 to 9 years	1,326	1,119	1,082	-15.61%	-3.31%
10 to 14 years	1,473	1,224	1,115	-16.90%	-8.91%
15 to 19 years	1,524	1,157	1,184	-24.08%	2.33%
20 to 24 years	1,229	1,140	1,272	-7.24%	11.58%
25 to 34 years	2,648	2,540	2,158	-4.08%	-15.04%
35 to 44 years	2,915	2,464	2,333	-15.47%	-5.32%
45 to 54 years	3,103	2,471	2,223	-20.37%	-10.04%
55 to 59 years	1,420	1,319	1,099	-7.11%	-16.68%
60 to 64 years	1,276	1,325	1,229	3.84%	-7.25%
65 to 74 years	1,655	2,123	2,151	28.28%	1.32%
75 to 84 years	869	1,066	982	22.67%	-7.88%
85 years +	305	374	456	22.62%	-21.93%

Jasper County					
Ages	**2010**	**2018**	**2024**	**Percent Change 2010-2018**	**Percent Change 2018-2024**
Total Population	**24,777**	**28,971**	**32,166**	**16.93%**	**11.03%**
Under 5 years	1,859	1,659	1,759	-10.76%	6.03%
5 to 9 years	1,711	1,622	1,465	-5.20%	-9.68%
10 to 14 years	1,546	1,668	1,573	7.89%	-5.70%
15 to 19 years	1,751	1,503	1,567	-14.16%	4.26%
20 to 24 years	1,969	1,911	1,952	-2.95%	2.15%
25 to 34 years	3,685	3,904	4,121	5.94%	5.56%
35 to 44 years	3,217	3,198	3,552	-0.59%	11.07%
45 to 54 years	3,524	3,593	3,435	1.96%	-4.40%
55 to 59 years	1,428	2,181	2,690	52.73%	23.34%
60 to 64 years	1,300	2,122	2,625	63.23%	23.70%
65 to 74 years	1,671	3,703	4,988	121.60%	34.70%
75 to 84 years	785	1,445	2,058	84.08%	42.42%
85 years +	313	462	381	47.60%	-17.53%

Source: U.S. Census Bureau, Population Estimates, Annual Estimates of the Resident Population for Selected Age Groups

With an increasingly aging population, it is likely that there will be greater demand for healthcare and other age-appropriate services in the region. Older age groups are often retirees on fixed incomes. The declining numbers of younger people in the region suggests a shrinking current and future labor force. With an aging population, community development and planning may need to be reoriented to create appropriate services and infrastructure to suit different age groups. Figure 2-6 illustrates the median age of the population in the Lowcountry in 2024.

Figure 2-6: Median Age by Census Tract 2024



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, Median Age by Sex

Population Diversity

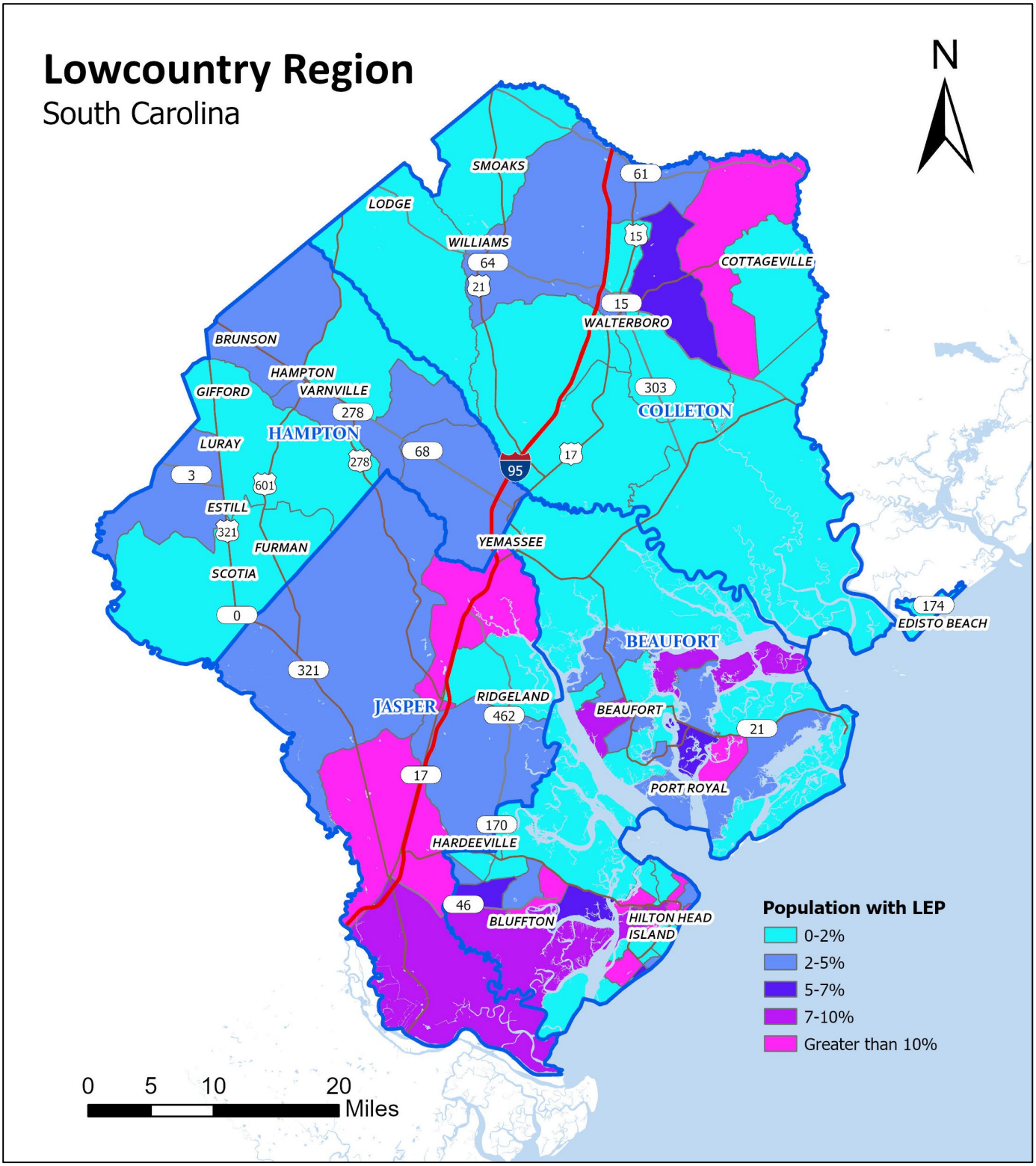
As shown in Table 2-3, each county has had significant changes in the population's composition. Historically the area's population was almost entirely composed of blacks and whites, with relatively small numbers of Asians, Hispanics, and Native Americans. The Hispanic population has continued to grow in the region from 2010 to 2024, while between 2018 and 2024, white and black population have both decreased. This growth is correlated to areas with populations who have limited English proficiency (see Figure 2-7).

Table 2-3: Race and Ethnicity 2010-2024

	Year	Total Population	Total White	Total Black	Total Hispanic
Beaufort County	2010	162,233	124,690	31,942	19,567
	2018	188,715	147,015	34,379	21,060
	2024	195,289	135,185	30,745	24,168
Percent Change	2010-2018	16.32%	17.90%	7.63%	7.63%
	2018-2024	3.48%	-8.05%	-10.57%	14.76%
Colleton County	2010	38,892	22,626	15,242	1,094
	2018	37,660	22,449	14,025	1,274
	2024	38,783	22,225	13,094	1,767
Percent Change	2010-2018	-3.17%	-0.78%	-7.98%	16.45%
	2018-2024	2.98%	-1.00%	-6.64%	38.70%
Hampton County	2010	21,090	9,241	11,435	744
	2018	19,351	8,481	10,388	800
	2024	18,254	7,509	9,594	757
Percent Change	2010-2018	-8.25%	-8.22%	-9.16%	7.53%
	2018-2024	-5.67%	-11.46%	-7.64%	-5.38%
Jasper County	2010	24,777	12,643	11,540	3,752
	2018	28,971	15,826	12,178	3,828
	2024	32,166	15,468	10,572	5,661
Percent Change	2010-2018	16.93%	25.18%	5.53%	2.03%
	2018-2024	11.03%	-2.26%	-13.19%	47.88%
Lowcountry	2010	246,992	169,200	70,159	25,157
	2018	274,697	193,771	70,970	26,962
	2024	284,492	180,307	64,005	32,353
Percent Change	2010-2018	11.22%	14.52%	1.16%	7.17%
	2018-2024	3.57%	-6.95%	-9.81%	19.99%

Note: The Whites, Blacks, and Hispanics add up to more than the total county populations because Hispanics have been counted as members of one or more of the other races as well.
Source: U.S. Census Bureau, Population Estimates, Annual Estimates of the Resident Population by Sex, Race, and Hispanic Origin

Figure 2-7: Population with Limited English Proficiency (LEP) by Census Tract 2024



Note: Population with LEP refers to percent population 5 years and over who speak English less than very well.
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, Language Spoken at Home

2.3 LOWCOUNTRY HOUSING

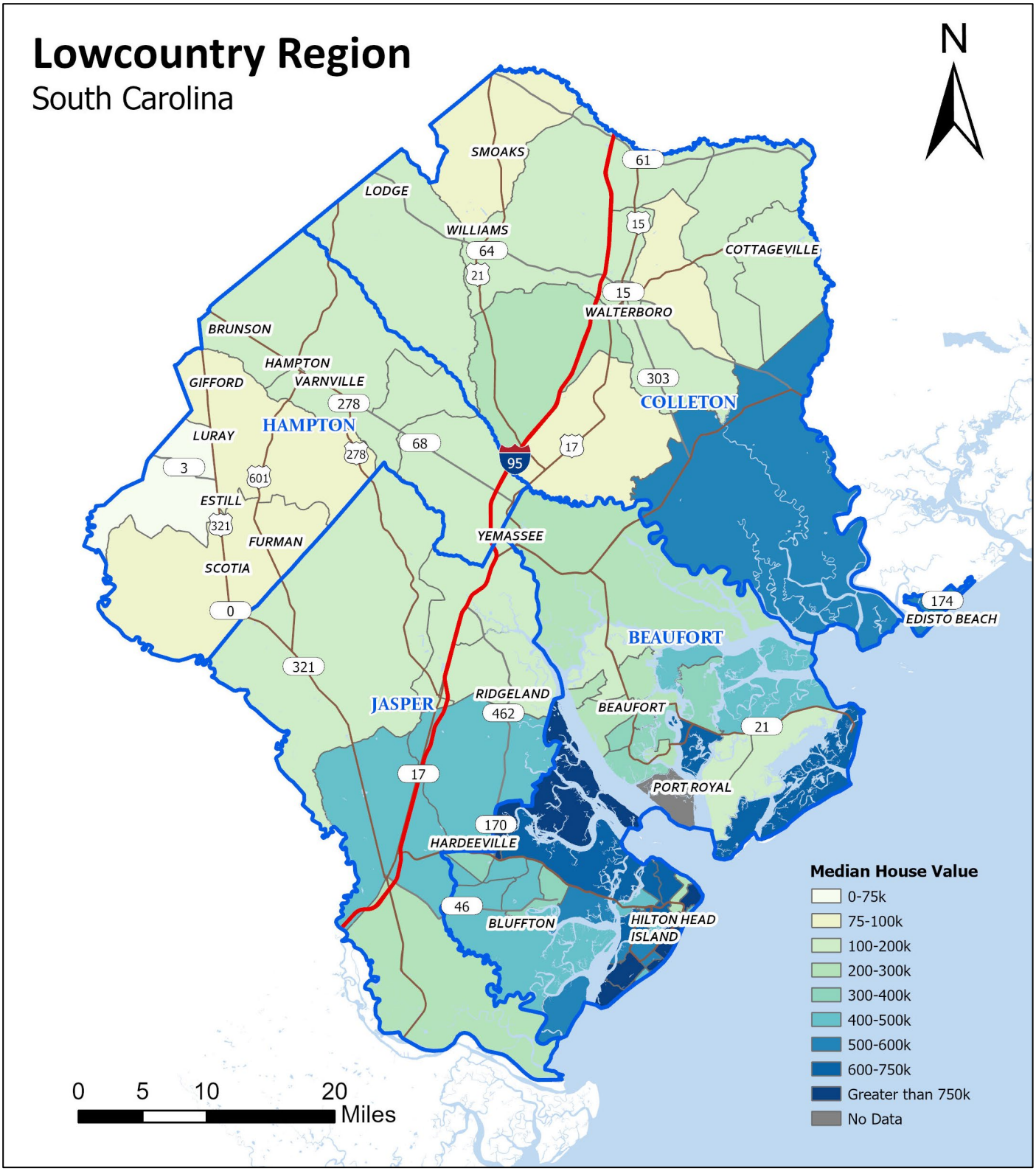
Table 2-4 provides a historic perspective of housing growth in the Lowcountry. The data shows several trends, including the significant reduction in the amount of vacant housing units from 2018-2024 while the total housing units increase by a similar percentage as the 2010-2018 timeframe. In the 2018-2024 period, the median house price skyrocketed in all four counties. Figure 2-8 illustrates the median house price in the Lowcountry in 2024. The majority of the Lowcountry's housing units were built between 1970 and 2009. These details are shown in Table 2-5.

Table 2-4: Housing Stock 2010-2024

County	Units and Value	2010	2018	2024	Percent Change 2010-2018	Percent Change 2018-2024
Beaufort	**Total Housing Units**	**93,023**	**97,831**	**103,177**	**5.17%**	5.46%
	Occupied Units	64,945	70,607	82,333	8.72%	16.61%
	Percent Occupied	70.6%	72.2%	79.80%	2.27%	10.53%
	Vacant Units	28,078	27,224	20,844	-3.04%	-23.44%
	Percent Vacant	30.2%	27.8%	20.20%	-7.95%	-27.34%
	Median House Price	$290,900	$288,900	$455,600	-0.69%	57.70%
Colleton	**Total Housing Units**	**19,901**	**20,015**	**20,083**	**0.57%**	0.34%
	Occupied Units	15,131	15,145	16,408	0.09%	8.34%
	Percent Occupied	75%	75.7%	81.70%	0.93%	7.93%
	Vacant Units	4,770	4,870	3,675	2.10%	-24.54%
	Percent Vacant	24.0%	24.3%	18.30%	1.25%	-24.69%
	Median House Price	$90,000	$85,100	$162,500	-5.44%	90.95%
Hampton	**Total Housing Units**	**9,140**	**9,140**	**8,645**	**0.00%**	-5.42%
	Occupied Units	7,598	6,924	7,225	-8.87%	4.35%
	Percent Occupied	73.7%	75.8%	83.57%	2.85%	10.25%
	Vacant Units	1,542	2,216	1,420	43.71%	-35.92%
	Percent Vacant	16.9%	24.2%	16.43%	43.20%	-32.11%
	Median House Price	$79,600	$73,000	$112,000	-8.29%	53.42%
Jasper	**Total Housing Units**	**10,299**	**11,562**	**14,758**	**12.26%**	27.64%
	Occupied Units	8,517	9,982	13,118	17.20%	31.42%
	Percent Occupied	68.9%	86.3%	88.89%	25.25%	3.00%
	Vacant Units	1,782	1,580	1,640	-11.34%	3.80%
	Percent Vacant	17.3%	13.7%	11.11%	-20.81%	-18.91%
	Median House Price	$118,700	$154,400	$325,500	30.08%	110.81%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, Selected Housing Characteristics

Figure 2-8: Median House Value by Census Tract 2024



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, Selected Housing Characteristics

Table 2-5: Housing Stock by Year Built 2024

County	Year Built	Housing Units	Percent of Total Housing Units
Beaufort	**Total Housing Units**	**103,177**	**100.0%**
	2020 or Later	3,798	3.7%
	2010 to 2019	17,033	16.5%
	2000 to 2009	28,507	27.6%
	1990 to 1999	18,007	17.5%
	1980 to 1989	18,868	18.3%
	1970 to 1979	10,500	10.2%
	1960 to 1969	2,760	2.7%
	1950 to 1959	2,276	2.2%
	1940 to 1949	519	0.5%
	1939 or Earlier	909	0.9%
Colleton	**Total Housing Units**	**20,083**	**100.0%**
	2020 or Later	279	1.4%
	2010 to 2019	1,391	6.9%
	2000 to 2009	3,483	17.3%
	1990 to 1999	3,603	17.9%
	1980 to 1989	4,108	20.5%
	1970 to 1979	3,037	15.1%
	1960 to 1969	1,459	7.3%
	1950 to 1959	1,633	8.1%
	1940 to 1949	403	2.0%
	1939 or Earlier	687	3.4%
Hampton	**Total Housing Units**	**8,645**	**100.0%**
	2020 or Later	75	0.9%
	2010 to 2019	408	4.7%
	2000 to 2009	1,056	12.2%
	1990 to 1999	1,914	22.1%
	1980 to 1989	1,410	16.3%
	1970 to 1979	1,379	16.0%
	1960 to 1969	952	11.0%
	1950 to 1959	790	9.1%
	1940 to 1949	315	3.6%
	1939 or Earlier	346	4.0%
Jasper	**Total Housing Units**	**14,758**	**100.0%**
	2020 or Later	1,520	10.3%
	2010 to 2019	3,658	24.8%
	2000 to 2009	3,291	22.3%
	1990 to 1999	2,595	17.6%
	1980 to 1989	1,016	6.9%
	1970 to 1979	1,433	9.7%
	1960 to 1969	489	3.3%
	1950 to 1959	91	0.6%
	1940 to 1949	110	0.7%
	1939 or Earlier	555	3.8%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, Selected Housing Characteristics

2.4 LOWCOUNTRY ECONOMY

Employment

A useful picture of jobs and employment comes from comparing the labor force and employment numbers with those from the past. Table 2-6 shows that Beaufort, Colleton, and Jasper Counties have seen an increase in labor force since 2019. The Lowcountry region's unemployment rate has risen in Colleton, Hampton, and Jasper Counties and stayed the same in Beaufort County since 2019.

According to the South Carolina Department of Employment and Workforce (SCDEW), in 2026, the top five industries that employ Lowcountry residents include health care and social assistance, retail trade, accommodation and food services, educational services, and administrative and support services.

Table 2-6: Employment 2010-2024

County	Income Type	2010	2019	2024	Percent Change 2010-2019	Percent Change 2019-2024
Beaufort	Civilian Labor Force	65,336	77,858	85,152	19.2%	9.37%
	Number of Employed	59,684	75,797	82,918	27.0%	9.39%
	Number of Unemployed	5,652	2,061	2,234	-63.5%	8.39%
	Unemployment Rate	8.7%	2.6%	2.6%	-70.1%	0.00%
Colleton	Civilian Labor Force	16,827	16,821	17,178	0.0%	2.12%
	Number of Employed	8,784	16,283	15,482	85.4%	-4.92%
	Number of Unemployed	2,314	538	1,696	-76.8%	215.24%
	Unemployment Rate	13.8%	3.2%	9.9%	-76.8%	209.38%
Hampton	Civilian Labor Force	8,785	8,416	8,001	-4.2%	-4.93%
	Number of Employed	7,659	8,187	7,242	6.9%	-11.54%
	Number of Unemployed	1,126	229	759	-79.7%	231.44%
	Unemployment Rate	12.8%	2.7%	9.5%	-78.9%	251.85%
Jasper	Civilian Labor Force	10,896	12,685	13,787	16.4%	8.69%
	Number of Employed	9,823	12,363	13,157	25.9%	6.42%
	Number of Unemployed	1,073	322	630	-70.0%	95.65%
	Unemployment Rate	9.8%	2.5%	4.6%	-74.5%	84.00%

Source: SC WORKS, Labor Force Employment and Unemployment (LAUS)

Income

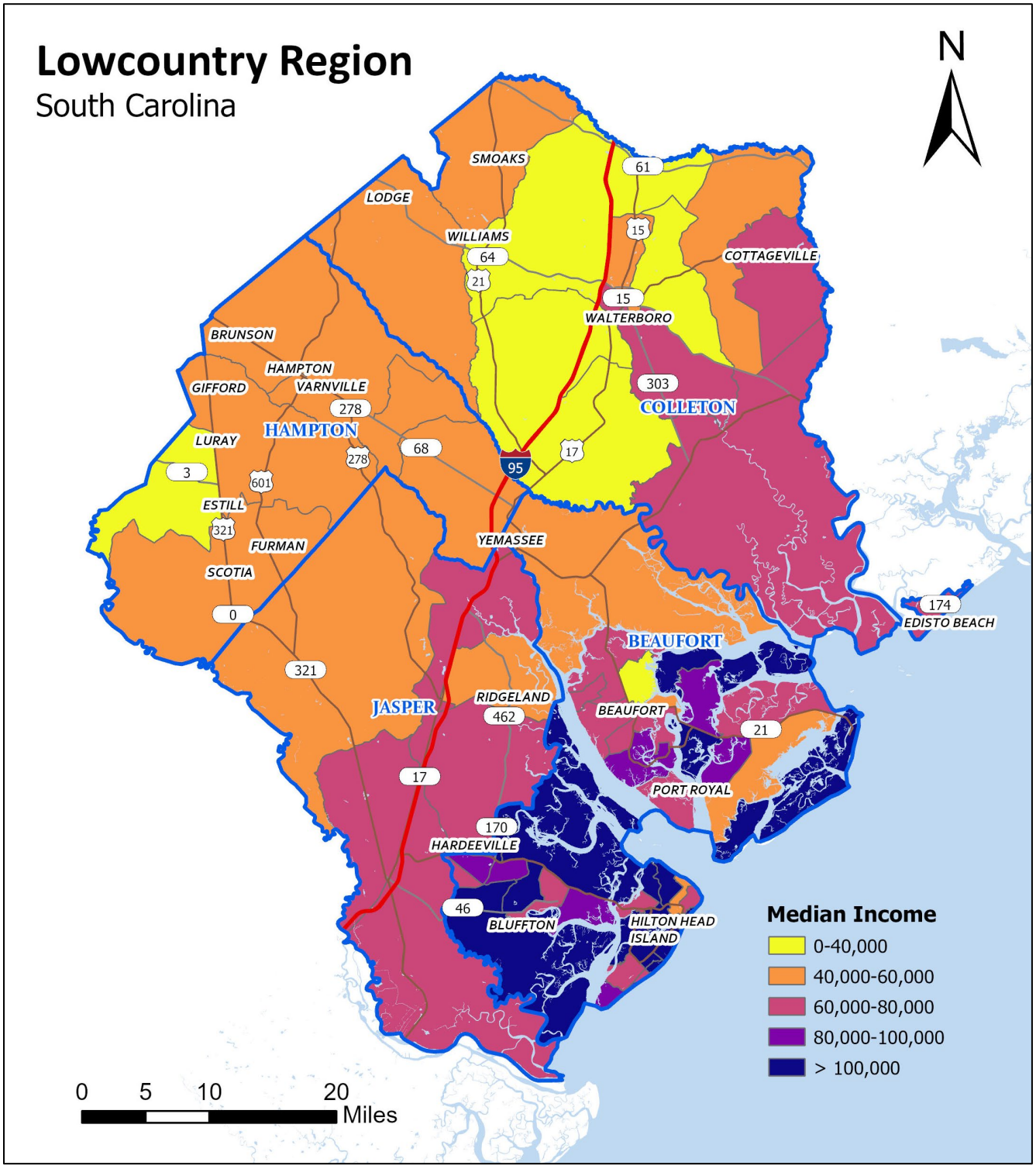
Incomes are distributed unevenly in the Lowcountry with Beaufort County reporting higher median household and per capita incomes than the state since 2000. Table 2-7 shows substantial increases in all income measures in all four counties from 2018 to 2024. Between 2018 and 2024, inflation-adjusted median household incomes and inflation-adjusted per capita incomes have both increased by over 30 percent in all four counties. Figure 2-9 illustrates the median household income in the Lowcountry in 2024.

Table 2-7: Income Measures 2010-2024

County	Income Type	2010	2018	2024	Percent Change 2010-2018	Percent Change 2018-2024
Beaufort	Median Household Income	$55,286	$63,110	$86,573	14.15%	37.18%
	Adjusted Median Household Income	$63,925	$63,110	$86,573	-1.27%	37.18%
	Per Capita Income	$32,731	$36,306	$57,083	10.92%	57.23%
	Adjusted Per Capita Income	$37,845	$36,306	$53,951	-4.07%	48.60%
Colleton	Median Household Income	$33,263	$36,276	$51,114	9.06%	40.90%
	Adjusted Median Household Income	$38,460	$36,276	$51,114	-5.68%	40.90%
	Per Capita Income	$17,842	$21,003	$30,006	17.72%	42.87%
	Adjusted Per Capita Income	$20,630	$21,003	$29,122	1.81%	38.66%
Hampton	Median Household Income	$34,846	$32,453	$44,711	-6.87%	37.77%
	Adjusted Median Household Income	$40,291	$32,453	$44,711	-19.45%	37.77%
	Per Capita Income	$16,262	$17,523	$26,499	7.75%	51.22%
	Adjusted Per Capita Income	$18,803	$17,523	$25,277	-6.81%	44.25%
Jasper	Median Household Income	$37,393	$41,930	$65,613	12.13%	56.48%
	Adjusted Median Household Income	$43,236	$41,930	$65,613	-3.02%	56.48%
	Per Capita Income	$17,997	$22,406	$31,234	24.50%	39.40%
	Adjusted Per Capita Income	$20,809	$22,406	$33,970	7.67%	51.61%
South Carolina	Median Household Income	$43,939	$51,015	$69,324	16.10%	35.89%
	Adjusted Median Household Income	$50,805	$51,015	$69,324	0.41%	35.89%
	Per Capita Income	$23,443	$27,986	$40,195	19.38%	43.63%
	Adjusted Per Capita Income	$27,106	$27,986	$39,236	3.25%	40.20%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, Median Income in the Past 12 Months and Per Capita in the Past 12 Months; U.S. Bureau of Labor Statistics, Consumer Price Index (CPI) Inflation Calculator

Figure 2-9: Median Household Income by Census Tract 2024



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, Median Income in the Past 12 Months

SECTION 3: HAZARDS IDENTIFICATION AND ASSESSMENT

It is important to understand natural and human-caused hazards that affect the Lowcountry region. This section details notable hazards that are relevant to the Lowcountry region with a description of each hazard, its past occurrences, and future probabilities.

3.1 HAZARDS IDENTIFICATION

The hazard identification and profiles compiled for the 2026 Lowcountry Hazard Mitigation Plan cover fifteen different hazards. While not limited to, these hazards are of most concern based on historical records and impacts. The hazards included are:

- Tornado
- Hurricane
- Windstorm
- Lightning
- Hail
- Drought
- Earthquake
- Wildfire
- Flood
- Winter Storm
- Coastal Erosion
- Extreme Heat
- Terrorism
- Hazardous Materials
- Cyber Attack

Since the 2020 Plan, the Lowcountry region has faced many natural disaster events. The impacted areas in the four counties have received federal assistance available under emergency and major disaster declarations.

According to FEMA (2025b), all emergency and major disaster declarations are made solely at the discretion of the U.S. President. The Stafford Act §401 states in part that *"All requests for a declaration by the President that a major disaster exists shall be made by the Governor of the affected State."*

Table 3-1 provides all declarations related to the identified natural hazards in the Lowcountry region since 2020. The details on public assistance funded projects can be seen in Appendix D.

Emergency Declarations

- Involve any occasion or instance when the President determines federal assistance is needed.
- Supplement State and local or Indian tribal government efforts in providing emergency services, such as the protection of lives, property, public health, and safety, or to lessen or avert the threat of a catastrophe in any part of the United States.
- Provide assistance (not exceed $5 million) in a single emergency.

Major Disaster Declarations

- Involve any natural event, including any hurricane, tornado, storm, high water, wind-driven water, tidal wave, tsunami, earthquake, volcanic eruption, landslide, mudslide, snowstorm, or drought, or, regardless of cause, fire, flood, or explosion, that the President determines has caused damage of such severity that it is beyond the combined capabilities of state and local governments to respond.
- Provide a wide range of federal assistance programs for individuals and public infrastructure, including funds for both emergency and permanent work.

Emergency Work

- Category A: Debris removal
- Category B: Emergency protective measures

Permanent Work

- Category C: Roads and bridges
- Category D: Water control facilities
- Category E: Public buildings and contents
- Category F: Public utilities
- Category G: Parks, recreational, and other facilities

(Source: FEMA, 2020a & 2020f)

Table 3-1: Disaster Declarations 2020-2025

Declaration Date	Declaration	Declaration Type	Disaster	County	Assistance Types (category)
9/29/2024	DR-4835-SC	Major Disaster Declaration	Tropical Storm Debby	Beaufort, Colleton, Hampton, Jasper	Public Assistance (A-G)
9/29/2024	DR-4829-SC	Major Disaster Declaration	Hurricane Helene	Beaufort, Colleton, Hampton, Jasper	Public Assistance & Individual Assistance (A-G)
9/26/2024	EM-3619-SC	Emergency Declaration	Hurricane Helene	Beaufort, Colleton, Hampton, Jasper	Public Assistance (B)
8/5/2024	EM-3606-SC	Emergency Declaration	Hurricane Debby	Beaufort, Colleton, Hampton, Jasper	Public Assistance (B)
8/31/2023	EM-3597-SC	Emergency Declaration	Hurricane Idalia	Beaufort, Colleton, Hampton, Jasper	Public Assistance (B)
11/21/2022	DR-4677-SC	Major Disaster Declaration	Hurricane Ian	Beaufort, Colleton, Hampton, Jasper	All Counties Public Assistance (B)/ Jasper County (A-G)
9/29/2022	EM-3585-SC	Emergency Declaration	Hurricane Ian	Beaufort, Colleton, Hampton, Jasper	Public Assistance (B)
5/1/2020	DR-4542-SC	Major Disaster Declaration	SEVERE STORMS, TORNADOES, AND STRAIGHT-LINE WINDS	Hampton, Colleton	Individual & Public Assistance (A-G)
3/17/2020	DR-4479-SC	Major Disaster Declaration	SEVERE STORMS, TORNADOES, STRAIGHT-LINE WINDS, AND FLOODING	Hampton	Public Assistance (A-G)

Source: Federal Emergency Management Agency (FEMA)

Data and Terminology

The data used for hazard identification and profiles are from publicly available sources and include references. All the weather-related hazard data used in this plan have a period of record of 20 years or more, which is sufficient to cover annual and decadal variability under climate change. Except for lightning which spans 13 years due to data processing limitations. It should be noted that some climatic and geological processes take place over a much longer time scale. For the hurricane/tropical storms, data from 1988 were included to capture Hurricane Hugo as the storm of record for the state (in terms of impact). Spatial analysis was conducted for each of the identified hazards. Depending on available data sources and stated in the text, hazard events were assessed at the municipality level, county level, or regional scale. For utilities that cover multiple jurisdictions and counties, the number of county events were combined and assessed accordingly (Beaufort-Jasper Water Sewer Authority combines Beaufort County and Jasper County events).

It is important to understand natural and human-caused hazards that affect the Lowcountry region. This information will be considered in planning, preparation, project development, and identifying opportunities for community mitigation strategies.

This plan provides updated hazard data and information from the 2020 plan on:

- Characteristics and Classification: A brief description of and identification of relevant data regarding each hazard.
- Location and Extent: The location of past occurrences and notable hazard events and the strength or magnitude of the hazard.
- Future Probability: The probability data of each hazard occurring in any given year.

Terminology for Future Probability

- *Total counts:* The overall number of events, instances, or damages in the period of record, or a specified time frame such as 2020-2024.
- *Annualized counts:* The average number of events, instances, or damages per year in the period of record or specified time frame such as 2020-2024.
- *Period of record:* The inclusive years (time frame) for which reported geospatial data are available at county or sub-county geographies.
- *Recurrence frequency:* The expected time (in years) between occurrences of events or instances, based on past events regardless of magnitude or intensity. It is the number of years in the record/ number of events.
- *Future probability (% chance of occurrence):* The likelihood (or percent chance of occurrence) per year. It is the number events or instances/by the number of years in the record or specified time frame, multiplied by 100.
- In some instances, the probability of the event occurring with a given magnitude at a specific location has been predetermined such as the 100-year flood plain. In this example, the 100-year floodplain represents a 2% chance of a flood of that magnitude in a given year. We provide those modeled probabilities where available.

3.2 TORNADO

Characteristics and Classification

According to the National Severe Storms Laboratory (NSSL), a tornado is a violently rotating column of air that extends from a thunderstorm cloud to the ground. Tornadoes are some of the most violent events present in the atmosphere as winds can reach 300 mph. There are three levels to the National Weather Service alert system: Tornado Watch, Tornado Warning, and Tornado Emergency. The NWS issues a *tornado watch* when there are favorable conditions for tornadic formulation well in advance to allow the population affected to stay alert for severe weather. A *tornado warning* is issued if a tornado has been reported in the area either on radar or by individuals and requires immediate protective actions by the warned population. A *tornado emergency* occurs when a violent tornado has touched down in the watch area, an emergency poses a severe threat to life with catastrophic damage confirmed, immediate protective action is necessary. It should be noted that tornadoes produce millions or even billions in property damage per year as they are rare, deadly, and difficult to predict.

Since 1950, there have been numerous tornadoes in South Carolina. The State has averaged 23 tornadoes each year since 2014, claiming nine casualties and South Carolina ranks eighth nationally in the number of tornadoes per square mile (SCEMD, 2025a).

Tornado intensity and severity are measured using the Fujita Scale, which assigns a rating based on damage (Table 3-2). The National Weather Service implemented the Enhanced Fujita Scale (EF-Scale) in 2007 to update the older Fujita Scale. The Enhanced Fujita Scale (EF-Scale) takes more variables into account and produces more consistent and accurate tornado ratings, still ranging from EF-0 (weakest) to EF-5 (strongest) (NWS, 2026). These variables cover structures, trees, construction types, and more.

Table 3-2: Enhanced Fujita Scale for Tornado Damage

Scale	Typical Damage
EF-0 (65-85 mph)	Light damage – Peels surface off some roofs, some damage to gutters or siding, broken off trees, and shallow-rooted trees pushed over.
EF-1 (86-110 mph)	Moderate damage – Roofs severely stripped, mobile homes overturned or badly damaged, loss of exterior doors, and windows and other glass broken.
EF-2 (111-135 mph)	Considerable damage – Roofs torn off well-constructed houses, foundations of frame homes shifted, mobile homes completely destroyed, large trees snapped or uprooted, light-object missiles generated, and cars lifted off ground.
EF-3 (136-165 mph)	Severe damage – Entire stories of well-constructed houses destroyed, severe damage to large buildings such as shopping malls, trains overturned, trees debarked, heavy cars lifted off the ground and thrown, and structures with weak foundations blown away some distance.
EF-4 (166-200 mph)	Devastating damage – Whole frame houses well-constructed houses and whole frame houses completely leveled, and cars thrown and small missiles generated.
EF-5 (>200 mph)	Incredible damage – Strong frame houses leveled off foundations and swept away, automobile-sized missiles fly through the air in excess of 100 m (109 yd), high-rise buildings have significant structural deformation, incredible phenomena will occur.
EF No rating	Inconceivable damage – Should a tornado with the maximum wind speed in excess of EF-5 occur, the extent and types of damage may not be conceived.

Source: National Weather Service (NWS)

Location and Extent

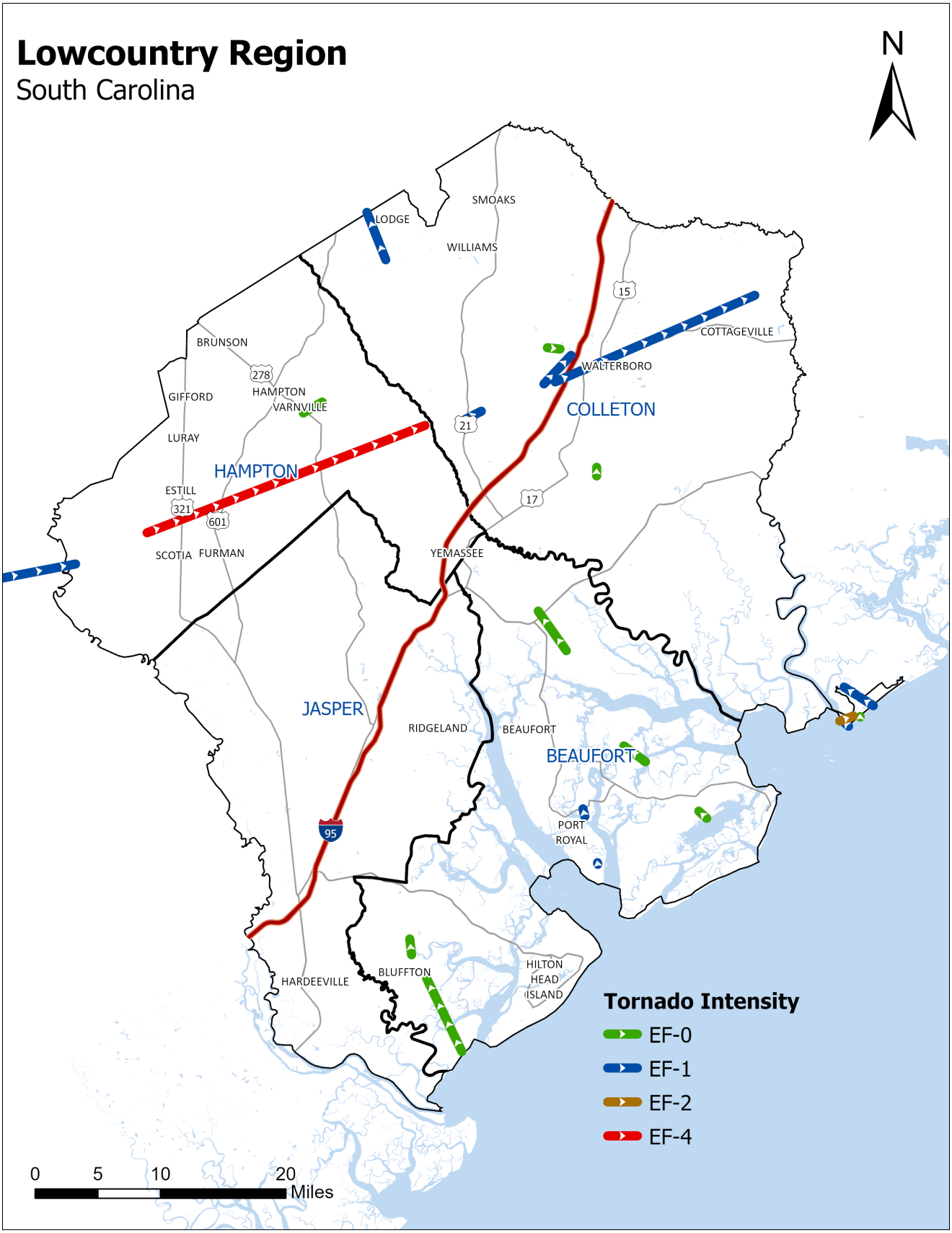
During the period 2020-2024 there were a total of 12 tornadoes in the Lowcountry region (Table 3-3). On April 13, 2020, there was a severe EF-4 touchdown in Estill just north of Collie Road causing damage to the Federal Correctional Institution of Estill while moving northeast. The storm then gained strength and size destroying many, at least six, mobile and single-family homes in its unusually long path. Continuing northeast, the storm destroyed a mobile home near the intersection of Highway 3 and Highway 601, tragically claiming the lives of 2 adult males. While crossing near the intersection of Turner Expressway and Brandy Lane a mobile home was destroyed tragically claiming the lives of 2 adult females and 1 adult male. Some automobiles were tossed 50-75 yards from their original location. Overall, the tornado path tracked about 24 miles, claiming the lives of 5 individuals and injuring at least 60 others. The damage pattern suggests that the tornado may have consisted of multiple vortices. Many EF-0 and EF-1 tornadoes impacted the region during this timeframe and resulted in zero fatalities or injuries (Figure 3-1).

Table 3-3: Tornado Events 2020-2024

	EF-0	EF-1	EF-2	EF-3	EF-4	EF-5
Total Number	9	9	1	0	1	0
Fatalities	0	0	0	0	5	0
Injuries	0	0	0	0	60	0

Source: NOAA Storm Prediction Center

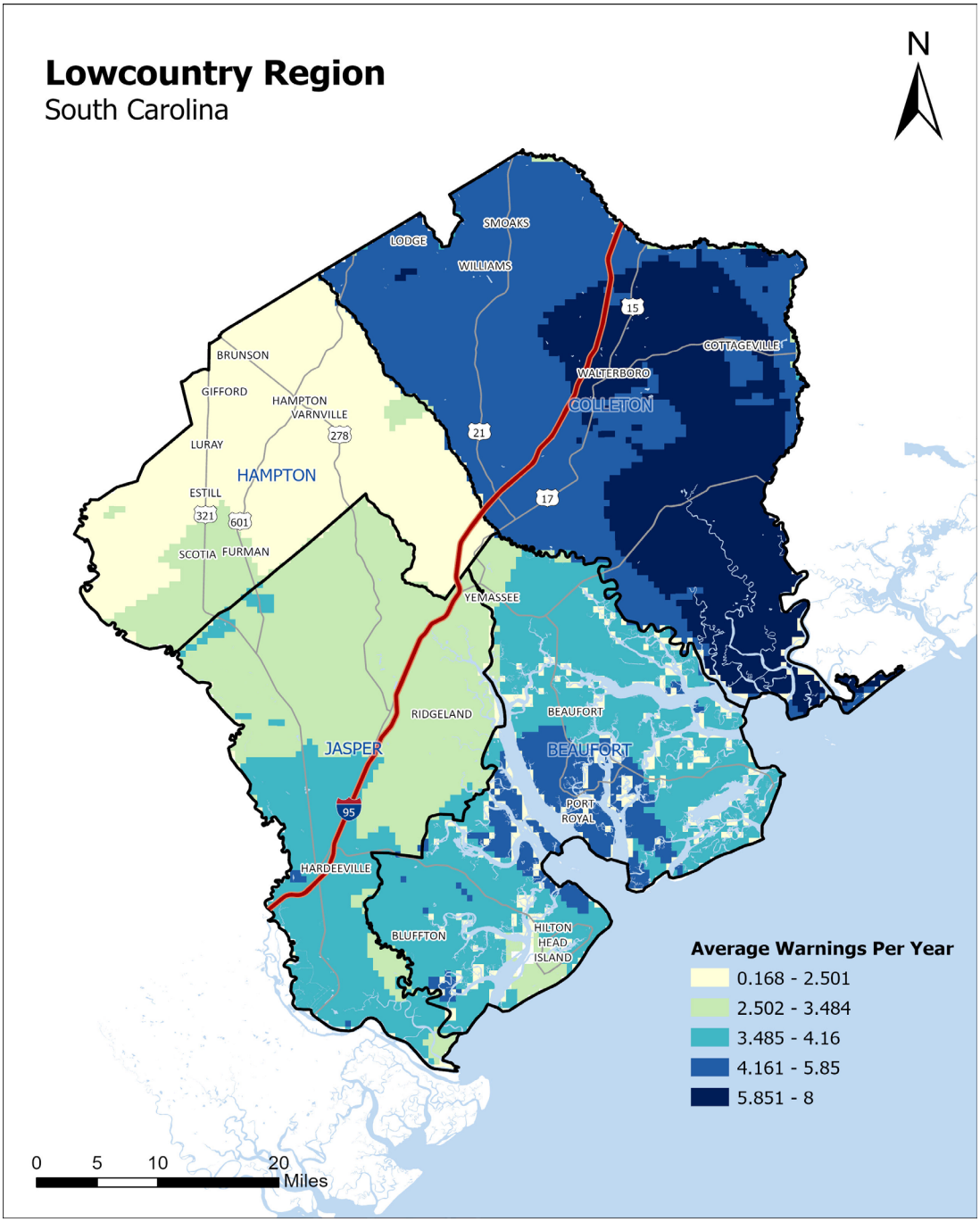
Figure 3-1: Tornado and Tornado Track 2020-2024



Source: NOAA Storm Prediction Center

Another way to analyze the potential risk of tornadic activity in the region is to examine tornado warnings issued by the National Weather Service (NWS). A warning indicates that a tornado has been sighted in the vicinity or indicated by a weather radar forecaster, such warnings provide a proxy for the likely location and frequency of tornadoes (Figure 3-2). Warnings are issued by a local forecast office, and they aim to encompass a smaller area than a watch, such as a city or small county. For the Lowcountry region, Colleton County outpaces the region in average annual warnings with Beaufort County following behind, especially the areas of Port Royal and the City of Beaufort.

Figure 3-2: Tornado Warnings 2020-2024



Source: Iowa Environmental Mesonet (Iowa State University)

Future Probability

Tornado events are random in their geographic patterns. While they can occur during any time of the year, they are most prevalent in the spring and summer months, and during the Atlantic hurricane season, which occurs from June to November. Tornado events are relatively low frequency and have less than 100% chance of occurring in any given year as shown in Table 3-4.

Table 3-4: Tornado Historical and Recent Hazards Events 1986-2024

	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Beaufort County	**24**	**39**	**0.6**	**1.63**	**62%**	**7**
City of Beaufort	3	39	0.1	13.00	8%	0
Town of Bluffton	5	39	0.1	7.80	13%	2
Town of Hilton Head Island	2	39	0.1	19.50	5%	0
Town of Port Royal	2	39	0.1	19.50	5%	2
Colleton County	**27**	**39**	**0.7**	**1.44**	**69%**	**10**
Town of Cottageville	0	39	0.0	0.00	0%	0
Town of Edisto Beach	4	39	0.1	9.75	10%	4
Town of Lodge	0	39	0.0	0.00	0%	0
Town of Smoaks	1	39	0.0	39.00	3%	0
City of Walterboro	3	39	0.1	13.00	8%	1
Town of Williams	0	39	0.0	0.00	0%	0
Hampton County	**11**	**39**	**0.3**	**3.55**	**28%**	**3**
Town of Brunson	1	39	0.0	39.00	3%	0
Town of Estill	1	39	0.0	39.00	3%	1
Town of Furman	0	39	0.0	0.00	0%	0
Town of Gifford	1	39	0.0	39.00	3%	0
Town of Hampton	3	39	0.1	13.00	8%	0
Town of Luray	0	39	0.0	0.00	0%	0
Town of Scotia	0	39	0.0	0.00	0%	0
Town of Varnville	2	39	0.1	19.50	5%	1
Town of Yemassee	0	39	0.0	0.00	0%	0
Jasper County	**6**	**39**	**0.2**	**6.50**	**15%**	**0**
City of Hardeeville	3	39	0.1	13.00	8%	0
Town of Ridgeland	1	39	0.0	39.00	3%	0
Utilities						
Beaufort-Jasper Water Sewer Authority	23	39	0.6	1.70	59%	7

Note: Symbol (*) refers to “no value” because the hazard events have a value of zero. Events that crossed County boundaries were counted for both counties.
Source: NOAA’s Storm Prediction Center and NOAA's Storm Events Database

3.3 HURRICANE

Characteristics and Classification

Hurricanes, or tropical cyclones, are the result of environmental conditions combining to intensify a pre-existing thunderstorm. Such environmental conditions include ocean surface temperature, air moisture content, and vertical wind shear (NASA, 2025a). Hurricanes form over warm tropical waters, a minimum of 80 degrees Fahrenheit, in the northern hemisphere and have closed, circulating winds that rotate in a counterclockwise direction. Tropical depressions, tropical storms, and hurricanes are examples of tropical cyclones. Tropical depressions have maximum sustained surface wind speeds up to 38 mph. When wind speeds reach a sustained level of 39 mph or more, the system is formally classified as a tropical storm and receives a name. When the winds reach a sustained 74 mph the event is re-classified as a hurricane.

Hurricanes come in varying intensities measured by the Saffir-Simpson Hurricane Wind Scale. The scale ranges from one to five with higher numbers representing higher wind speeds and stronger storms. Once a storm reaches Category 3 (111 mph sustained winds) it is considered a Major Hurricane due to its increased potential to cause significant loss as shown in Table 3-5 (NHC, 2020a).

Table 3-5: Hurricane Category Description

Category	Sustained Wind	Types of Damage Due to Hurricane
1	**74-95 mph 64-82 kt 119-153 km/h**	*Very dangerous winds will produce some damage:* Well-constructed frame homes could have damage to roof, shingles, and vinyl siding and gutters. Large branches of trees will snap, and shallowly rooted trees may be toppled. Extensive damage to power lines and poles likely will result in power outages that could last a few to several days.
2	**96-110 mph 83-95 kt 154-177 km/h**	*Extremely dangerous winds will cause extensive damage:* Well-constructed frame homes could sustain major roof and siding damage. Many shallowly rooted trees will be snapped or uprooted and block numerous roads. Near-total power loss is expected with outages that could last from several days to weeks.
3 (major)	**111-129 96-112 kt 178-208 km/h**	*Devastating damage will occur:* Well-built framed homes may incur major damage or removal of roof decking and gable ends. Many trees will be snapped or uprooted, blocking numerous roads. Electricity and water will be unavailable for several days to weeks after the storm passes.
4 (major)	**130-156 mph 113-136 kt 209-251 km/h**	*Catastrophic damage will occur:* Well-built framed homes can sustain severe damage with loss of most of the roof structure and/or some exterior walls. Most trees will be snapped or uprooted, and power poles downed. Fallen trees and power poles will isolate residential areas. Power outages will last weeks to possibly months. Most of the area will be uninhabitable for weeks or months.
5 (major)	**157 mph or higher 137 kt or higher 252 km/h or higher**	*Catastrophic damage will occur:* A high percentage of framed homes will be destroyed, with total roof failure and wall collapse. Fallen trees and power poles will isolate residential areas. Power outages will last for weeks to possibly months. Most of the area will be uninhabitable for weeks or months.

Source: National Hurricane Center (NHC)

According to the National Hurricane Center (NHC) (2020b) and National Weather Service (2020a), there are four different hazards associated with tropical storms and hurricanes.

Strong Winds

Winds are the defining factor for tropical storms and hurricanes. The onset of tropical storm force winds ends preparedness activities such as evacuations as those wind speeds pose a danger to people and structures. Hurricane-force winds (74 mph and up) can occur at some distances from the eye of the storm. They can destroy structures and can turn regular debris into airborne hazards.

Heavy Rain

Tropical cyclones have enormous potential for precipitation and can carry that potential far inland. Widespread heavy precipitation gives rise to inland and flash flooding. Flooding in low-lying areas can persist for days. Rainfall is usually worse during larger storms and slower storms. In 2023, Hurricane Idalia dropped eight to twelve inches of rain across the coast of South Carolina which led to significant localized flooding.

Tornadoes

Tropical cyclones can spawn tornadoes. Most commonly these tornadoes occur in rain bands well-removed from the storm's eye, but it is possible for them to appear near the eyewall. Typically, these tornadoes are weak, but tornadoes of any strength can cause destruction and loss of life.

Storm Surge

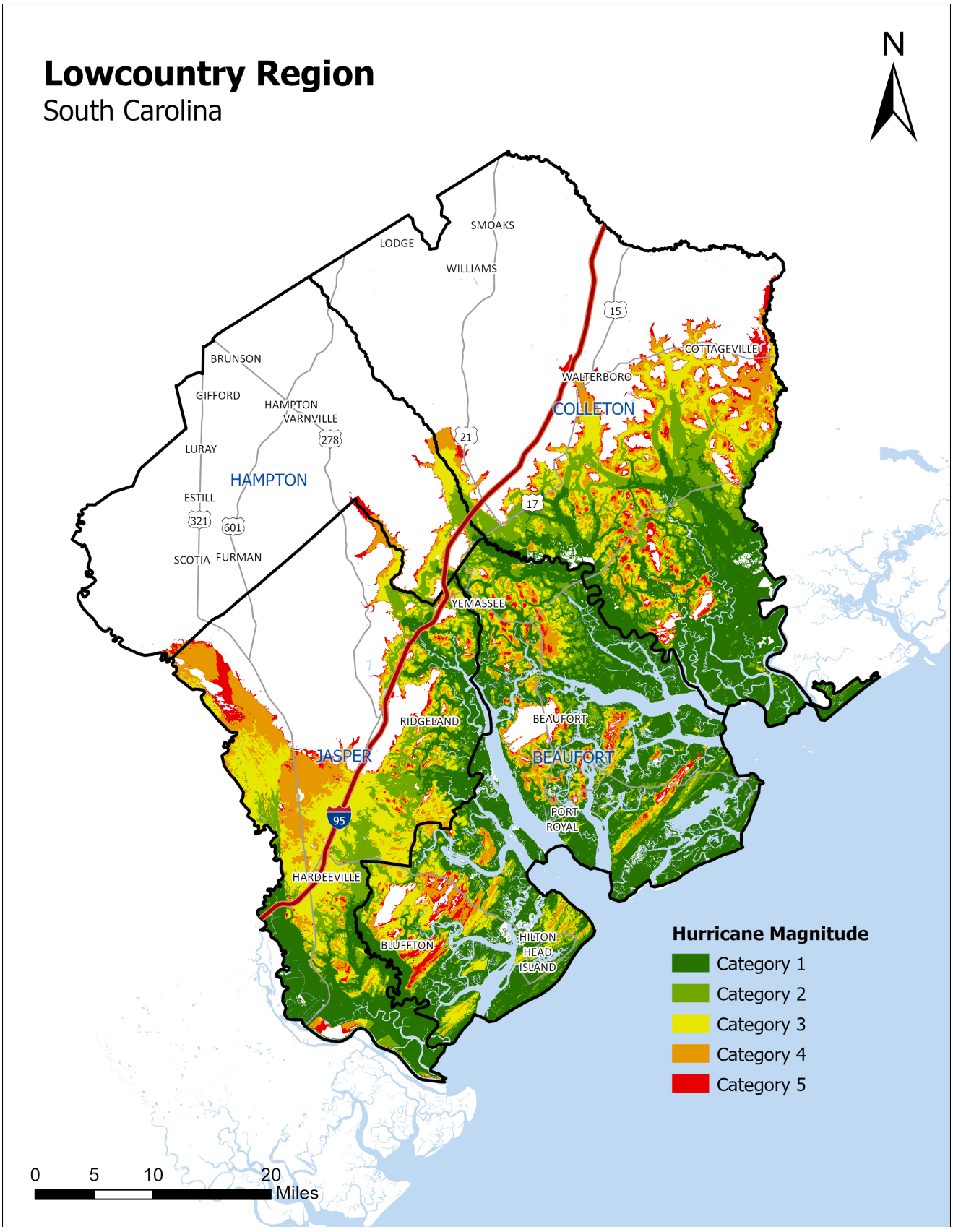
Hurricanes and tropical storms can push sea water up to 20 feet higher than normal tides, due to the strong winds, forward speed, and the low pressure associated with the storms. Storm surge is highest in the upper right quadrant near the north side of the storm's eye. For example, if the storm surge is added to the top of a high tide, the coastal flooding and surge will be exacerbated, whereas a low tide has the potential to mitigate those effects. High seas can erode beaches, destroy buildings, and ruin coastal structures such as docks or revetments. As a hurricane's path and timing are narrowed upon its approach to land, scientists use the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model to predict the storm surge that may occur (Figure 3-3).

The SLOSH model uses factors in its calculations such as the underwater terrain, wind speeds, storm direction, and the shape of the coastline (UCAR, 2020). In 2017, the National Hurricane Center (NHC) began issuing graphics detailing storm surge warnings and watches as part of its suite of warning products and messaging.

All four counties in the Lowcountry are at significant risk for storm surge with the potential of stretching inland as far as I-95 in places with a category 1 hurricane. Storm surge risk is a major issue for coastal evacuation in Beaufort, Colleton, and Jasper Counties.

Storm surge measurements for the Lowcountry region are obtained from the National Weather Service's Fort Pulaski, GA Tide Gauge.

Figure 3-3: Storm Surge Flooding Extent



Source: 2025 NOAA-SLOSH Model Run Outputs

Location and Extent

Throughout the long period of record of hurricanes and their paths, there has been only one major hurricane (Hurricane Gracie, a category 4 storm which made landfall near Edisto Island in 1959) to make landfall or pass through the Lowcountry region (Historical Hurricane Tracks, 2024). Tropical storms are the most prevalent in the Lowcountry (Table 3-6).

Table 3-6: Storm Tracks Affecting the Lowcountry Region 1850-2024

Type of Storm	Number Passing through the Region	Number Passing within 50 Nautical Miles of Region	Recent (2020-2024) Passing Through or Within 50 Nautical Miles
Hurricane-Category 5	0	0	0
Hurricane-Category 4	1	2	0
Hurricane-Category 3	0	4	0
Hurricane-Category 2	5	10	0
Hurricane-Category 1	8	16	1
Tropical Storm	23	68	7
Tropical Depression	7	26	1
Subtropical	2	6	0
Extratropical	8	11	0
Unknown/ Miscellaneous	4	9	1
Total	**58**	**152**	**10**

Source: Historical Hurricane Tracks

When Hurricanes strike the Lowcountry, the extent of the impact often encompasses the entire region. Since 2020, three tropical cyclones have tracked directly through the Lowcountry region (Figure 3-4). Of those three, only Hurricane Idalia was declared a disaster. The others being Tropical Storm Danny, which made landfall on Pritchards Island in Beaufort County, and Tropical Storm Colin, made landfall near Hunting Island in Beaufort County. While no major hurricane tracks have traversed the region since 2020, several hurricanes passed within 50 nautical miles or produced enough damage in the region to warrant Presidential Disaster Declarations (PDD). According to FEMA (2025a), these include:

Hurricane Ian – 2022 (DR-4677-SC) – Public Assistance for Jasper County and Public Assistance (B) for Beaufort, Colleton, Hampton Counties

Ian reached major hurricane status in the Gulf of Mexico just north of Dry Tortugas and peaked as a category 5 hurricane with 140 kt (161 mph) wind speeds. After crossing Florida, Ian turned up the Atlantic coast and made its final landfall near Georgetown, South Carolina as a category 1 hurricane with an intensity of 70 kts (80 mph). Storm surge was significant along the Lowcountry coastline, maximum inundation ranged from 2 to 4 ft above ground level (AGL) and maximum water levels at Fort Pulaski, Georgia reached 2.01 ft above Mean Higher High Water (MHHW). Additionally, there was significant rainfall, adding freshwater to the storm surge. Rainfall totals were highest in Colleton County compared to other Lowcountry counties with readings

of 4.45 inches in the town of Cottageville. Most damage in the Lowcountry occurred due to roadway flooding and fallen trees. An estimated 378,000 customers were left without power in South Carolina. (NHC, 2023a).

Hurricane Idalia – 2023 (EM-3597-SC) – Public Assistance (B) for Beaufort, Colleton, Hampton, and Jasper Counties

Idalia rapidly intensified over the eastern Gulf of Mexico in late August 2023 and made landfall near Keaton Beach, Florida on August 30 as a strong Category 3 hurricane. After landfall, Idalia weakened while moving northeast across the southeastern United States, transitioning into an extratropical cyclone as it moved off the U.S. East Coast. Despite its brief time at peak intensity, Idalia produced significant storm surge, damaging winds, flooding rainfall, and widespread impacts across Florida and the Southeast. As Idalia passed offshore, the Lowcountry experienced tropical storm–force conditions with periods of heavy rain, gusty winds, and coastal flooding. Rainfall generally totaled 3–6 inches, causing localized flooding in streets and low-lying areas, especially in poor-drainage locations. Strong onshore flow led to locally moderate coastal flooding around high tide, along with rough surf and beach erosion. Wind gusts downed scattered trees and power lines, producing isolated power outages. Additionally, outer rainbands spawned a few brief tornadoes in the region, resulting in spotty, minor damage (NHC, 2023).

Hurricane Debby – 2024 (DR-4835-SC) – Public Assistance for Beaufort, Colleton, Hampton, and Jasper Counties

Debby was a Category 1 storm that made landfall along Florida's Big Bend before emerging over the southwestern Atlantic Ocean, transitioning into a subtropical storm, and making a second landfall in Bulls Bay, South Carolina. Debby caused devastating flash and river flooding across parts of the southeastern United States and was responsible for 18 fatalities (12 direct) and more than $4 billion (USD) in damage across the United States and Canada. Hundreds of roads in and around the Lowcountry were closed or made impassable due to flooding. Multiple water rescues were performed in Beaufort County and one in Jasper County. Many homes and businesses were inundated by flood waters, especially in Bluffton, Hilton Head Island, and along the Edisto River and Ireland Creek in Colleton County. There were also 8 tornadoes reported in South Carolina because of the storm, one EF-1 tornado in Edisto Beach caused significant structural damage to homes. South Carolina Emergency Management Division (SCEMD) reported at least 70 homes suffered major damage from Debby's impacts (NHC, 2025).

Hurricane Helene – 2024 (DR-4829-SC) – Individual Assistance and Public Assistance for Beaufort, Jasper, Hampton Counties and Public Assistance for Colleton County

Helene rapidly intensified in the Gulf of America before making landfall in Florida's Big Bend region as a Category 4 hurricane, moved extremely quickly inland and northward towards Georgia, South Carolina, and North Carolina borders. The storm produced catastrophic inland flooding, extreme winds, deadly storm surge, and numerous tornadoes, devastating large portions of the southeastern United States. Helene was responsible for at least 250 fatalities in the United States, including at least 176 direct deaths, making it the deadliest hurricane to impact the contiguous United States since Hurricane Katrina in 2005. Helene is responsible for 26 direct deaths and 23 indirect deaths in South Carolina. Strong winds and scattered tornadoes were the cause of most damage in the Lowcountry. Total timber damage reported by the South Carolina Forestry Commission was $83 million across 20 counties (NHC, 2025).

According to recent cyclone history from 2020-2024, of the ten tropical cyclones to come within 50 nautical miles of the Lowcountry, only Isaias reached hurricane status as a Category 1 storm. It should be made clear that Hurricane Helene in 2024 and Hurricane Ian in 2022 are outside the 50 nautical mile radius but are included due to the significant impacts that resulted, the track's closest extent is used for analysis. All storms are unique and must be monitored as such to avoid public misconceptions and properly inform decision makers.

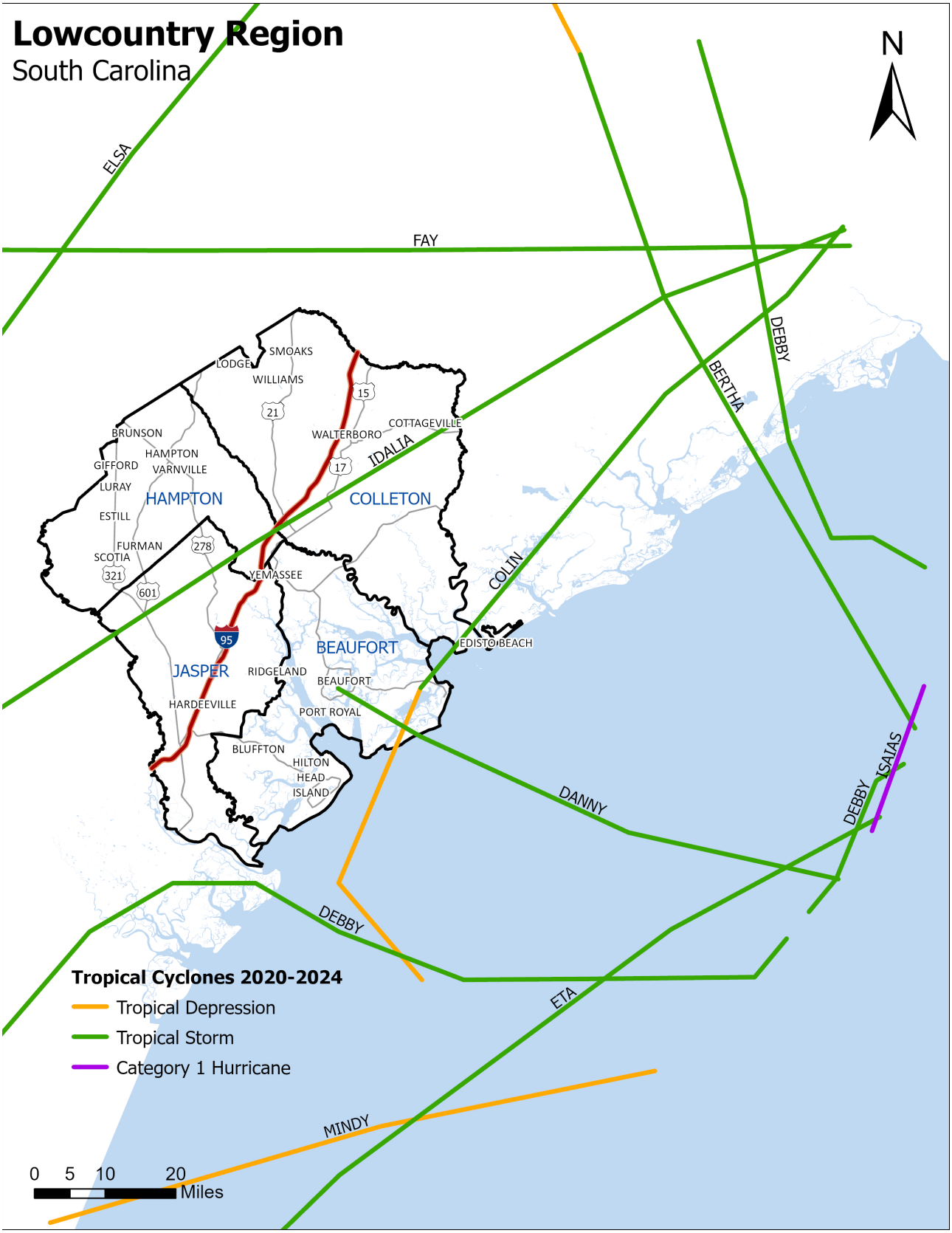
The year 2016 saw the most named storms, with five total storms, each reached tropical storm status at some point in their track. Over one quarter, 26%, of the total cyclone events have occurred within the past five years (Table 3-7). This is a trend to monitor going forward. Municipalities must be prepared if the frequency of tropical cyclone events continues to increase.

Table 3-7: Historic Cyclone Events 1988-2024

Storm	Min Extent (within 50 nautical miles)	Max Extent (within 50 nautical miles)
CHRIS 1988	Tropical Depression	Tropical Storm
HUGO 1989	Category 2	Category 4
MARCO 1990	Post-tropical	Post-tropical
GORDON 1994	Tropical Depression	Tropical Depression
ALLISON 1995	Post-tropical	Tropical Depression
JOSEPHINE 1996	Post-tropical	Post-tropical
EARL 1998	Post-tropical	Post-tropical
GORDON 2000	Post-tropical	Tropical Depression
HELENE 2000	Tropical Depression	Tropical Depression
ALLISON 2001	Subtropical	Subtropical
KYLE 2002	Tropical Storm	Tropical Storm
UNNAMED STORM 2003	Tropical Depression	Tropical Depression
BONNIE 2004	Disturbance	Tropical Storm
CHARLEY 2004	Category 1	Category 1
GASTON 2004	Tropical Storm	Category 1
ALBERTO 2006	Tropical Depression	Tropical Depression
BARRY 2007	Post-tropical	Tropical Depression
CRISTOBAL 2008	Tropical Depression	Tropical Depression
BERYL 2012	Tropical Depression	Tropical Storm
ANDREA 2013	Tropical Storm	Tropical Storm
BONNIE 2016	Disturbance	Tropical Storm
COLIN 2016	Tropical Depression	Tropical Storm
HERMINE 2016	Tropical Storm	Tropical Storm
JULIA 2016	Tropical Storm	Tropical Storm
MATTHEW 2016	Category 1	Category 2
UNNAMED 2017	Disturbance	Disturbance
FLORENCE 2018	Tropical Storm	Tropical Storm
NESTOR 2019	Post-tropical	Post-tropical
BERTHA 2020	Tropical Depression	Tropical Storm
ETA 2020	Tropical Storm	Tropical Storm
FAY 2020	Disturbance	Disturbance
ISAIAS 2020	Category 1	Category 1
DANNY 2021	Tropical Storm	Tropical Storm
ELSA 2021	Tropical Storm	Tropical Storm
MINDY 2021	Tropical Depression	Tropical Depression
COLIN 2022	Tropical Depression	Tropical Storm
IAN 2022	Category 1	Category 1
IDALIA 2023	Tropical Storm	Tropical Storm
DEBBY 2024	Tropical Storm	Tropical Storm
HELENE 2024	Tropical Storm	Tropical Storm

Source: NOAA's International Best Track Archive for Climate Stewardship (IBTrACS)

Figure 3-4: Hurricane and Tropical Storm Tracks 2020-2024



Source: International Best Track Archive for Climate Stewardship (IBTrACS), Tropical Cyclone Best Track

Future Probability

Table 3-8 shows that the future probability of hurricanes and tropical storms is relatively high in the Lowcountry region, increasing by 20% since 2020, with high consequences based on damage (see Loss Information Section). Hurricanes Idalia and Helene have been included as recent events due to their regional impacts.

Table 3-8: Hurricane and Tropical Storms Historical and Recent Hazards Events 1988-2024

	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Beaufort County	**40**	**37**	**1.1**	**0.93**	**108%**	**12**
City of Beaufort	40	37	1.1	0.93	108%	12
Town of Bluffton	40	37	1.1	0.93	108%	12
Town of Hilton Head Island	40	37	1.1	0.93	108%	12
Town of Port Royal	40	37	1.1	0.93	108%	12
Colleton County	**40**	**37**	**1.1**	**0.93**	**108%**	**12**
Town of Cottageville	40	37	1.1	0.93	108%	12
Town of Edisto Beach	40	37	1.1	0.93	108%	12
Town of Lodge	40	37	1.1	0.93	108%	12
Town of Smoaks	40	37	1.1	0.93	108%	12
City of Walterboro	40	37	1.1	0.93	108%	12
Town of Williams	40	37	1.1	0.93	108%	12
Hampton County	**40**	**37**	**1.1**	**0.93**	**108%**	**12**
Town of Brunson	40	37	1.1	0.93	108%	12
Town of Estill	40	37	1.1	0.93	108%	12
Town of Furman	40	37	1.1	0.93	108%	12
Town of Gifford	40	37	1.1	0.93	108%	12
Town of Hampton	40	37	1.1	0.93	108%	12
Town of Luray	40	37	1.1	0.93	108%	12
Town of Scotia	40	37	1.1	0.93	108%	12
Town of Varnville	40	37	1.1	0.93	108%	12
Town of Yemassee	40	37	1.1	0.93	108%	12
Jasper County	**40**	**37**	**1.1**	**0.93**	**108%**	**12**
City of Hardeeville	40	37	1.1	0.93	108%	12
Town of Ridgeland	40	37	1.1	0.93	108%	12
Utilities						
Beaufort-Jasper Water Sewer Authority	40	37	1.1	0.93	108%	12

Source: NOAA's International Best Track Archive for Climate Stewardship (IBTrACS)

3.4 WINDSTORM

Characteristics and Classification

Severe windstorms are non-rotating, straight-line winds associated with thunderstorms. With every thunderstorm there is an updraft and downdraft due to changes in surface temperature and pressure. Updraft creates a thunderstorm and the downdraft is responsible for precipitation, typically as rain or hail. Most windstorms can be separated by winds that belong in either the updraft or downdraft category (NWS, 2025).

According to Storm Prediction Center (SPC) (2018), thunderstorms occur when air rises quickly, creating clouds which then generates precipitation. Straight-line thunderstorm winds typically occur with descending air pushed down by the precipitation of the storm in the downdraft, although winds associated with the updraft can occasionally cause minor damage. There are a few types of thunderstorms, but the straight-line winds associated with them generally are inflow winds, downbursts, the gust front, and the rear flank downdraft.

Thunderstorm wind events are defined as winds occurring within 30 minutes of lightning. Winds and wind gusts of any speed also are recorded if they cause damage or produce injuries or fatalities and whether they are produced by convection or not. Maximum sustained winds over 58 mph are recorded regardless of any associated loss. Non-convective strong wind gusts less than 40 mph resulting in damage, injury, or a fatality are recorded (NWS, 2016).

Types of Wind

- *Inflow winds:* coming from the air being pulled up into the storm. These are usually negligible, but they can cause minor damage.
- *A downburst:* occurring when the wind reaching the surface for the first time is strong enough to cause damage.
- *The gust front:* representing winds that are being pushed along the ground ahead of the storm.
- *A rear flank downdraft:* occurring when a storm with a rotating updraft pulls the downdrafts to the side and behind the storm. These can reach speeds of up to 70 mph.
- *The derecho:* a widespread, long lived, and damaging thunderstorm. The storm's wind damage swath must extend more than 240 miles with wind gusts exceeding 57 mph along most of the length of the storm's path.

Location and Extent

According to the National Weather Service (NWS), there is a system of estimating and reporting wind strengths called “Beaufort Wind Scale”, one of the first scales to estimate wind speeds and the effects on land or at sea. The scale starts with 0 and goes to a force of 12 as shown in Table 3-9.

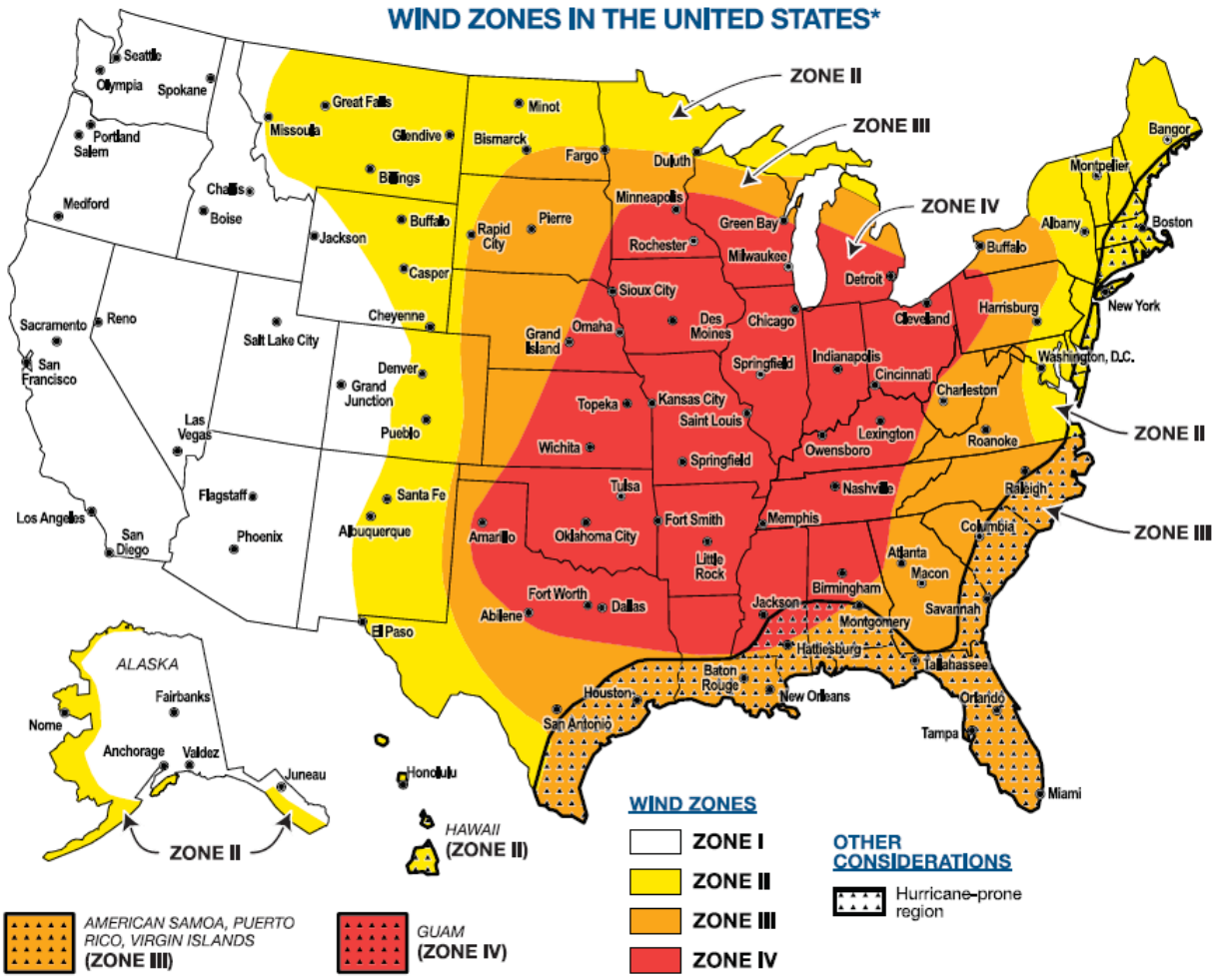
Table 3-9: Beaufort Wind Scale

Force	Wind Speed (mph)	Description	Wind Effects on Land	Wind Effects at Sea
0	**0-1**	**Calm**	Calm; smoke rises vertically.	Sea like a mirror.
1	**1-3**	**Light Air**	Direction of wind shown by smoke drift, but not by wind vanes.	Ripples with the appearance of scales are formed, but without foam crests.
2	**4-7**	**Light Breeze**	Wind felt on face; leaves rustle; ordinary vanes moved by wind.	Small wavelets, still short, but more pronounced. Crests have a glassy appearance and do not break.
3	**8-12**	**Gentle Breeze**	Leaves and small twigs in constant motion; wind extends light flag.	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered white horses.
4	**13-18**	**Moderate Breeze**	Raises dust and loose paper; small branches are moved.	Small waves, becoming larger; fairly frequent white horses.
5	**19-24**	**Fresh Breeze**	Small trees in leaf begin to sway; crested wavelets form on inland waters.	Moderate waves, taking a more pronounced long form; many white horses are formed.
6	**25-31**	**Strong Breeze**	Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty.	Large waves begin to form; the white foam crests are more extensive everywhere.
7	**32-38**	**Near Gale**	Whole trees in motion; inconvenience felt when walking against the wind.	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind.
8	**39-46**	**Gale**	Breaks twigs off trees; generally impedes progress.	Moderately high waves of greater length; edges of crests begin to break into spindrift. The foam is blown in well-marked streaks along the direction of the wind.
9	**47-54**	**Severe Gale**	Slight structural damage occurs (chimney-pots and slates removed).	High waves. Dense streaks of foam along the direction of the wind. Crests of waves begin to topple, tumble and roll over. Spray may affect visibility.
10	**55-63**	**Storm**	Seldom experienced inland; trees uprooted; considerable structural damage occurs.	Very high waves with long overhanging crests. The resulting foam, in great patches, is blown in dense white streaks along the direction of the wind. On the whole the surface of the sea takes on a white appearance. The tumbling of the sea becomes heavy and shock-like. Visibility affected.
11	**64-72**	**Violent Storm**	Very rarely experienced; accompanied by wide-spread damage.	Exceptionally high waves (small and medium-size ships might be for a time lost to view behind the waves). The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown into froth. Visibility affected.
12	**72 and Over**	**Hurricane**	See Saffir-Simpson Hurricane Scale.	The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.

Source: National Weather Service (NWS)

Thunderstorm winds including strong winds are frequent occurrences in the Lowcountry region which is located within Wind Zone III as shown in Figure 3-5 (FEMA. 2014). There are fourteen total reported fatalities due to windstorms, five of which came in 1996 when gale force winds capsized a research vessel off the coast of Beaufort. A May 2006 supercell thunderstorm brought down numerous trees, powerlines, and poles causing over $500,000 in property damage in Walterboro.

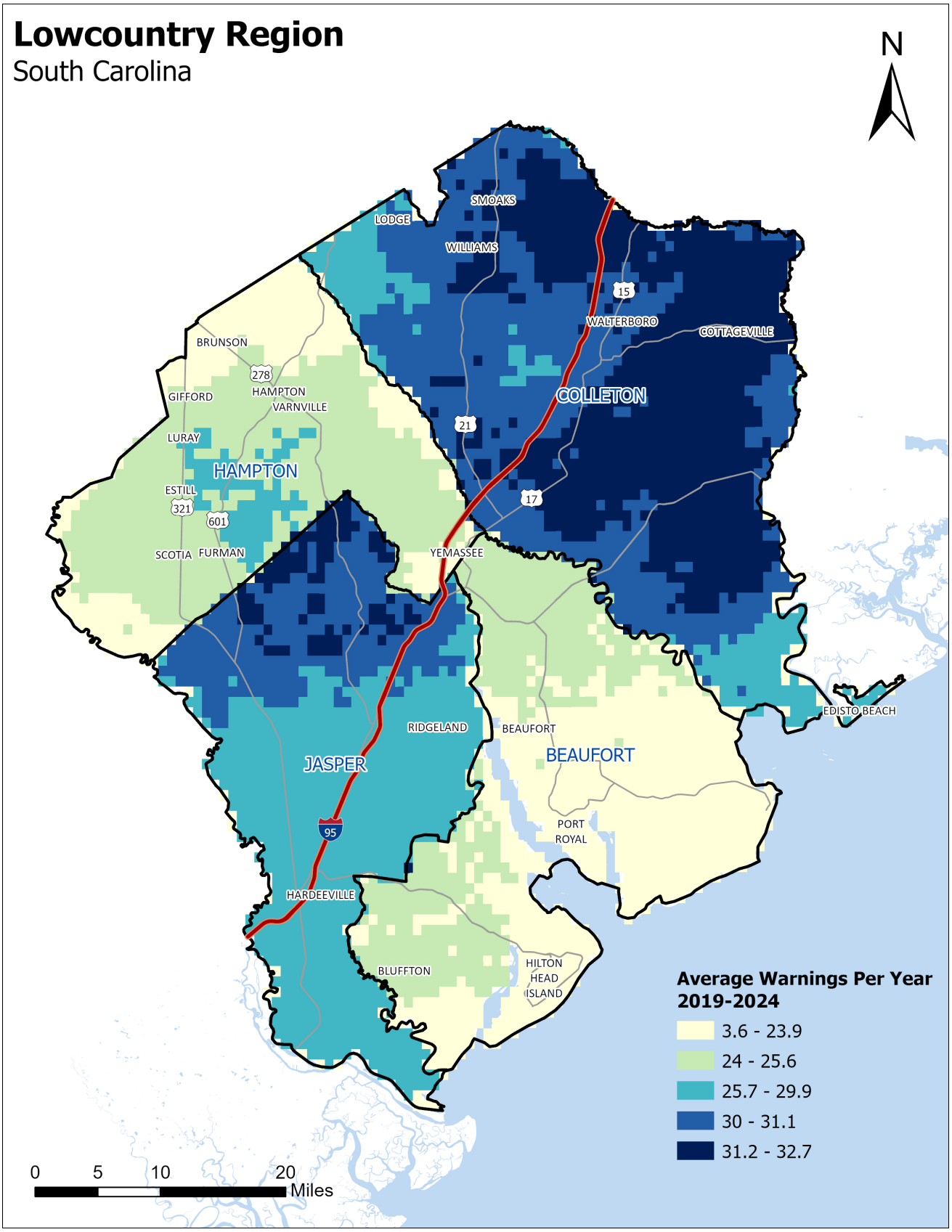
Figure 3-5: Wind Zones in the United States



Source: FEMA (2014)

The majority of wind events occurred in Colleton County. As depicted in Figure 3-6, the issuance of severe storm warnings for thunderstorm winds and strong winds shows the higher concentration in Colleton County and is a useful measure of the prevalence of this hazard.

Figure 3-6: Severe Thunderstorm and Strong Wind Warnings 2019-2024



Source: NOAA National Weather Service, Iowa Environmental Mesonet

Future Probability

In comparison with other hazards, thunderstorm winds and strong winds are high frequency events (see Table 3-10). They have more than 100% chance of occurring in any given year and they recur almost monthly, but with lower consequences based on damages (see Loss Information Section).

Table 3-10: Severe Thunderstorms and Windstorms Historical and Recent Hazards Events 1996-2024

	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Beaufort County	**442**	**29**	**15.2**	**0.07**	**1,524%**	174
City of Beaufort	73	29	2.5	0.40	252%	14
Town of Bluffton	57	29	2.0	0.51	197%	17
Town of Hilton Head Island	43	29	1.5	0.67	148%	5
Town of Port Royal	13	29	0.4	2.23	45%	4
Colleton County	**791**	**29**	**27.3**	**0.04**	**2,728%**	351
Town of Cottageville	68	29	2.3	0.43	234%	16
Town of Edisto Beach	5	29	0.2	5.80	17%	0
Town of Lodge	5	29	0.2	5.80	17%	0
Town of Smoaks	32	29	1.1	0.91	110%	14
City of Walterboro	133	29	4.6	0.22	459%	42
Town of Williams	18	29	0.6	1.61	62%	7
Hampton County	**249**	**29**	**8.6**	**0.12**	**859%**	53
Town of Brunson	14	29	0.5	2.07	48%	3
Town of Estill	25	29	0.9	1.16	86%	1
Town of Furman	16	29	0.6	1.81	55%	2
Town of Gifford	12	29	0.4	2.42	41%	1
Town of Hampton	46	29	1.6	0.63	159%	5
Town of Luray	9	29	0.3	3.22	31%	3
Town of Scotia	5	29	0.2	5.80	17%	1
Town of Varnville	23	29	0.8	1.26	79%	4
Town of Yemassee	15	29	0.5	1.93	52%	6
Jasper County	**338**	**29**	**11.7**	**0.09**	**1,166%**	76
City of Hardeeville	44	29	1.5	0.66	152%	9
Town of Ridgeland	39	29	1.3	0.74	134%	4
Utilities						
Beaufort-Jasper Water Sewer Authority	449	29	15.5	0.07	1,549%	140

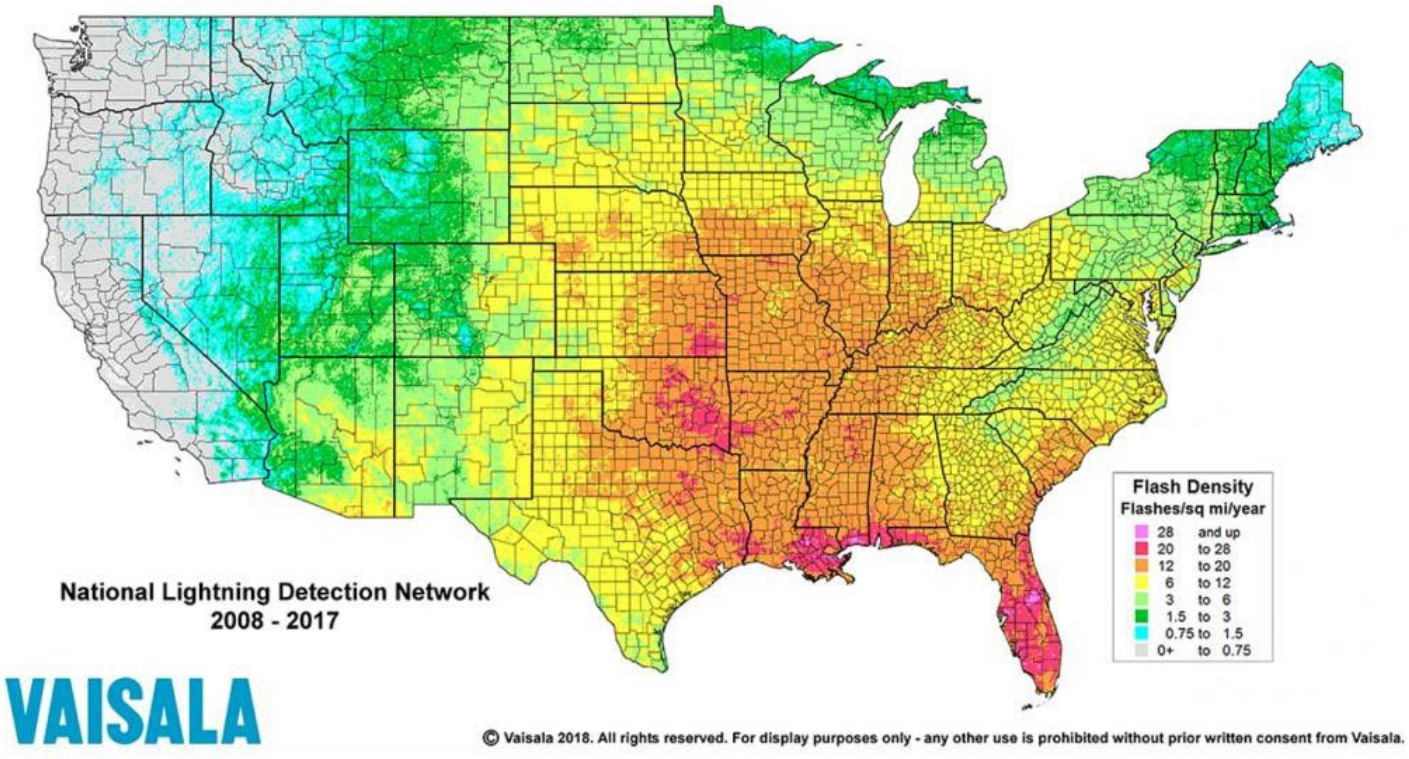
Source: NOAA's Storm Events database

3.5 LIGHTNING

Characteristics and Classification

Lightning is an electrical discharge that results in a giant spark between clouds, the air, or the ground. Although lightning is commonly associated with severe storms, lightning strikes have been recorded 25 miles away from the storm cloud. Lightning strikes are also seen during volcanic eruptions, extremely intense forest fires, heavy snowstorms, and large hurricanes. Lightning causes thunder, the air briefly gets heated to about 50,000 degrees Fahrenheit which causes the air to explode outward. It takes five seconds for thunder to travel one mile, so for every five seconds the sound is removed from the flash equals one mile between you and the flash (NWS, 2025b). Figure 3-7 shows the lightning density across the United States.

Figure 3-7: National Lightning Density Map



Source: Vaisala National Lightning Detection Network (NLDN)

The primary hazards associated with lightning are structural damage to buildings and potential fire. There are also electrocution hazards to people from lightning strikes resulting in injuries or deaths, nearly all lightning deaths occur outdoors in unsheltered areas such as golf courses or on the water.

Location and Extent

The extent of lightning can be expressed in terms of the number of strikes over a period of an event. Cloud to Ground (CG) strikes are measured using a remote, ground-based network. Operated by Vaisala, the National Lightning Detection Network (NLDN) consists of over 100 lightning detection sensors across the United States (NASA, 2025). The sensors use electromagnetic signals to capture location and information about strikes. As of 2025, the Lightning Activity Level (LAL) has been discontinued by the NWS and the National Wildfire Coordinating Group (NWCG) in forecasting fire weather. The LAL has been replaced by thunderstorm probability to infer lightning risk. Below is an example of using thunderstorm probability to infer lightning coverage.

- Example of chance: Thunderstorms likely (75%)
- Example of coverage: Scattered thunderstorms in the area

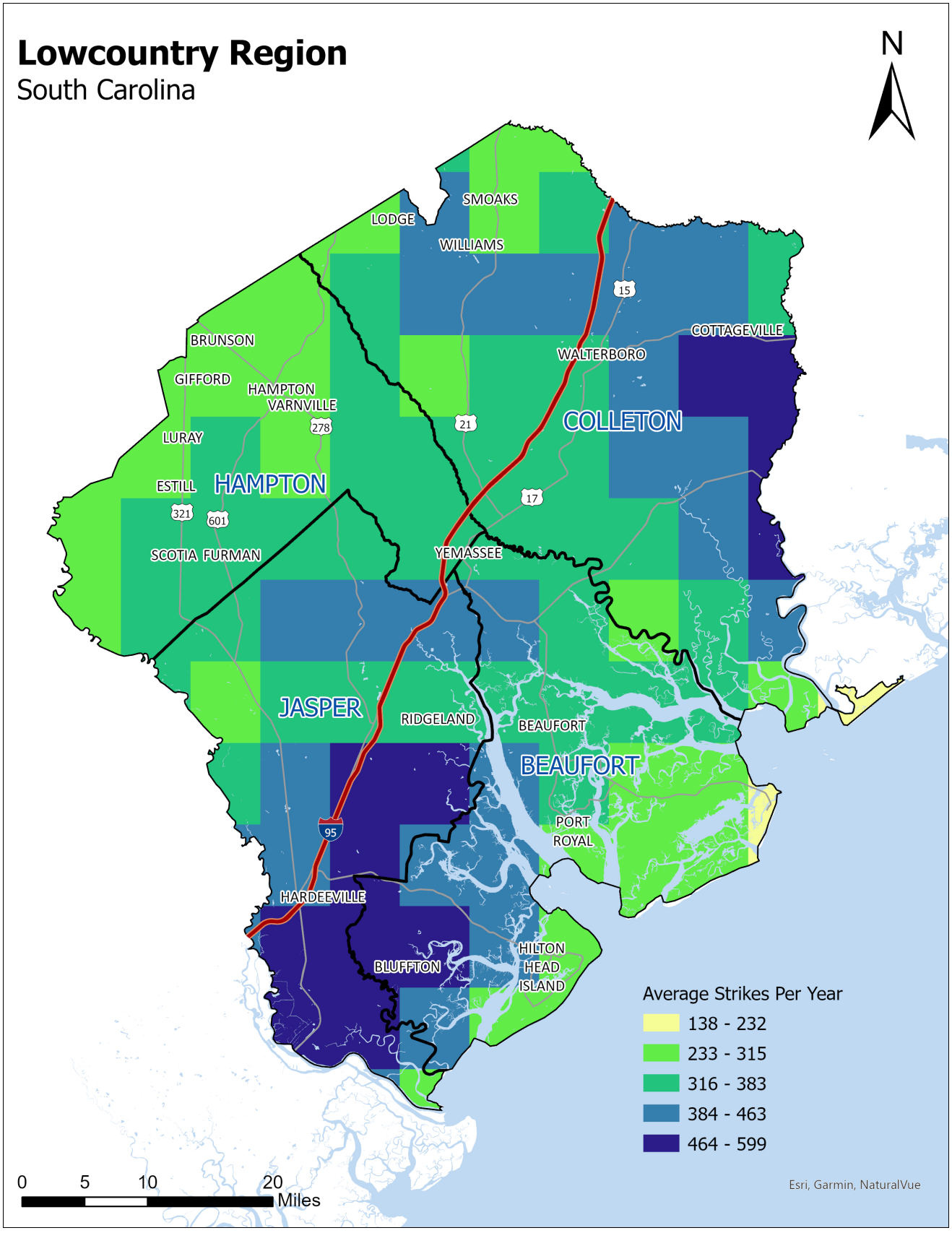
Lightning events in the Lowcountry are derived from NOAA Storm Prediction Center and Vaisala NLDN dataset. Since 2020, over half of the total lightning strike events (62%) in the Lowcountry occurred in Colleton and Jasper County. The City of Hardeeville, Town of Bluffton, and Town of Cottageville experienced some of the highest numbers of lightning strikes in the region averaging 464-599 strikes per year (Figure 3-8). Hampton County experienced the least number of lightning strikes in recent years (2020-2024) with 23,521 total strikes averaging about 13 strikes per day over that span. In the Lowcountry, there were a total of 23 reported lightning strike events that caused injury or property damage between 2020-2024 (Table 3-11).

Table 3-11: Reported Lightning Events 2020-2024

Year	# of Events	Fatalities	Injuries	Damage
2024	5	0	0	$90,000
2023	6	0	0	$108,000
2022	6	0	2	$41,000
2021	2	0	0	$21,000
2020	4	0	1	$33,000
Total	**23**	**0**	3	**$293,000**

Source: NOAA's Storm Events Database

Figure 3-8: Average Lightning Stikes Per Year 2020-2024



Source: NOAA Severe Weather Data Inventory (SWDI); Vaisala National Lightning Detection Network (NLDN)

Future Probability

Lightning is a frequent hazard that occurs multiple times per day or even per hour in strong thunderstorms as shown in Table 3-12. The recurrence frequency for lightning is less than 0.01 per year, but if converted to a daily frequency of occurrence, it would be roughly 9.5-21.1 lightning events per day.

Table 3-12: Lightning Historical and Recent Hazards Events 2012-2024

	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Beaufort County	**69,535**	**13**	**5,349**	**<0.01**	**534,885%**	**37,054**
City of Beaufort	69,535	13	5,349	<0.01	534,885%	37,054
Town of Bluffton	69,535	13	5,349	<0.01	534,885%	37,054
Town of Hilton Head Island	69,535	13	5,349	<0.01	534,885%	37,054
Town of Port Royal	69,535	13	5,349	<0.01	534,885%	37,054
Colleton County	**99,761**	**13**	**7,674**	**<0.01**	**767,392%**	**57,428**
Town of Cottageville	99,761	13	7,674	<0.01	767,392%	57,428
Town of Edisto Beach	99,761	13	7,674	<0.01	767,392%	57,428
Town of Lodge	99,761	13	7,674	<0.01	767,392%	57,428
Town of Smoaks	99,761	13	7,674	<0.01	767,392%	57,428
City of Walterboro	99,761	13	7,674	<0.01	767,392%	57,428
Town of Williams	99,761	13	7,674	<0.01	767,392%	57,428
Hampton County	**45,030**	**13**	**3,464**	**<0.01**	**346,385%**	**23,521**
Town of Brunson	45,030	13	3,464	<0.01	346,385%	23,521
Town of Estill	45,030	13	3,464	<0.01	346,385%	23,521
Town of Furman	45,030	13	3,464	<0.01	346,385%	23,521
Town of Gifford	45,030	13	3,464	<0.01	346,385%	23,521
Town of Hampton	45,030	13	3,464	<0.01	346,385%	23,521
Town of Luray	45,030	13	3,464	<0.01	346,385%	23,521
Town of Scotia	45,030	13	3,464	<0.01	346,385%	23,521
Town of Varnville	45,030	13	3,464	<0.01	346,385%	23,521
Town of Yemassee	45,030	13	3,464	<0.01	346,385%	23,521
Jasper County	**75,152**	**13**	**5,781**	**<0.01**	**578,092%**	**41,911**
City of Hardeeville	75,152	13	5,781	<0.01	578,092%	41,911
Town of Ridgeland	75,152	13	5,781	<0.01	578,092%	41,911
Utilities						
Beaufort-Jasper Water Sewer Authority	36,918	13	2,840	<0.01	283,985%	20,898

Source: Vaisala National Lightning Detection Network (NLDN)

3.6 HAIL

Characteristics and Classification

Hail is the frozen precipitation from convective thunderstorms. Any thunderstorm with the right conditions can spawn hail, meaning hail can occur anywhere. Hail in the Lowcountry has ranged from the size of a pea (a quarter of an inch) to the size of a large apple (three inches). Hail can damage cars, buildings, ruin crops, and cause bodily harm to people and livestock caught outside without any protection. Hail is the result of the water droplets moving through the atmosphere where temperatures can reach lower than -40°F, quickly freezing the droplets. As the frozen droplets continue the updraft and downdraft motion within the storm and any additional liquid water that it collides with can freeze and grow the size of hail. When the hail has grown too big for the winds to keep in the air, it will fall to the ground. Larger hailstone will fall faster, with baseball-sized hail falling between 44 and 72 mph, and thus doing more damage (NSSL, 2020b).

Location and Extent

Hail extent is described by using well-known, everyday objects to compare the diameter of a hailstone (Table 3-13). The larger the hail size the more damage produced (NWS, 2020c). Hail ranging from the size of golf balls to baseballs damaged 62 planes and numerous cars on Hilton Head Island on March 15, 2008. Roughly ten percent of the planes were total losses and an additional 25% were no longer air worthy. The associated damage totaled $1.17 million. Recently on May 22, 2020, baseball sized hail produced by a strong thunderstorm was reported and confirmed by the public in Estill (NCEI, 2025b).

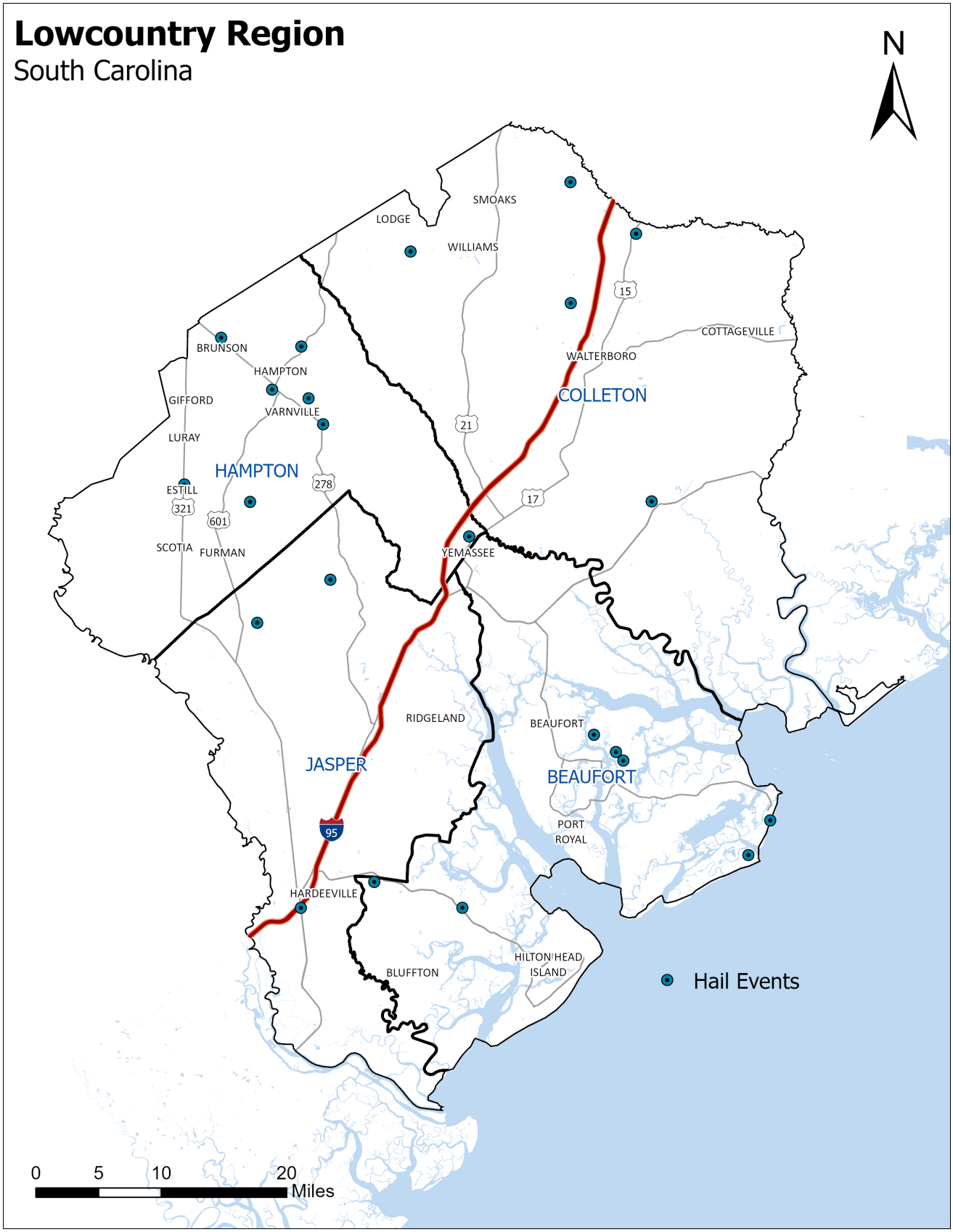
A total of 23 hail events were recorded from 2020-2024. There were no deaths or damages associated with these events. The distribution of hail events throughout the Lowcountry is random and the highest number of events occurred in Hampton County with 8 events (Figure 3-9).

Table 3-13: Estimations of Hail Diameters

Known Object	Estimated Diameter (inches)
Pea	1/4
Marble	1/2
Dime/Penny	3/4
Nickel	7/8
Quarter	1
Ping-Pong Ball	1 1/2
Golf Ball	1 3/4
Lime	2
Tennis Ball	2 1/2
Baseball	2 3/4
Large Apple	3
Softball	4
Grapefruit	4 1/2

Source: National Weather Service (NWS)

Figure 3-9: Geographic Distribution of Recent Hail Events 2020-2024



Source: NOAA Storm Event Database

Future Probability

In comparison with other hazards, hail is a high frequency event (see Table 3-14). It has more than 100% chance of occurring in any given year in Beaufort, Colleton, and Hampton Counties. While these events are frequent, they are typically associated with lower consequences based on damages (see Loss Information Section).

Table 3-14: Hail Historical and Recent Hazards Events 1989-2024

	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Beaufort County	**74**	**36**	**2.1**	**0.49**	**206%**	**7**
City of Beaufort	20	36	0.6	1.80	56%	1
Town of Bluffton	26	36	0.7	1.38	72%	1
Town of Hilton Head Island	20	36	0.6	1.80	56%	0
Town of Port Royal	5	36	0.1	7.20	14%	0
Colleton County	**78**	**36**	**2.2**	**0.46**	**217%**	**5**
Town of Cottageville	16	36	0.4	2.25	44%	0
Town of Edisto Beach	3	36	0.1	12.00	8%	0
Town of Lodge	2	36	0.1	18.00	6%	0
Town of Smoaks	6	36	0.2	6.00	17%	1
City of Walterboro	34	36	0.9	1.06	94%	0
Town of Williams	3	36	0.1	12.00	8%	0
Hampton County	**39**	**36**	**1.1**	**0.92**	**108%**	**8**
Town of Brunson	6	36	0.2	6.00	17%	1
Town of Estill	3	36	0.1	12.00	8%	1
Town of Furman	1	36	0.0	36.00	3%	0
Town of Gifford	0	36	0.0	0.00	0%	0
Town of Hampton	13	36	0.4	2.77	36%	1
Town of Luray	0	36	0.0	0.00	0%	0
Town of Scotia	1	36	0.0	36.00	3%	0
Town of Varnville	6	36	0.2	6.00	17%	2
Town of Yemassee	4	36	0.1	9.00	11%	0
Jasper County	**36**	**36**	**1.0**	**1.00**	**100%**	**3**
City of Hardeeville	11	36	0.3	3.27	31%	1
Town of Ridgeland	10	36	0.3	3.60	28%	0
Utilities						
Beaufort-Jasper Water Sewer Authority	96	36	2.7	0.27	266%	6

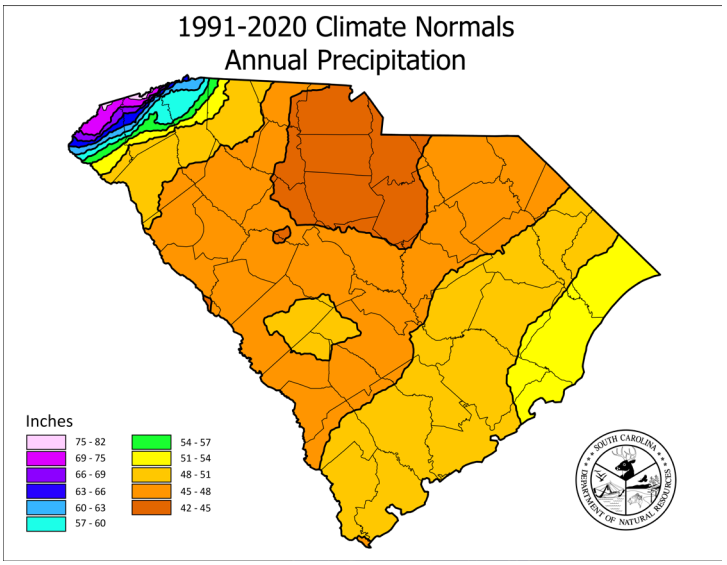
Source: NOAA's Storm Events database

3.7 DROUGHT

Characteristics and Classification

Drought occurs when a region receives lower-than-normal precipitation for a prolonged period. This deficit can affect agriculture, the economy, water levels, the environment, increase health problems, and increase wildfire risk. Droughts vary in severity based on the lack of precipitation, length of the event, and the area where it occurs. Droughts can occur at any time during the year, but historically Fall is the driest season in South Carolina. The annual precipitation in the Lowcountry ranges between 45 and 54 inches as shown in Figure 3-10, with the lower end of the range falling further inland. Droughts can last from months to years and are often tied to long-term pressure systems in the Atlantic or the El Niño–Southern Oscillation (ENSO). This multi-year cycle originates in the Pacific Ocean but has widespread consequences reaching South Carolina.

Figure 3-10: SC Average Annual Precipitation (inches)



Source: South Carolina Department of Natural Resources

The state is wetter during the El Niño phase, and drier during La Niña (SC State Climate Office, 2020a). There are many factors that come together to classify a drought, including spatial extent, duration, and severity. The U.S. Drought Monitor uses these factors in their classifications and updates their drought designations on a weekly basis. Their drought classifications have five distinct categories and range from D0 to D4 (Abnormally Dry, Moderate Drought, Severe Drought, Extreme Drought, Exceptional Drought). South Carolina uses seven different indicators to measure drought status. These include the US Drought Monitor for South Carolina, crop moisture index, Palmer Drought severity index, streamflow levels, lake/reservoir levels, groundwater levels, and the Keetch-Byram drought index (SC State Climate Office, 2020b).

Location and Extent

Drought is a large-scale event that generally covers entire counties or regions rather than smaller geographic units. South Carolina's drought status at any given period is determined by the state's Drought Response Committee. Table 3-15 illustrates the drought status of Lowcountry counties from 2020-2025 according to the US Drought Monitor for South Carolina.

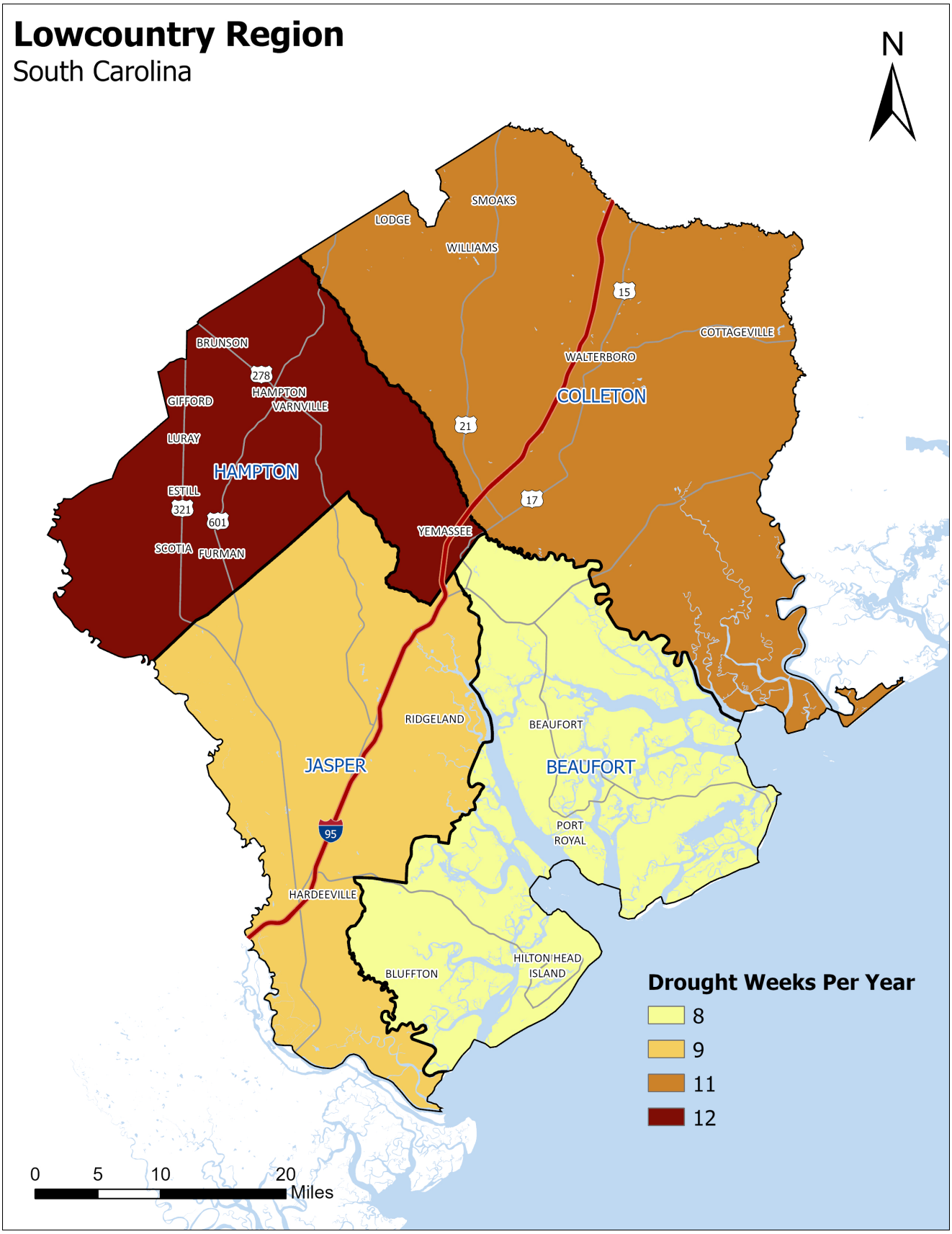
Table 3-15: Highest Drought Level Status 2020-2025

County	2020	2021	2022	2023	2024	2025	Description
Beaufort	Normal	Normal	D2 Severe	D1 Moderate	D2 Severe	D1 Moderate	The County experienced 48 total non-consecutive weeks in at least D1 drought conditions. 2022 population experienced low water levels and high fire risk.
Colleton	Normal	D1 Moderate	D2 Severe	D1 Moderate	D2 Severe	D2 Severe	The County experienced 66 total non-consecutive weeks in at least D1 drought conditions. 2024 population experienced lack of rain hurting crop growth, especially corn.
Hampton	D1 Moderate	D1 Moderate	D2 Severe	D1 Moderate	D2 Severe	D2 Severe	The County experienced 72 total non-consecutive weeks in at least D1 drought conditions. 2022 population experienced abnormally dry Spring season and increased fire activity during the year.
Jasper	Normal	Normal	D2 Severe	D1 Moderate	D2 Severe	D2 Severe	The County experienced 54 total non-consecutive weeks in at least D1 drought conditions. 2022 population suffered stunted crop growth, low stream flow, and low soil moisture.

Source: US Drought Monitor and Drought Impact Reporter

Another mechanism used to compare conditions is the percent population in each drought category during a given period. In July of 2022, Jasper County had 100% of the population in D2 drought conditions, compared to 87.2% of Hampton County, 41.33% in Colleton County, and 0% in Beaufort County. Using the U.S. Drought Monitor for South Carolina, the Lowcountry experienced 8 to 12 non-consecutive weeks of drought per year between 2020 and 2025, but none of these conditions were severe (Figure 3-11).

Figure 3-11: Drought Frequency – Weeks of Drought per Year 2020-2025



Source: US Drought Monitor

Future Probability

Table 3-16 shows that future drought events are very high with more than 1,000% chance of occurring in any given year. However, the consequences based on damages are low (see Loss Information Section).

Table 3-16: Drought Historical and Recent Hazards Events by Drought Week 2000-2025

	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2025
Beaufort County	**390**	**26**	**15.0**	**0.07**	**1,500%**	**48**
City of Beaufort	390	26	15.0	0.07	1,500%	48
Town of Bluffton	390	26	15.0	0.07	1,500%	48
Town of Hilton Head Island	390	26	15.0	0.07	1,500%	48
Town of Port Royal	390	26	15.0	0.07	1,500%	48
Colleton County	**418**	**26**	**16.1**	**0.06**	**1,608%**	**66**
Town of Cottageville	418	26	16.1	0.06	1,608%	66
Town of Edisto Beach	418	26	16.1	0.06	1,608%	66
Town of Lodge	418	26	16.1	0.06	1,608%	66
Town of Smoaks	418	26	16.1	0.06	1,608%	66
City of Walterboro	418	26	16.1	0.06	1,608%	66
Town of Williams	418	26	16.1	0.06	1,608%	66
Hampton County	**478**	**26**	**18.4**	**0.05**	**1,838%**	**72**
Town of Brunson	478	26	18.4	0.05	1,838%	72
Town of Estill	478	26	18.4	0.05	1,838%	72
Town of Furman	478	26	18.4	0.05	1,838%	72
Town of Gifford	478	26	18.4	0.05	1,838%	72
Town of Hampton	478	26	18.4	0.05	1,838%	72
Town of Luray	478	26	18.4	0.05	1,838%	72
Town of Scotia	478	26	18.4	0.05	1,838%	72
Town of Varnville	478	26	18.4	0.05	1,838%	72
Town of Yemassee	478	26	18.4	0.05	1,838%	72
Jasper County	**450**	**26**	**17.3**	**0.06**	**1,731%**	**54**
City of Hardeeville	450	26	17.3	0.06	1,731%	54
Town of Ridgeland	450	26	17.3	0.06	1,731%	54
Utilities						
Beaufort-Jasper Water Sewer Authority	420	26	16.2	0.06	1,615%	51

Source: US Drought Monitor, UNL

3.8 EARTHQUAKE

Characteristics and Classification

Earthquakes typically occur near tectonic plate boundaries but can occur in the middle of plates. South Carolina is located in the interior of the North American plate and does not have an active plate boundary nearby. However, the energy released from the sudden displacement of rock in the Earth's crust can occur in weak spots along known faults and fault systems or inferred faults.

Earthquakes vary in magnitude and intensity. Two different scales are used to describe the physical force of the earthquake, or the amount of energy released by measuring the amplitude of the shock waves.

- The Moment Magnitude scale is an instrument-based measurement of the physical force of the earthquake measured by the amplitude of the shock waves.
- The Modified Mercalli Intensity scale measures the impacts that do not have a mathematical basis; instead, it is a ranking based on observed effects. According to U.S. Geological Survey (USGS) (2020a), the lower numbers of the intensity scale generally deal with the way the earthquake is felt by people. The higher numbers of the scale are based on observed structural damage as shown in Table 3-17.

There are multiple effects associated with the release of energy waves from earthquakes, first *shaking the ground side to side and then up and down.* These waves can cause destruction on the surface from the shaking. After these primary effects, secondary effects are possible and can be just as destructive in certain cases. These secondary effects include:

- *Aftershocks:* Aftershocks are tremors that follow the original event and are often smaller. They can happen for weeks to years after the event. The larger the original event, the stronger the aftershocks can be and the longer they can persist.
- *Soil Liquefaction:* Liquefaction occurs when the movement of earth forces water into the soil around structures, making the very ground behave more like a liquid than a solid. This can cause the foundation of structures to sink or shift. The occurrence of liquefaction depends on several factors like soil type, soil saturation, and shaking characteristics.
- *Fires:* The movement of earth can cause gas line ruptures and can snap powerlines creating fire-prone environments. At the same time, waterlines might break making it more difficult to put out any fires that occur (SCEMD, 2020b).
- *Landslides:* One of the triggers for landslide occurrence is earthquake. Landslides are mass movement of soil and might include rock falls that can cause significant damage.

Table 3-17: Earthquake Intensity Description

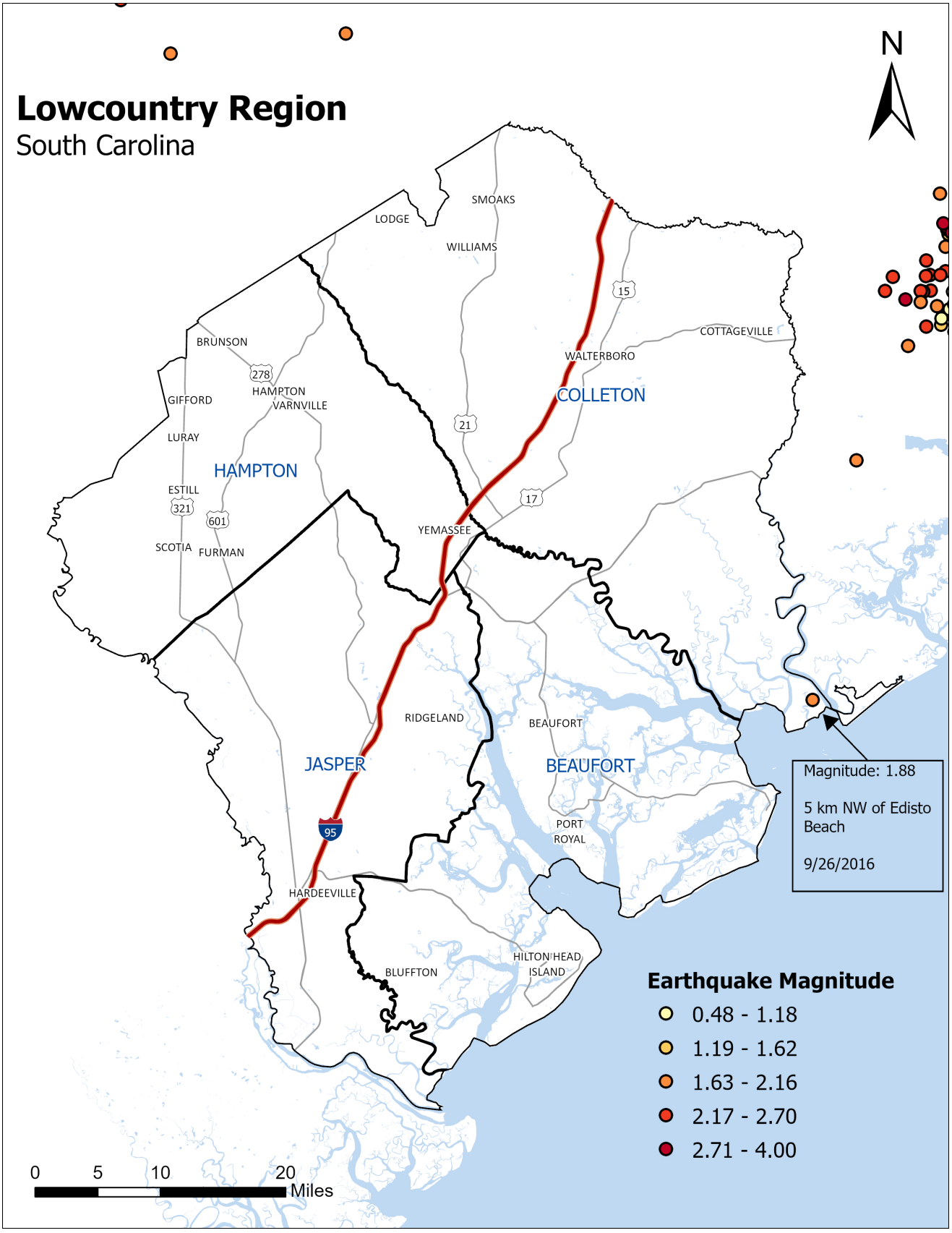
Intensity	Shaking	Description/Damage
I	Not felt	Not felt except by a very few under especially favorable conditions.
II	Weak	Felt only by a few persons at rest,especially on upper floors of buildings.
III	Weak	Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck. Duration estimated.
IV	Light	Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.
V	Moderate	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.
VI	Strong	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.
VII	Very strong	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.
VIII	Severe	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.
IX	Violent	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.
X	Extreme	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.

Note: Abbreviated description of the levels of modified Mercalli intensity.
Source: US Geological Survey (USGS)

Location and Extent

Earthquakes are fairly common in South Carolina, but they are rarely felt or noticed by people. Approximately 10 to 15 earthquakes are recorded annually in the state, with 70 percent located in the Middleton Place-Summerville Seismic Zone. The August 31, 1886, Charleston Earthquake is notable because of its intensity (intensity X on the Modified Mercalli Scale). According to the State Hazard Mitigation Plan, earthquakes such as the 1886 Charleston event have a frequency of occurrence on the order of 400-500 years. Other evidence suggests that places near Bluffton may have occurrences in the range of every 2000 years (SCEMD 2018). Given evidence of prior large events in the Lowcountry, it appears that any given year has about a 1/400 chance of a large earthquake event. Figure 3-12 illustrates the earthquake events in the Lowcountry region and nearby area.

Figure 3-12: Recent Earthquakes near the Lowcountry Region 2000-2024



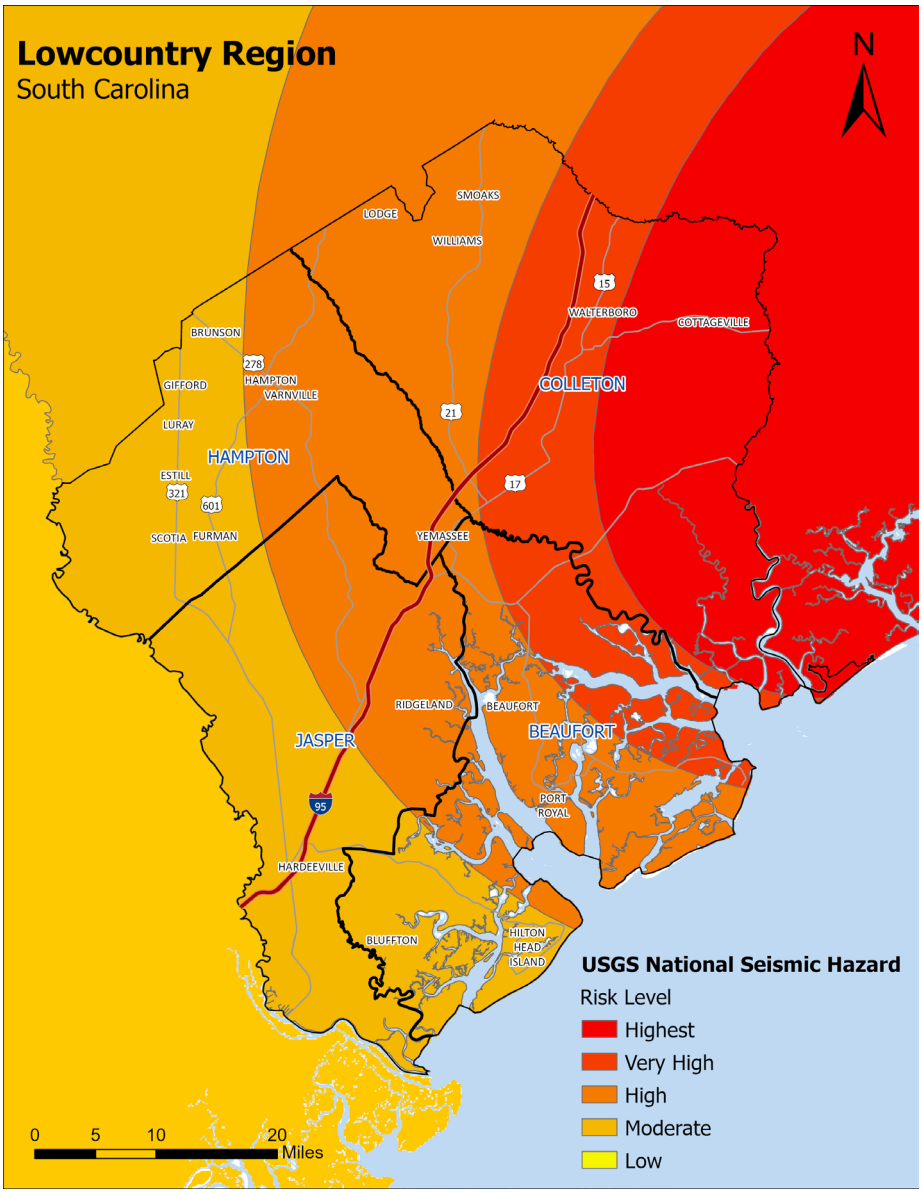
Source: United States Geological Survey (USGS)

Since 2000, there has only been one recorded earthquake in the Lowcountry region. This was 1.88 magnitude earthquake located 5 km northwest of Edisto Beach in Colleton County.

Future Probability

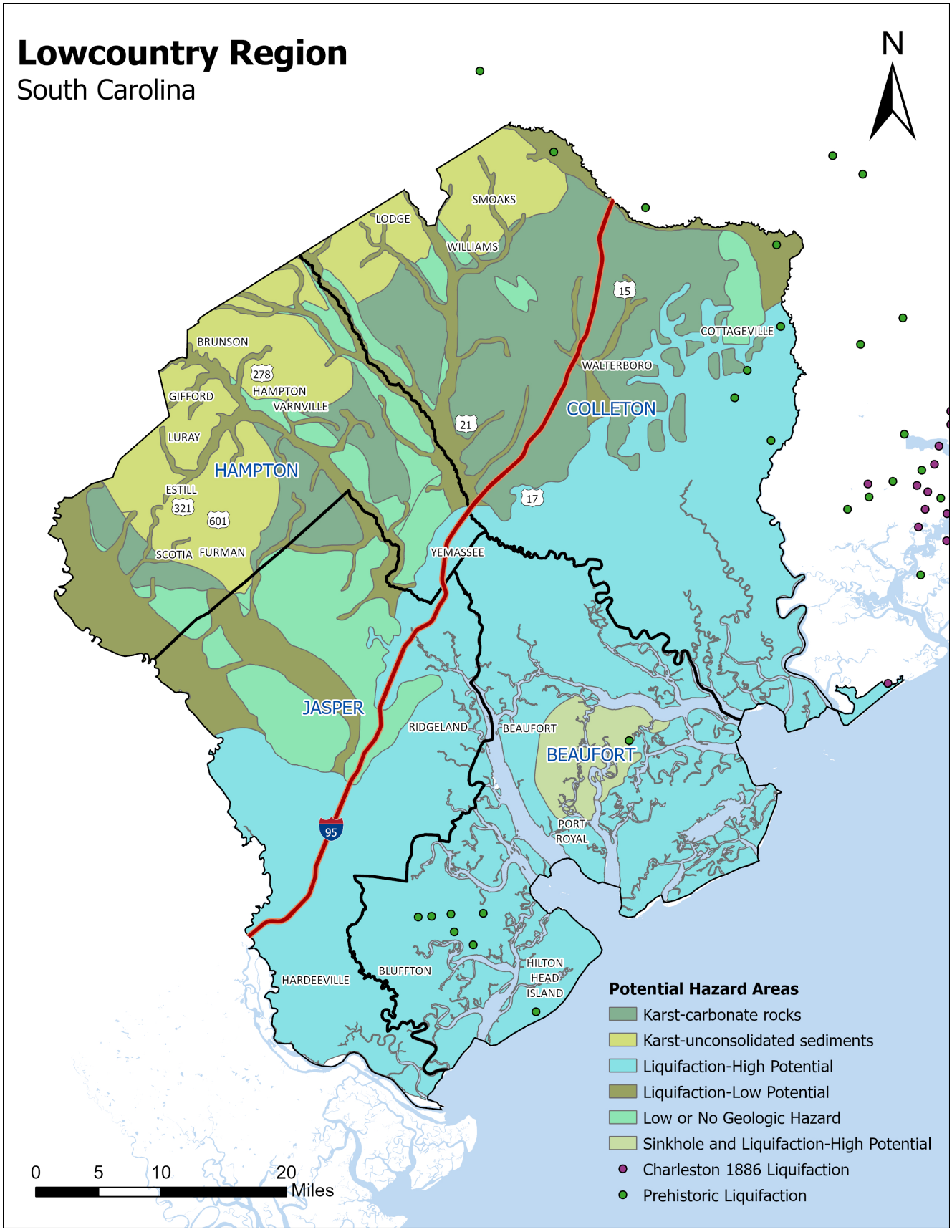
For the Lowcountry region, there is a potential for liquefaction and tsunami activity from localized earthquakes. The U.S. Geological Survey provides probability maps of potential earthquake risk. Potential earthquake risk using peak ground acceleration (PGA) shows the amount of ground motion expected with a 2% probability of being exceeded in 50 years. The highest hazard areas are color coded red, with the lowest hazard areas in blue. The Lowcountry counties range from red to yellow showing a moderate to high hazard potential (Figure 3-13). In addition, according to SCEMD, most of the Lowcountry area east of Interstate 95 has a high potential for liquefaction (Figure 3-14).

Figure 3-13: Seismic Risk – Peak Ground Acceleration of 2% in 50 Years



Source: USGS National Seismic Hazard Model

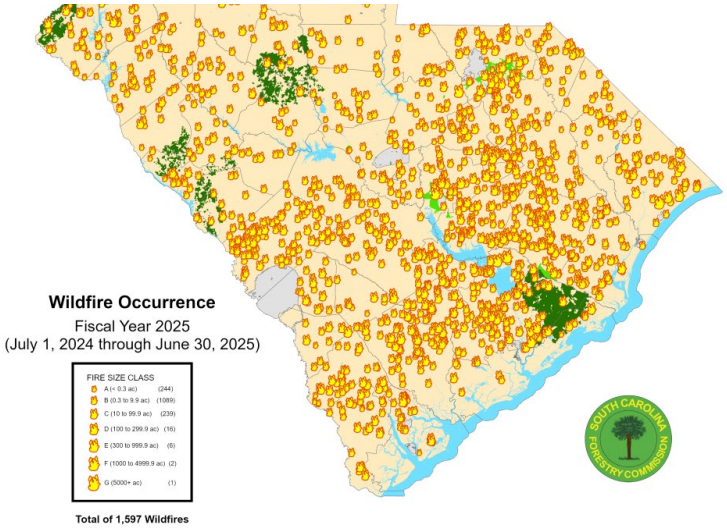
Figure 3-14: Geologic Hazards of South Carolina – Liquefaction Potential



Source: SC Department of Natural Resources (SCDNR)

3.9 WILDFIRE

Figure 3-15: 2025 South Carolina Wildfires



According to the South Carolina Forestry Commission (SCFC) (2025), wildfire includes any outdoor fire that is not controlled and supervised. Wildfires damage forests, natural habitats, water quality, and air quality. The state's fire season extends from winter to early spring when the vegetation is dormant and dry (Figure 3-15).

Wildfires have several origins, some natural and some human. They spread faster in dry and windy conditions, burning fuels that include trees, brush, pine straw, and grasses. The causes identified by the SCFC are below (SCFC, 2025).

- *Debris Burning:* Any fire that escapes a planned setting falls into this category. This includes burning trash and prescribed burns. Accounts for more than 50% of South Carolina wildfires.
- *Woods Arson:* Incendiary fires that are set to one's property without their permission, regardless of intent. Incendiary fire accounts for 25% to 30% of South Carolina wildfires.
- *Equipment Use:* Fires started inadvertently with farm equipment or automobiles account for 5% of South Carolina wildfires.
- *Children:* Children's actions, including playing with fireworks, matches, and lighters cause 3% to 5% of South Carolina wildfires.
- *Smoking:* Although difficult to verify, careless smoking practices cause an estimated 3% to 4% of South Carolina wildfires, mostly along roadways.
- *Campfires:* Campfires make up 1% to 3% of wildfires. Most campfires are in the summer, when lush vegetation makes growth fire-resistant, which explains the low number.
- *Lightning:* Usually joined by rain and already humid summer conditions, lightning rarely sparks wildfires. Lightning causes only 2% of South Carolina wildfires.
- *Railroad:* Given changes in engine technology, these types of wildfires are less common. Fires originate from sparks via braking or carbon build-up in the engines. These account for 1% to 2% of South Carolina's wildfires.
- *Miscellaneous:* This category catches all other wildfires, including accidental fires via fireworks, structural fires that light brush fire, and unattended warming fires. This category accounts for 4% to 6% of wildfires.

Location and Extent

Between 2019 and 2024, a total of 759 wildfires occurred in the Lowcountry region. Over 45% of these were in Colleton County (Table 3-18). The South Carolina Forestry Commission uses a size class system to describe wildfires by acreage:

- Class A (<0.3 ac)
- Class B (0.3 to 9.9 ac)
- Class C (10 to 99.9 ac)
- Class D (100 to 299.9 ac)
- Class E (300 to 999.9 ac)

One of the most notable recent fires was on April 20, 2023 in Jasper County, the only class E in recent years, caused by debris burning and burned 450 forested acres. Out of the 5,323.3 total acres burned in the 2019 – 2024 timeframe, only 10% of the land was not forested.

Table 3-18: Wildfire Events 2019-2024 by Size Class

	Class A & B Wildfires (burn 0 – 9.9 acres)	Class C Wildfires (burn 10 - 99.9 acres)	Class D & E Wildfires (burn 100 – 999.9 acres)
Beaufort County	56 (88.9 total acres)	10 (148 total acres)	0
Colleton County	294 (617.4 total acres)	44 (1,165.5 total acres)	5 (740 total acres)
Hampton County	143 (327.7 total acres)	27 (681 total acres)	0
Jasper County	146 (293.4 total acres)	33 (811.4 total acres)	1 (450 total acres)
Total	**639 (1,327.4 total acres)**	**114 (2,805.9 total acres)**	**6 (1,190 total acres)**

Source: SC Forestry Commission (SCFC)

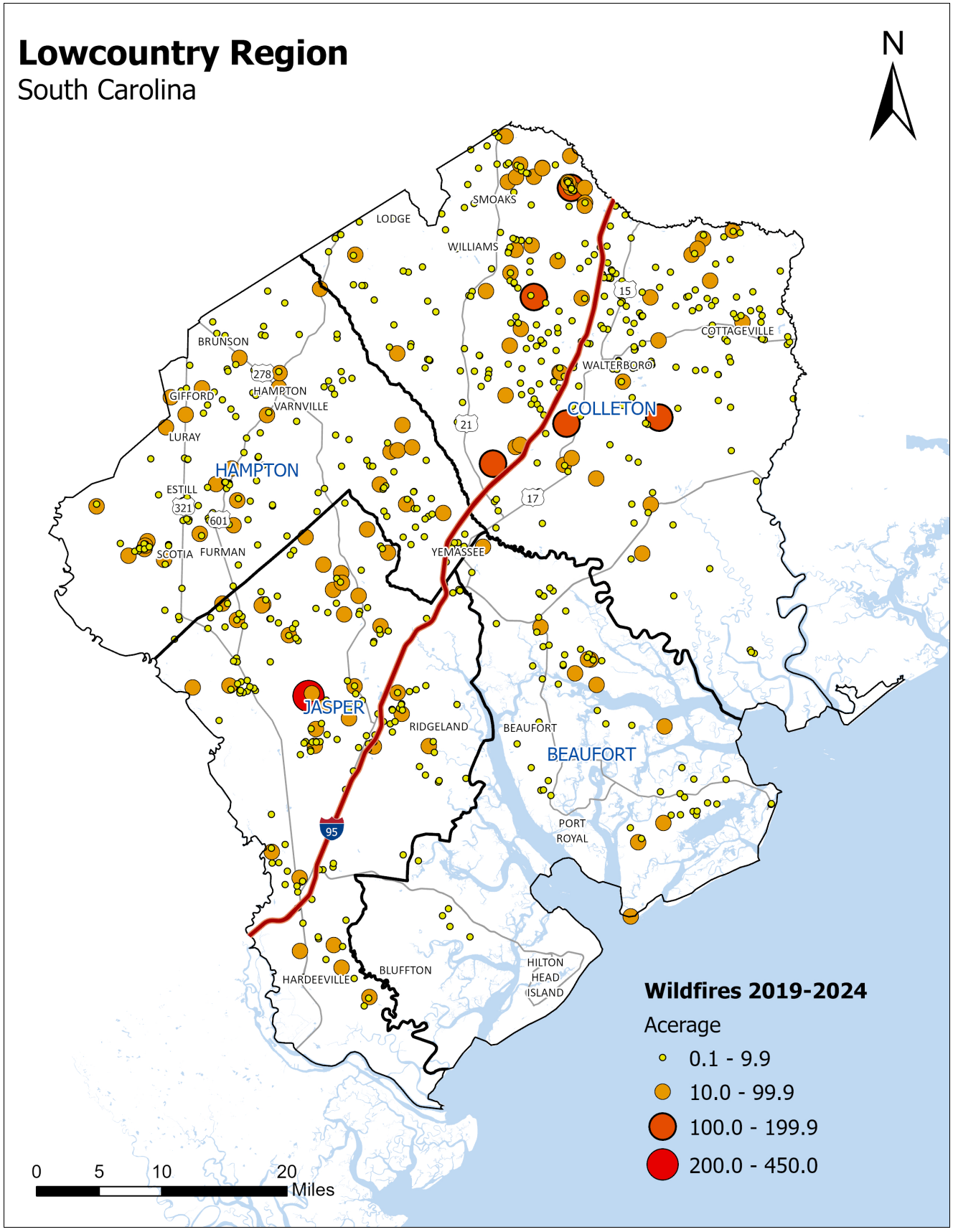
In the Lowcountry region, the most common cause of wildfires since 2019 is due to debris burning (69%). Recent wildfire causes have followed the same trends seen statewide (Table 3-19).

Table 3-19: Wildfire Causes 2019-2024

Wildfire Cause	Incidents	Acres Burned	Acres/ Incident
Debris Burning	526	3803	7.2
Woods Arson (Incendiary)	95	532.2	5.6
Equipment Use	48	384.5	8
Power Line	26	125.3	4.8
Miscellaneous	**16**	**234.5**	**14.7**
Lightning	**15**	**113.8**	**7.6**
Structure	**11**	**12.2**	**1.1**
Children	**7**	**15**	**2.1**
Smoking	**6**	**15**	**2.5**
Campfire	**4**	**53.3**	**13.3**
Railroad	**4**	**34**	**8.5**
Fireworks	**1**	**0.5**	**0.5**

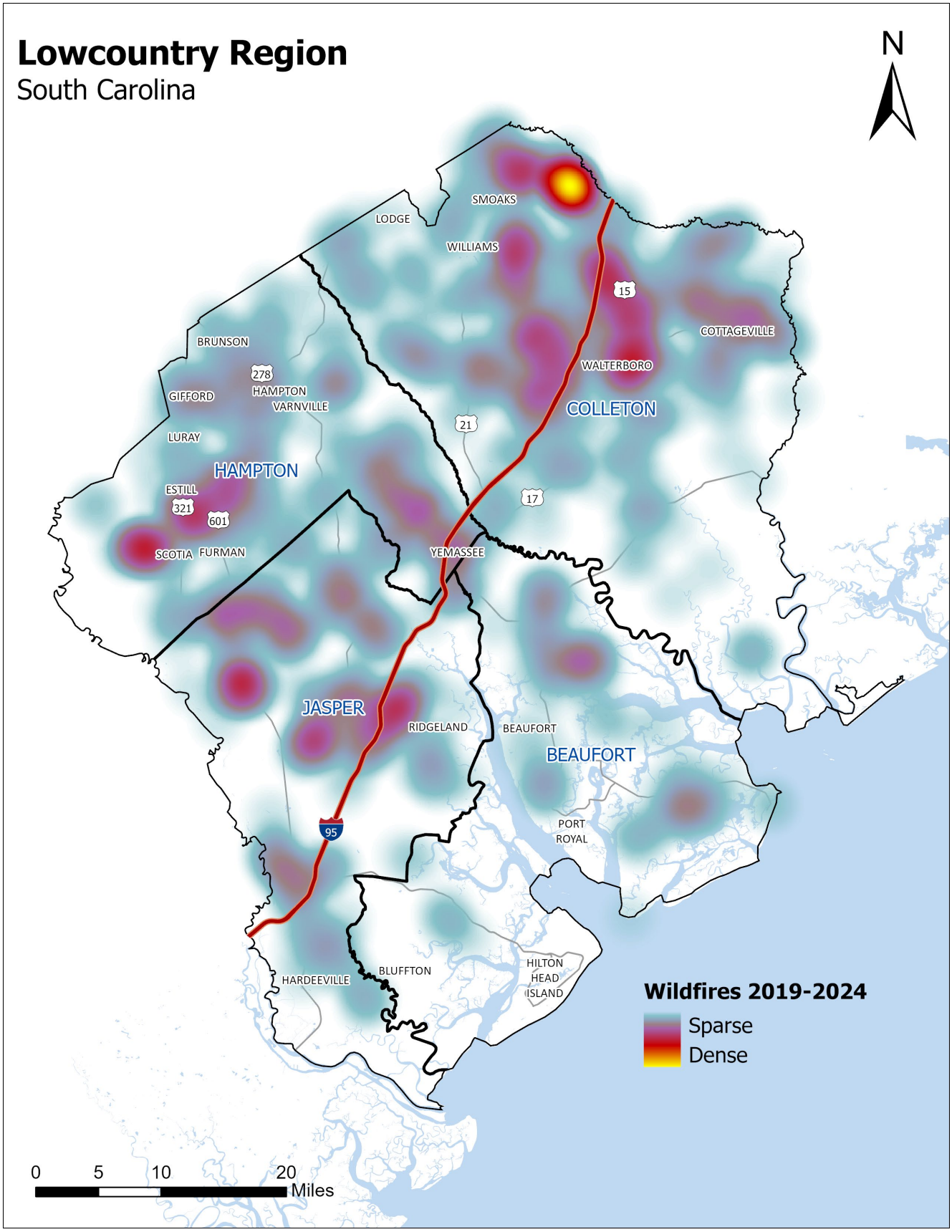
Source: SC Forestry Commission (SCFC)

Figure 3-16: Wildfire Locations 2019-2024



Source: South Carolina Forestry Commission (SCFC)

Figure 3-17: Annual Wildfire Risk 2019-2024



Source: South Carolina Forestry Commission (SCFC)

Future Probability

Table 3-20 shows that the future probability of wildfire events is very high particularly in Colleton and Jasper Counties, with more than 10,000% chance of occurring in any given year. It is unpredictable how much land and how much damage will occur each year.

Table 3-20: Wildfire Historical and Recent Hazards Events 1988-2024

	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Beaufort County	1,794	37	48.5	0.02	4,848%	66
City of Beaufort	n/a	37	n/a	n/a	n/a	n/a
Town of Bluffton	n/a	37	n/a	n/a	n/a	n/a
Town of Hilton Head Island	n/a	37	n/a	n/a	n/a	n/a
Town of Port Royal	n/a	37	n/a	n/a	n/a	n/a
Colleton County	5,253	37	141.9	0.01	14,973%	343
Town of Cottageville	n/a	37	n/a	n/a	n/a	n/a
Town of Edisto Beach	n/a	37	n/a	n/a	n/a	n/a
Town of Lodge	n/a	37	n/a	n/a	n/a	n/a
Town of Smoaks	n/a	37	n/a	n/a	n/a	n/a
City of Walterboro	n/a	37	n/a	n/a	n/a	n/a
Town of Williams	n/a	37	n/a	n/a	n/a	n/a
Hampton County	2,245	37	60.7	0.02	6,068%	170
Town of Brunson	n/a	37	n/a	n/a	n/a	n/a
Town of Estill	n/a	37	n/a	n/a	n/a	n/a
Town of Furman	n/a	37	n/a	n/a	n/a	n/a
Town of Gifford	n/a	37	n/a	n/a	n/a	n/a
Town of Hampton	n/a	37	n/a	n/a	n/a	n/a
Town of Luray	n/a	37	n/a	n/a	n/a	n/a
Town of Scotia	n/a	37	n/a	n/a	n/a	n/a
Town of Varnville	n/a	37	n/a	n/a	n/a	n/a
Town of Yemassee	n/a	37	n/a	n/a	n/a	n/a
Jasper County	3,951	37	106.8	0.01	10,784%	180
City of Hardeeville	n/a	37	n/a	n/a	n/a	n/a
Town of Ridgeland	n/a	37	n/a	n/a	n/a	n/a
Utilities						
Beaufort-Jasper Water Sewer Authority	1,026	37	27.7	0.04	2,773%	56

Note: Data are not available in municipality level.
Source: South Carolina Forestry Commission

3.10 FLOOD

Characteristics and Classification

Flooding occurs when water flows or collects in areas that are usually dry. This can happen because of heavy rain, snow melting, high tides, dam breaks, etc. Floods can last for short duration or last weeks, and they can be a few inches or the height of houses. Floods claim more lives in the U.S. than tornadoes, hurricanes, or lightning. Moreover, flooding is the most expensive natural disaster, costing $5 billion on average every year (NSSL, 2020c). Given the Lowcountry's position in the low-lying coastal plains of South Carolina, not only is there a risk from riverine flooding from the lower Savannah River and ACE Basin (Ashepoo, Combahee, and Edisto) as rivers and their tributaries make their way to the Atlantic (Figure 3-18), but the region is also at increased risk for coastal flooding, storm surges, and tidal (King Tides) flooding.

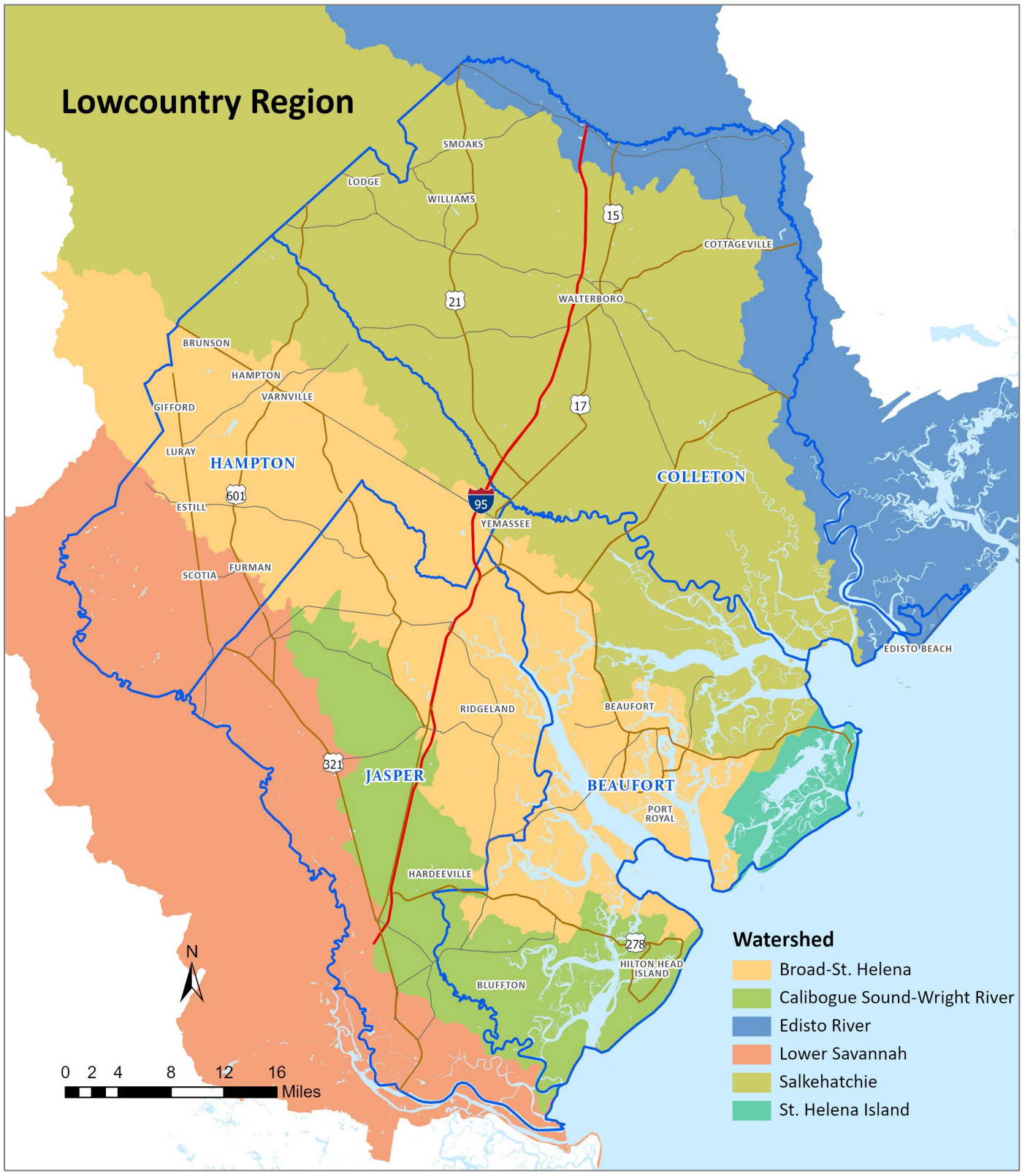
There are two general types flooding—general flooding where flooding occurs over several days, and flash flooding where floodwater rises quickly within minutes to hours and then quickly dissipates. According to the 2023 South Carolina Hazard Mitigation Plan (SCEMD, 2023), examples of flash flood types include urban, dam/levee failures, and debris/ice jams. General floods include riverine, coastal, and local drainage. The following flood types predominate in the Lowcountry.

- *Fluvial (or riverine) Flood:* Also called overbank flooding, this type of flooding occurs when water levels in a river exceed the river's defined banks and spill over into the surrounding floodplain.
- *Coastal Flood:* This type of flooding is the product of a several factors. When coastal waters are higher-than-high tide, those waters can swell onto low-lying areas, and it can get worse by rainfall or winds pushing water onshore. King tides are abnormally high tides that occur when the moon, earth, and sun align, and the moon is at its closest position to earth. These events occasionally generate coastal flooding and can be exacerbated by wind and rain. Sea level rise means these events will happen more frequently (City of Charleston, 2020).
- *Local Drainage Flooding:* Local drainage problems frequently occur in low-lying flat areas where normal drainage patterns become disrupted by lack of maintenance of channels or culverts, lower capacity storm sewer systems, or other types of blockages.
- *Flash Flood:* Flash flood events are rapid onset events usually the result of intense rainfall occurring in a short time span, typically less than 6 hours. Urbanized areas contribute to flash flooding due to the number of impervious surfaces (roads, parking lots, streets) that prevent the rainfall from being absorbed by the soil. The runoff moves quickly over the paved surfaces increasing the likelihood of flash flooding especially in lower-lying areas such as road or rail underpasses.

Flooding is a major hazard threat in the Lowcountry region as it combines both coastal flood hazards and riverine flood hazards. Approximately 41% of the land area in the four-county region lies within FEMA's regulated flood zone (Special Flood Hazard Area of SFHA, commonly known as the 100-year flood zone). Within the SFHA, 9% of the land area is in the VE zone and subject to wave action greater than 3 feet. The VE zone represents the highest flood risk potential. The SFHA has a one percent probability of occurring in any given year, while the 500-year flood hazard has a 0.2% probability (Figure 3-19). Approximately 4.6% of the Lowcountry land area lies within the 500-year flood zone. Coastal flood hazard areas (shown in the crosshatch pattern in Figure 3-19) include VE zones, coastal AE zones with wave heights from 1.5-3 feet, and AE zones designated as Limit of Moderate Wave Action (LiMWA) with wave heights less than 1.5 feet (Figure 3-20).

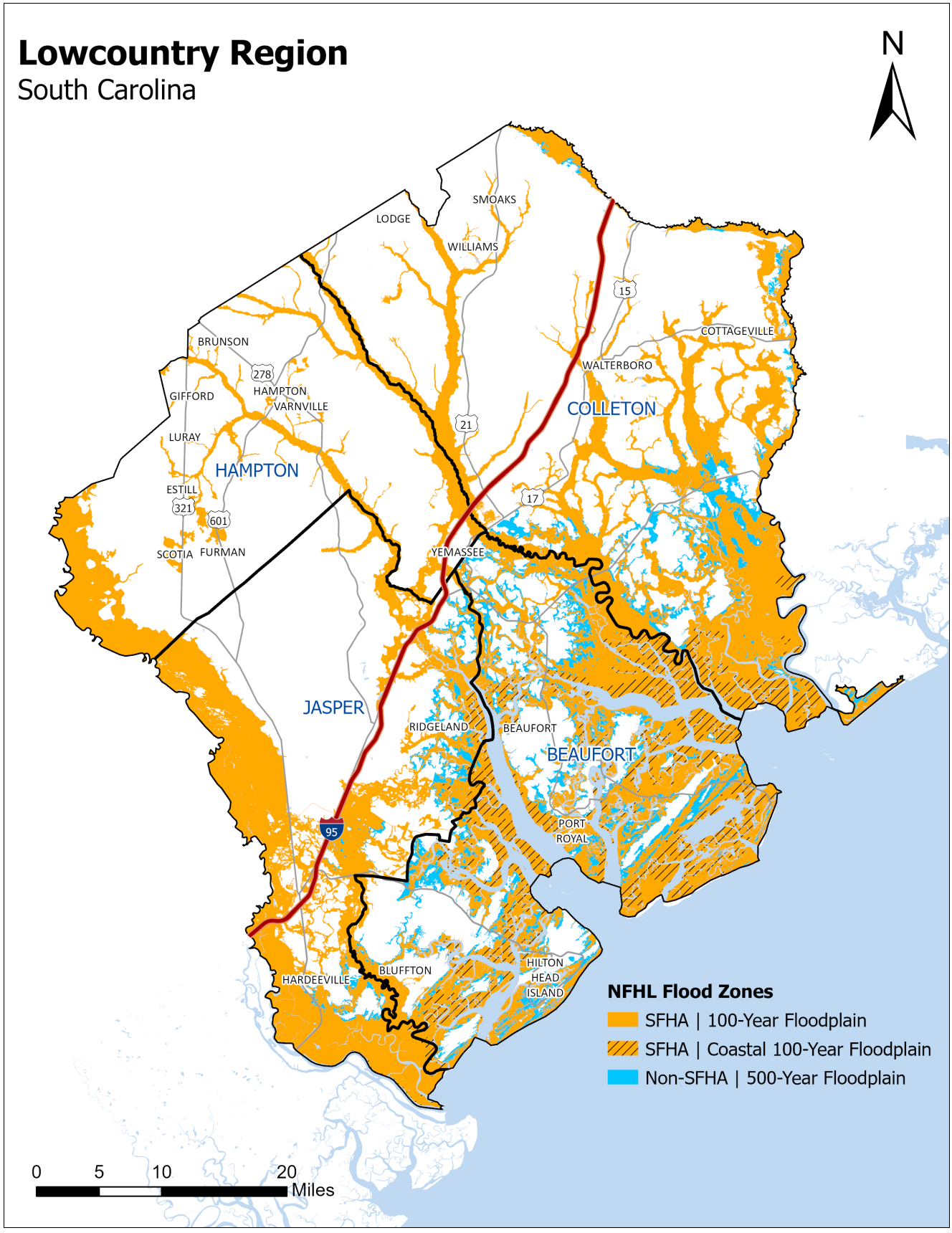
More details on definition of flood zones and municipality maps can be seen in Appendix E and Appendix F.

Figure 3-18: Drainage Areas – Watershed



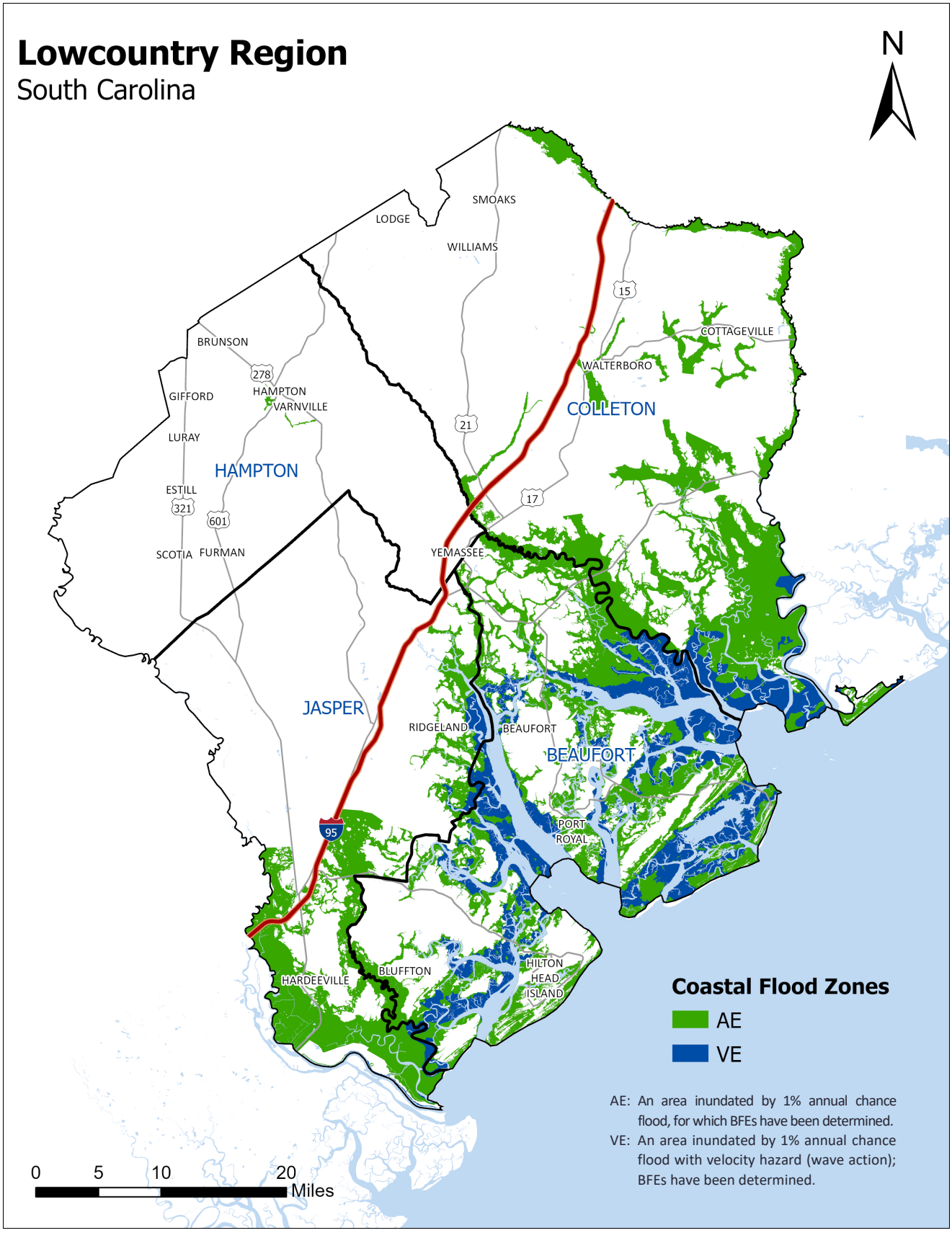
Source: US Geological Survey (USGS), Watershed Basin Dataset

Figure 3-19: FEMA-Designated Flood Zones



Source: National Flood Hazard Layer; National Flood Insurance Program

Figure 3-20: FEMA-Designated Coastal Flood Zones



Source: Hazards and Vulnerability Research Institute (HVRI); National Flood Insurance Program

Dam Failure

Dams are built to store and control water for important human needs. They are used to supply water for drinking and industry, provide irrigation for agriculture, generate hydroelectric power, and reduce flooding by regulating river flow. Dams also support navigation, recreation, tourism, and environmental management by creating reservoirs and maintaining water levels. Overall, dams play a key role in water management, energy production, and economic development. Dam failure occurs when a dam is unable to safely hold back water, leading to a partial or complete collapse and the uncontrolled release of water downstream. It can be caused by overtopping during floods, structural or foundation weaknesses, seepage and internal erosion, earthquakes, or poor maintenance and operation. Dam failure often results in severe flooding, loss of life, environmental damage, and significant economic losses, making regular inspection and proper dam management essential for safety. The failure of the Kelly Barnes Dam, a dam upstream of the Toccoa Falls Bible College in Georgia, resulted in 39 fatalities along with extensive destruction. This tragedy provided great impetus to start the South Carolina Dams and Reservoirs Safety Act and Program in 1977. The program is led by the South Carolina Department of Environmental Services (DES). Additionally, back-to-back hurricanes in 2015 and 2016 resulted in the failures of 70 regulated dams statewide and led the DES to document the progress of dam revitalization through the State of the Dams report. The 2025 State of the Dams was published on October 8, 2025.

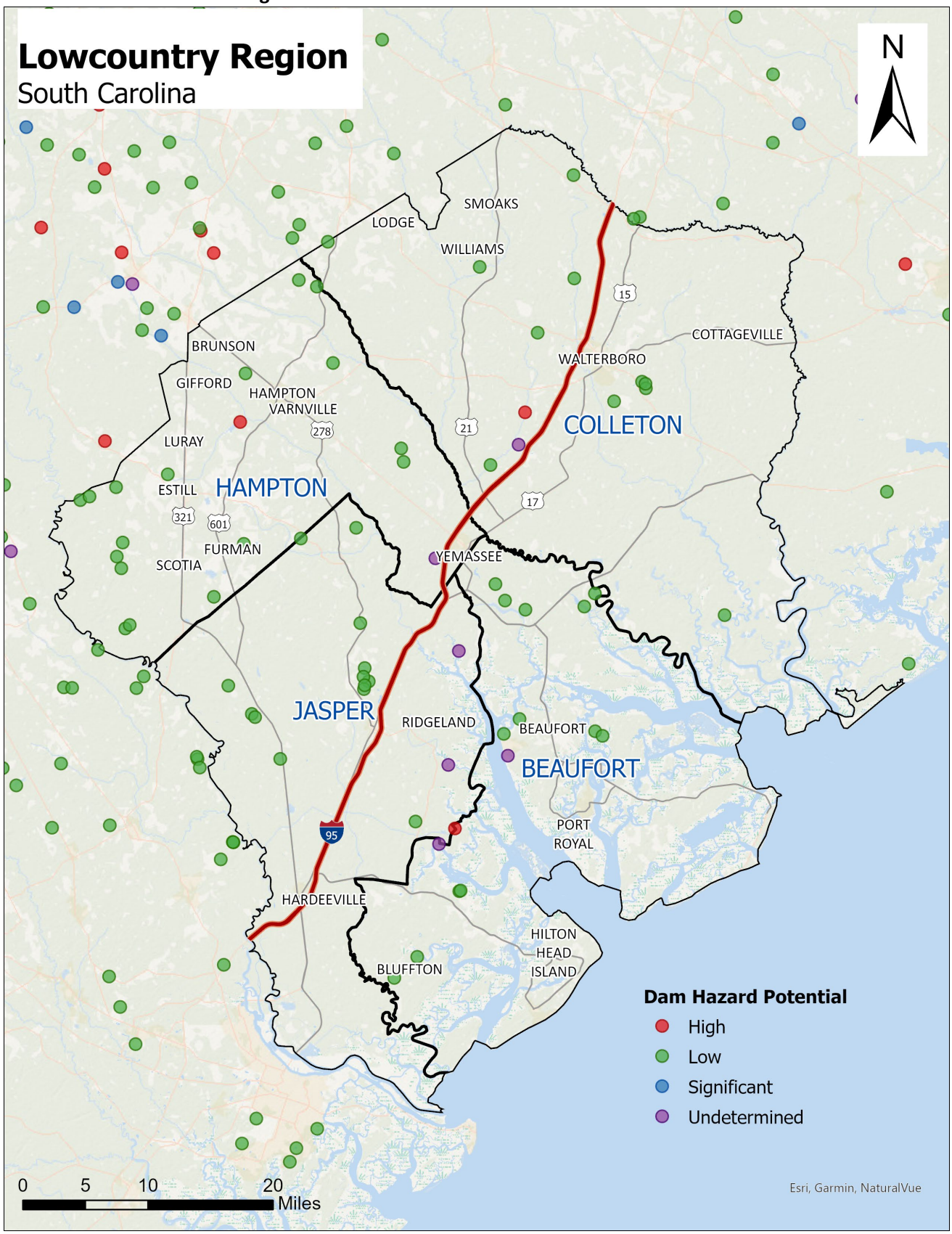
Dams are classified based on their size and their hazard potential (Table 3-21). Dams are regulated by the State and appear in the Dams and Reservoirs Safety Program if they meet the proper size and hazard requirements. There are three dams in the Lowcountry that are classified as High Hazard, Beaufort-Jasper Water Sewer Authority Dam 1, Mcgrady Dam, Lake Warren State Park Dam (Figure 3-21). These dams total 4,442 acre-ft of maximum storage and all of which are state regulated. A full inventory of Lowcountry dams can be found in Table 3-22.

Table 3-21: Dam Failure Hazard Potential

Classification	Hazard Potential
High Hazard (Class I)	Dam is a structure where failure will likely cause loss of life and/or serious damage to infrastructure.
Significant Hazard (Class II)	Dam is a structure where failure will not likely cause loss of life. Infrastructure may be damaged.
Low Hazard (Class III)	Dam is a structure where failure may cause limited property damage. Loss of life is not expected.

Source: SC Department of Environmental Services

Figure 3-21: Dam Locations and Hazard Classification



Source: National Inventory of Dams, USACE

Table 3-22: Lowcountry Inventory of Dams

Name	River/ Stream	Hazard Potential	Max Storage (acre-feet)
Beaufort County			
Botswick Pond Dam 3	Huspa Creek	Low	1140
Branford Creek Dam	Branford Creek	Low	720
Clarendon Farms Dam 1	Broad River Marsh	Low	312
Clarendon Farms Dam 2	Whale Branch	Low	120
Kern Pond Dam	Broad River	Undetermined	121
Okatee Pond Dam	Colleton River	Undetermined	62
Palmetto Bluff Plantation Dam1	New River	Low	85
Palmetto Bluff Plantation Dam1	May River	Low	100
Pleasant Point Dam 1	Brickyard Creek	Low	604
Pleasant Point Dam 2	Broomfield Creek	Low	134
Snipe Pond Bog Dam	Combahee River	Low	310
Tomotley Plantation Pond Dam 1	Combahee River	Low	157
Tomotley Plantation Pond Dam 2	Huspa Creek	Low	290
Welton Corp Dam 1	Colleton River	Low	372
Welton Corp Dam 2	Colleton River	Low	272
Colleton County			
Ashepoo Plantation Pond Dam	Ashepoo River	Low	319
Bennetts Pond Dam	Ashepoo River	Low	143
Big Survey Lake Dam	Black Creek	Low	874
Cokers Pond Dam	Jones Swamp Creek	Low	121
Crosbys Pond Dam	Black Creek	Undetermined	81
Fishbourne Reserve Dam	Sandy Dam Branch	Low	170
Gordon Kearse Dam	Long Branch	Low	71
Kearse Dam	Brickhouse Branch	Low	60
LG Fishbourne Dam 1	Sandy Dam Branch	Low	119
LG Fishbourne Dam 2	Sandy Dam Branch	Low	200
Mason/Black Dam	Buckhead Creek	Low	279
Mcgrady Dam	Black Creek	High	758
Westglow Haven Lake Dam	Perry Creek	Low	73
Hampton County			
AC Thomas Dam	Salkehatchie River	Low	88
Blake Plantation Pond Dam 1	Long Branch	Low	135
Blake Plantation Pond Dam 2	Long Branch	Low	176
Buckfield Plantation Dam	Tulifiny River	Undetermined	1760
Clyde W Kinard Dam	Sandy Run	Low	282
Helen Barnes Herring Dam	Long Branch	Low	71
Julia M Jones Dam	Johns Pen Creek	Low	51
Lake Warren State Park Dam	Black Creek	High	3600
Lila May Mixon Dam	Tennants Branch	Low	241
M Tucker Laffitte Dam	Rum Branch	Low	80
Mckenzie Pond Dam	Black Creek	Low	533
Peeples Pond Dam	Black Swamp	Low	500

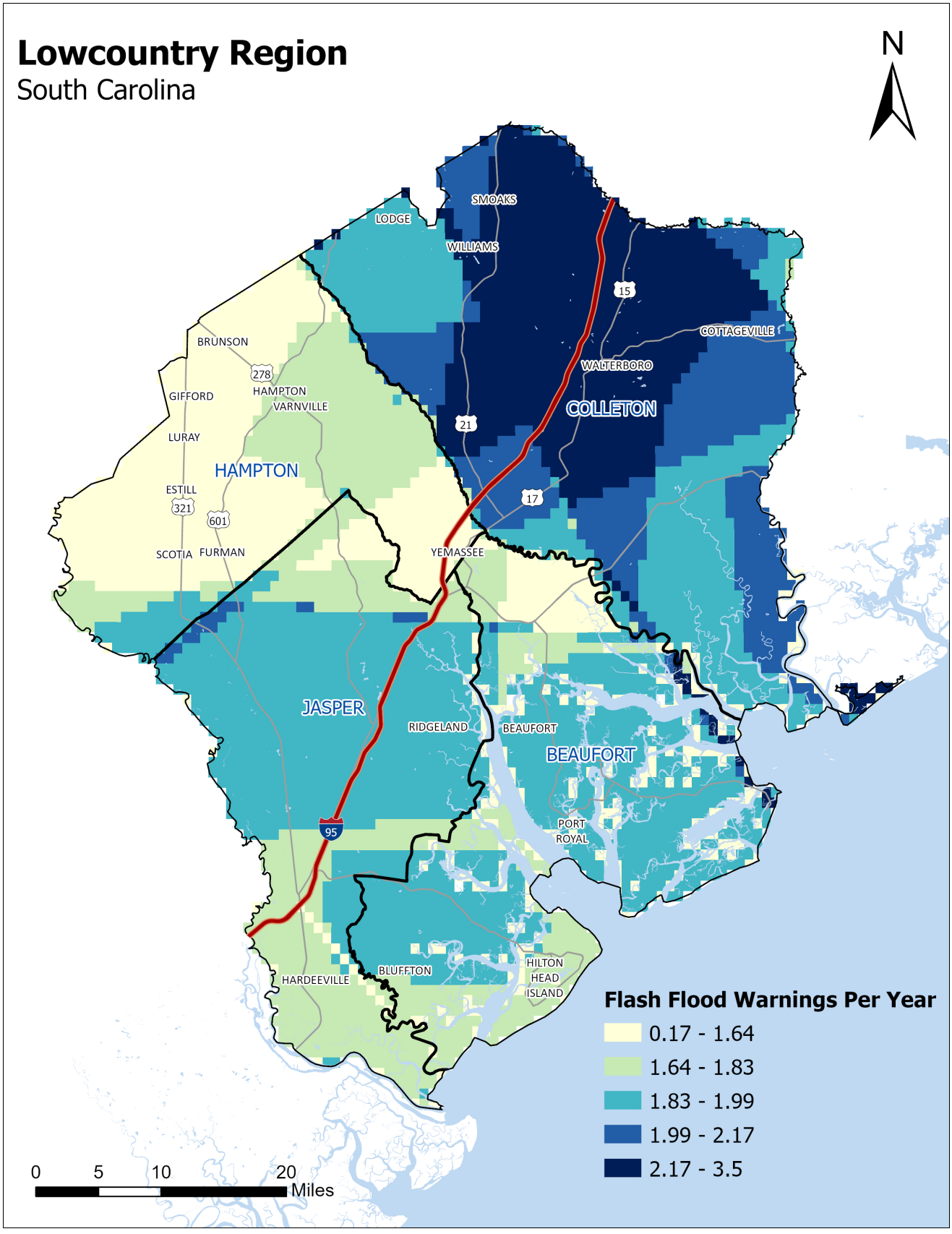
Name	River/ Stream	Hazard Potential	Max Storage (acre-feet)
Rentz Fish Pond	Cedar Branch	Low	112
Robert Jenny Dam	Calico Branch	Low	152
Thelma Ramsay Dam	Boggy Branch	Low	140
Thomas Harper Dam	Calico Branch	Low	236
Westvaco Corporation Dam	Tennants Branch	Low	50
Wildlife Lake 1	Boggy Branch	Low	74
Wildlife Lake 2	Boggy Branch	Low	230
Jasper County			
Barbara Kearson Dam	Sweet Leaf Swamp	Undetermined	75
BJWSA Dam 1	N/A	High	84
BH Rutledge Moore Dam	Coosawhatchie River	Low	151
Cypress Woods Plantation Dam	Bees Creek	Low	182
Cypress Woods Corp Dam 2	Bees Creek	Low	422
Cypress Woods Corp Dam 3	Bees Creek	Low	296
Cypress Woods Corp Dam 4	Bees Creek	Low	94
Hover Plantation Dam	Boggy Branch	Low	57
Mackay Point Plant Dam	Tulifiny River	Undetermined	190
Mill Pond Dam	Cypress Creek	Low	150
Mixons Pond Dam	Big Branch	Low	71
Nederhof Forestry Dam 1	Sweet Leaf Swamp	Low	127
Okeetee Club Dam	Umbar Run	Low	111
Pecan Hill Plantation Dam	Euhaw Creek	Low	240
Thompsons Pond Dam	Bees Creek	Low	65
Walter Baxter Dam	Black Swamp	Low	68

Source: National Inventory of Dams

Flash Flooding

Because of the rapidity of occurrence and the localized conditions that are quite variable, one way of determining flash flooding is to use National Weather Service flash flood warnings which show the geographic distribution of the potential risk. The National Weather Service issues Flash Flood Warnings (FFW) when a rapid, damaging, and life-threatening rise of water into a normally dry area is happening or imminent, letting the public know that quick action is needed to stay safe. These warnings are impact-based, detailing the hazard, source, and impact information. These provide additional information to media and emergency managers, facilitating improved public response and decision making. As shown in Figure 3-22, most of the Lowcountry averages around 2 flash flood warnings per year, but major sections Colleton County show higher than average warnings per year suggesting a slightly higher risk level for flash flooding.

Figure 3-22: Flash Flood Warnings 2019-2024

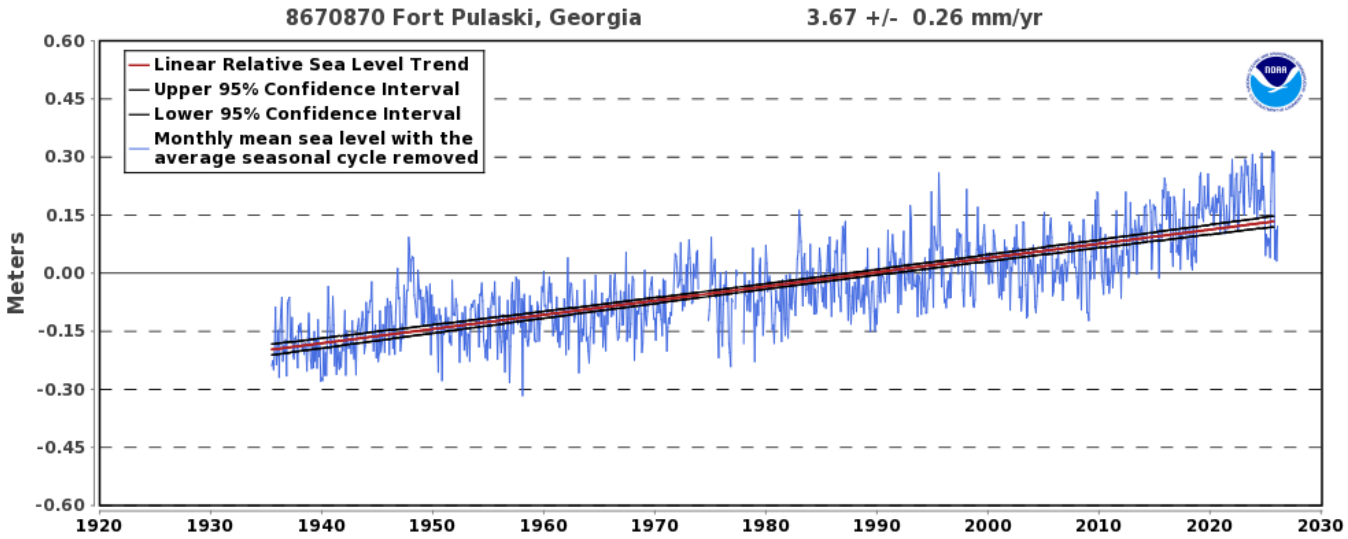


Source: National Weather Service, Iowa Environmental Mesonet

Sea Level Rise

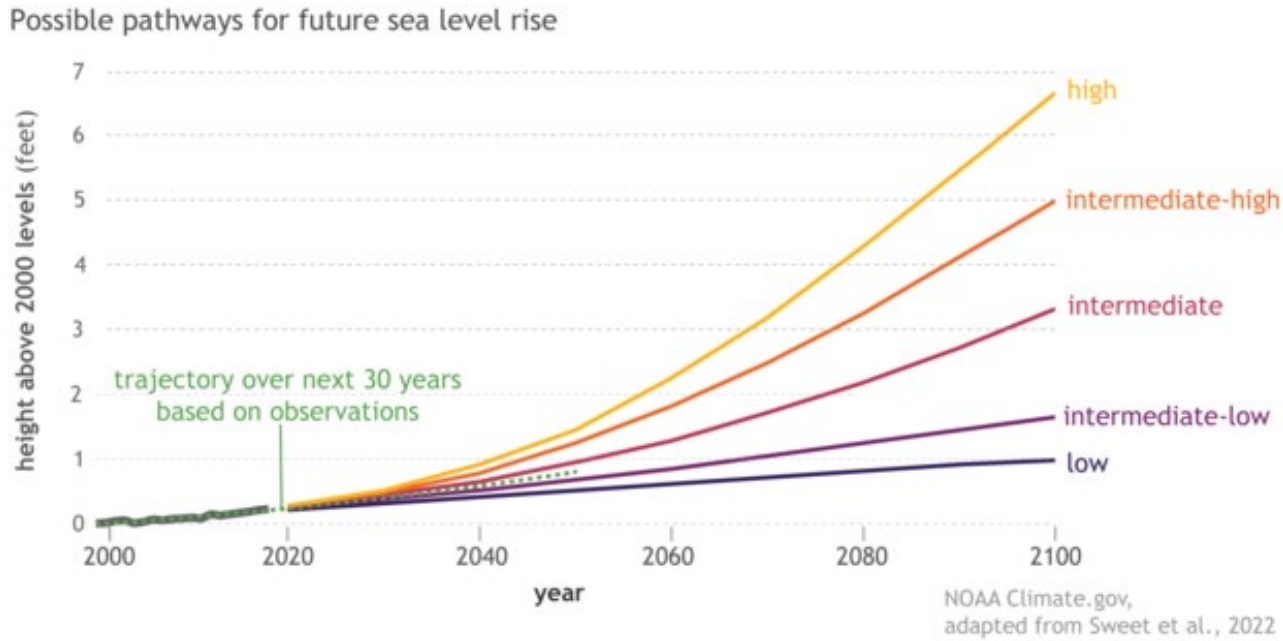
Given the Lowcountry's position on the Atlantic Coast, the Lowcountry is at special risk for sea level rise. The rate of sea level rise is very likely to be higher in the remainder of the 21st century than it was in the last 50 years. Roughly half of the sea level rise experienced over the last 100 years has occurred over the over the last 25 years, since 2000. The Fort Pulaski (Georgia) station, NOAA's water level station, has recorded sea level since 1935, and in this period, the mean sea level has increased at a rate of about 1.09 feet per 100 years (Figure 3-23). Based on an intermediate emissions scenario, Figure 3-24 shows 2100 sea level is projected to rise about three feet above 2000 sea level (NOAA, 2022).

Figure 3-23: Fort Pulaski Water Level



Source: NOAA/ National Ocean Service

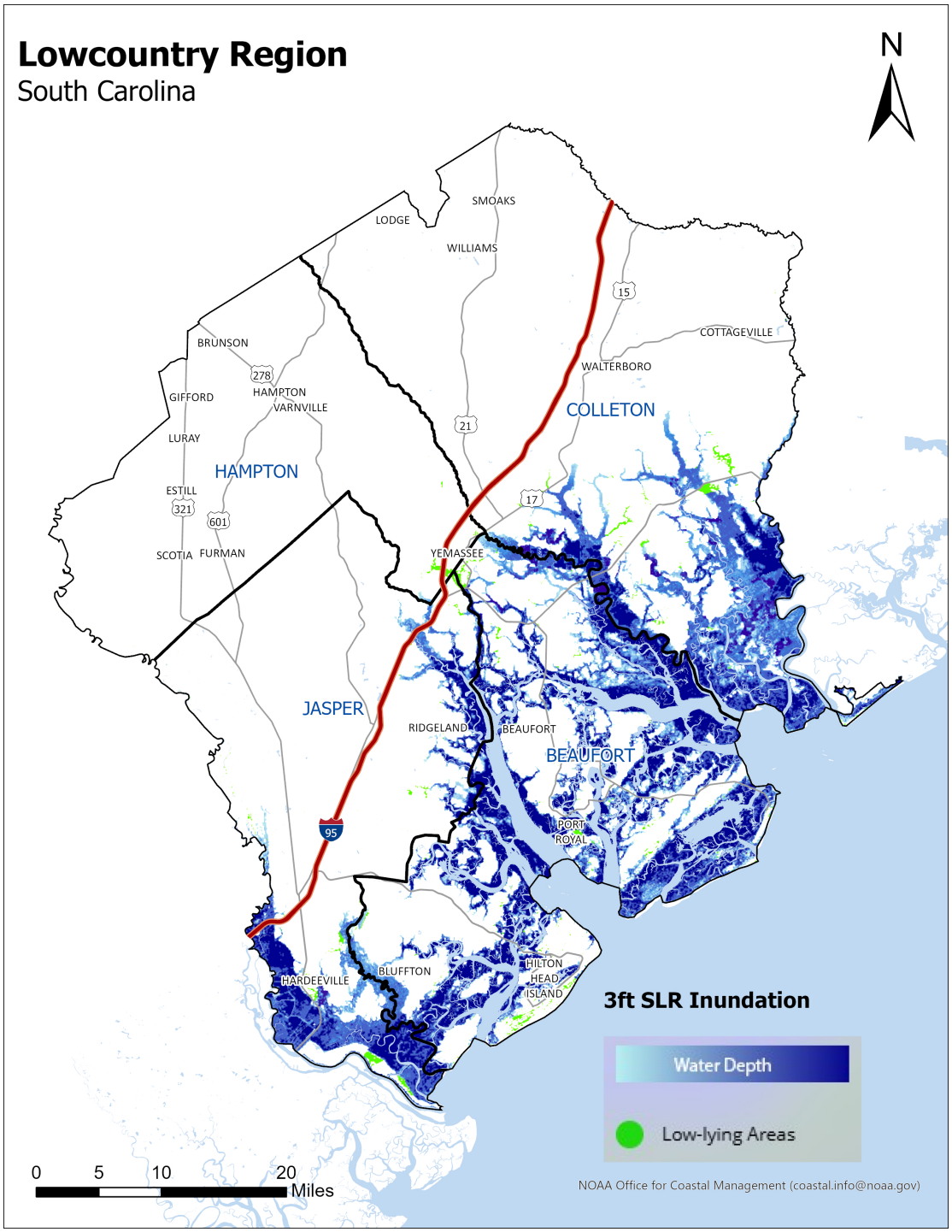
Figure 3-24: Sea Level Rise Projection Scenarios



Source: NOAA

Sea level rise threatens infrastructure like buildings, power plants, roads, and railways. The encroaching saltwater can poison freshwater habitats and agricultural water supplies due to saltwater intrusion. It also means that storm surge and coastal flooding will be more severe and more frequent. Additionally, marshes and wetlands are critical to the Lowcountry's natural functions and rising sea levels force migration to occur. Proper planning is necessary to protect the marsh migration process. Over 25% of the Lowcountry's land area and population is subject to permanent inundation from three feet of sea level rise (Figure 3-25).

Figure 3-25: 3 Feet Sea Level Rise Impact



Source: NOAA Sea Level Rise Viewer

Location and Extent

According to the National Weather Service, there are three categories to define the severity of flood impacts in the corresponding river/stream reach (Table 3-23).

Table 3-23: Flood Stage

Flood Stage	Description of Flood Impacts
Minor Flooding	Minimal or no property damage, but possible some public threat. ▪ Water over banks and in yards. ▪ No building flooded, but some water may be under buildings built on stilts (elevated). ▪ Personal property in low lying areas needs to be moved or it will get wet. ▪ Water overtopping roads, but not very deep or fast flowing. ▪ Water in campgrounds or on bike paths. ▪ Inconvenience or nuisance flooding. ▪ Small part of the airstrip flooded, and aircraft can still land. ▪ One or two homes in the lowest parts of town may be cut off or get a little water in the crawl spaces or homes themselves if they are not elevated.
Moderate Flooding	Some inundation of structures and roads near streams. Some evacuations of people and/or transfer of property to higher elevations are necessary. ▪ Several buildings flooded with minor or moderate damage. ▪ Various types of infrastructure rendered temporarily useless (i.e. Fuel tanks cannot be reached due to high water, roads flooded that have no alternates, generator station flooded). ▪ Elders and those living in the lowest parts of the village are evacuated to higher ground. ▪ Access to the airstrip is cut off or requires a boat. ▪ Water over the road is deep enough to make driving unsafe. ▪ Gravel roads likely eroded due to current moving over them. ▪ Widespread flooding, but not deep enough to float ice chunks through town ▪ Water deep enough to make life difficult, normal life is disrupted and some hardship is endured. ▪ Airstrip closed. ▪ Travel is most likely restricted to boats.
Major Flooding	Extensive inundation of structures and roads. Significant evacuations of people and/or transfer of property to higher elevations are necessary. ▪ Many buildings flooded, some with substantial damage or destruction. ▪ Infrastructure destroyed or rendered useless for an extended period of time. ▪ Multiple homes are flooded or moved off foundations. ▪ Everyone in threatened area is asked to evacuate. ▪ National guard units assist in evacuation efforts. ▪ Erosion problems are extreme. ▪ The airstrip, fuel tanks, and the generator station are likely flooded. ▪ Loss of transportation access, communication, power and/or fuel spills are likely. ▪ Fuel tanks may float and spill and possibly float downstream. ▪ High damage estimates and high degree of danger to residents.

Source: National Weather Service (NWS)

During the time leading up to Hurricane Helene (September 25-27, 20) the state received up to 21.66 inches of rain in 3 days, spurring both flash and riverine floods (NHC, 2026). Damaged infrastructure, businesses and homes took months to repair.

There have been 21 flood events recorded from 2020-2024 in the Lowcountry region (NCEI 2020a). The majority of these were listed as flash flood events. Colleton County experienced the most flooding (primarily coastal), followed by Beaufort County, with an even distribution of flood types (Table 3-24). Some notable flooding areas of concern documented below (Table 3-25). These are areas currently at high risk of flooding or have a growing risk in the future. Areas have been identified through the various plans and studies mentioned in Section 5.1 and serve as additional focus points for flood mitigation efforts with repetitive loss properties found in Section 5.2.

Table 3-24: Recent Flood Types 2020-2024

County	Flood	Flash Flood	Coastal Flood
Beaufort	2	2	1
Colleton	3	3	6
Hampton	1	2	-
Jasper	-	1	-
Total	6	8	7

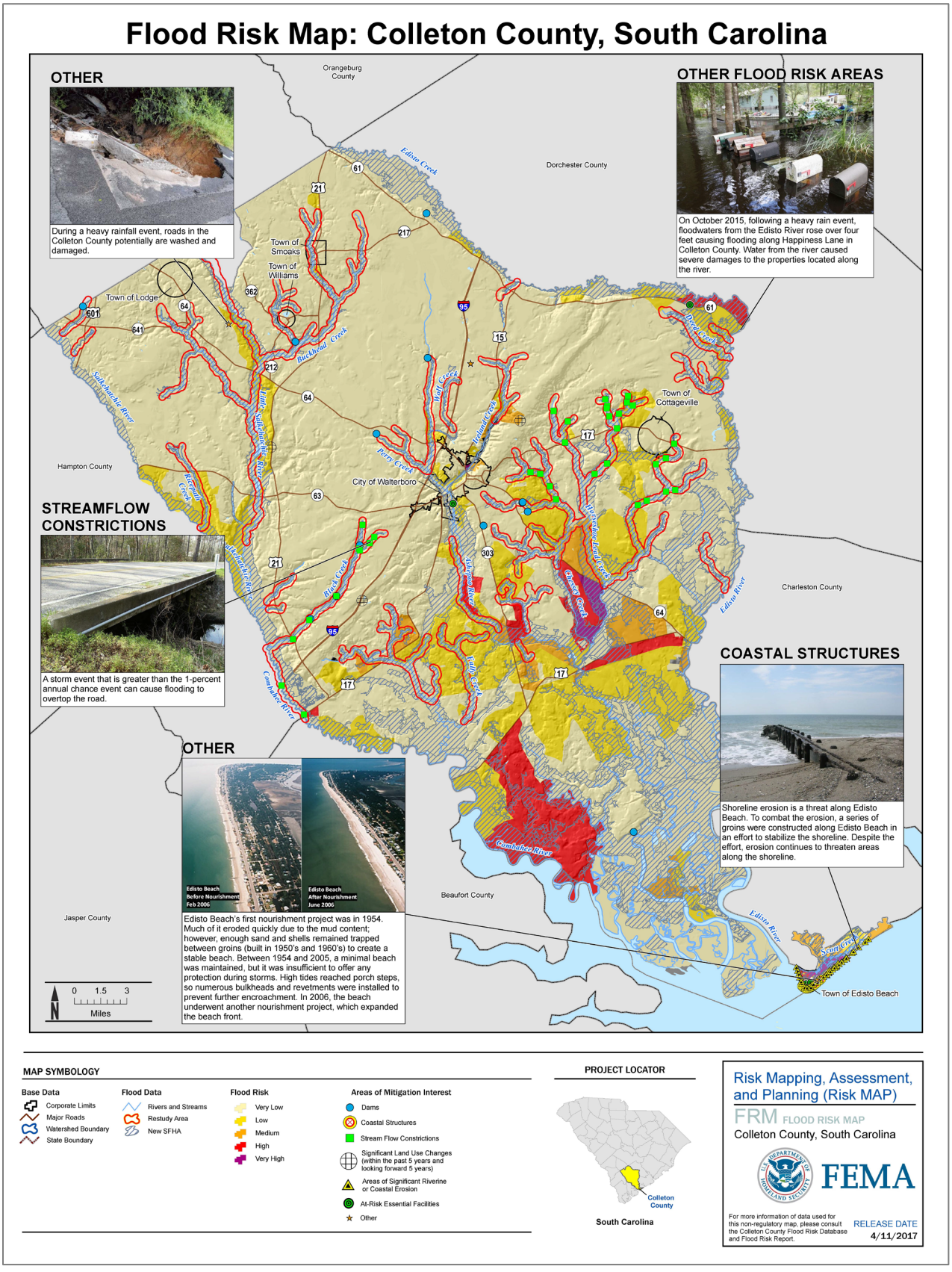
Source: NCEI, 2025a

Table 3-25: Areas of Flooding Concern

Jurisdiction	Area
Beaufort County	• Alston Road • Sea Island Parkway • Eustis Landing Road • Chinaback Drive • Warsaw Island • Witsell Road • Coosaw Road • Judge Island Road • Fording Island Road (US 278) • Buck Point Road • On/off ramp between US 278 and BLUFFTON PKWY • Blue Heron Point Road
City of Beaufort	• King Street
Town of Bluffton	• Able Street • McCracken Circle • Drayson Circle • Hampton Hall • The Farm • Buck Island/Simmonsville Rd • Heyward Cove Sub-Basin

Jurisdiction	Area
Town of Hilton Head Island	• Fort Walker Drive • Intercoastal waterway floodplain • All Atlantic coast areas
Town of Port Royal	• Paris Avenue • Boardwalk and Harbor Area
Colleton County	• All river/stream floodplains • Horseshoe Creek Bridge • Peirce Road • Green Pond Highway • Edward Road • Bennetts Point Road
Town of Edisto Beach	• Beachfront stormwater drainage areas • Myrtle Street • All lagoon systems and outfalls • Drainage basins • Docksite Road • Arc Street • Areas of repetitive loss • Palmetto Boulevard • Point Street • Jungle Shores Drive • Fort Street
City of Walterboro	• Ireland Creek floodplain
Hampton County	• US 278 low lying areas • Willard Street
Town of Varnville	• Cooter Creek Basin • Sanders Branch drainage
Jasper County	• Glasgow Landing Road
City of Hardeeville	• Purrysburg Road • Honey Hill Road
Town of Ridgeland	• Jacob Smart Blvd downtown area

Figure 3-26: Colleton County Flood Risk Map 2017



Source: Federal Emergency Management Agency (FEMA)

Future Probability

The future probability of flood events is high particularly in Beaufort County, with more than 100% chance of occurring in any given year (Table 3-25). The recent impact from flooding can be seen in the Loss Section.

Table 3-26: Flooding Historical and Recent Hazards Events 1996-2024

	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Beaufort County	**37**	**29**	**1.3**	**0.78**	**128%**	**5**
City of Beaufort	4	29	0.1	7.25	14%	1
Town of Bluffton	6	29	0.2	4.83	21%	2
Town of Hilton Head Island	5	29	0.2	5.80	17%	1
Town of Port Royal	2	29	0.1	14.50	7%	1
Colleton County	**35**	**29**	**1.2**	**0.83**	**121%**	**12**
Town of Cottageville	6	29	0.2	4.83	21%	3
Town of Edisto Beach	5	29	0.2	5.8	17%	0
Town of Lodge	0	29	0.0	*	0%	0
Town of Smoaks	1	29	0.0	29.00	3%	1
City of Walterboro	4	29	0.1	7.25	14%	2
Town of Williams	0	29	0.0	*	0%	0
Hampton County	**11**	**29**	**0.4**	**2.64**	**38%**	**3**
Town of Brunson	1	29	0.0	29.00	3%	0
Town of Estill	2	29	0.1	14.50	7%	0
Town of Furman	1	29	0.0	29.00	3%	0
Town of Gifford	0	29	0.0	*	0%	0
Town of Hampton	3	29	0.1	9.67	10%	1
Town of Luray	1	29	0.0	29.00	3%	0
Town of Scotia	0	29	0.0	*	0%	0
Town of Varnville	2	29	0.1	14.50	7%	0
Town of Yemassee	0	29	0.0	*	0%	1
Jasper County	**11**	**29**	**0.4**	**2.64**	**38%**	**1**
City of Hardeeville	1	29	0.0	29.00	3%	0
Town of Ridgeland	7	29	0.2	4.14	24%	0
Utilities						
Beaufort-Jasper Water Sewer Authority	48	29	1.7	0.60	166%	6

Note: Symbol (*) refers to “no value” because the hazard events have a value of zero.
Source: NOAA Storm Events Database

3.11 WINTER STORM

Characteristics and Classification

A winter storm includes events where the main types of precipitation are snow, sleet, or freezing rain. Most deaths related to winter storms, such as those involving automobiles, snow shoveling, and exposure to the cold are labeled as indirect deaths. All winter storms have some form of frozen precipitation which interact differently when on the ground. Sometimes storms can have multiple types of precipitation hazards.

Winter storms are a generic classification of cold-weather hazards. These include blizzards, ice storms, and nor'easters. There are many different types of hazard events associated with the generic category of winter storms (NSSL, 2020d). These are described below.

- *Blizzard:* Blizzards combine strong winds that either blow snow that has already fallen, or snow that comes with the storm. The wind paired with the snow inhibits visibility, making for very dangerous driving conditions and lasts for at least three hours.
- *Ice Storm:* An ice storm results with the accretion of at least 0.25 inches of ice on surfaces. The weight of ice can snap trees and power lines and makes for hazardous walking and driving conditions. Freezing rain starts as snow before its descent to the ground and melts completely in a thick layer of warm air. The now-water droplet goes through a thin layer of cold air just before it reaches the ground, making the water close to freezing temperatures as it strikes the ground. If the water lands on something cold enough, the water will freeze on contact. The ice will form a glaze on objects, trees, cars, roads, and power lines. If enough ice forms, then the event will be labeled an ice storm.
- *Snow:* Flakes form as water droplets freeze and stick together. Snow will reach the ground if it remains in air below 32F on its journey from the cloud to the ground and accumulates if ground temperatures are below freezing.
- *Nor'easter:* These are very strong coastal winter storms that form in the Atlantic Ocean. Heavy precipitation (rain and snow) and strong winds producing large waves are part of these systems and produce considerable beach erosion.

Winter weather can have significant impacts and even immobilize an entire region. Given its threat to life and property, it is crucial to know the terms associated with winter storm warnings (SCEMD, 2025).

- **Winter Storm Watch** is used when the risk of a hazardous winter weather event has increased, but its occurrence, location, and/or timing is still uncertain (heavy sleet, heavy snow, ice storm, blowing snow, or combination of events).

- **Winter Storm Warning** is issued for a significant winter weather event, including snow, ice sleet, or blowing snow, or a combination of these hazards.

- **Winter Weather Advisory** is issued when snow, blowing snow, ice, sleet, or a combination of these wintry elements is expected, but conditions should not be hazardous enough to meet warning criteria.

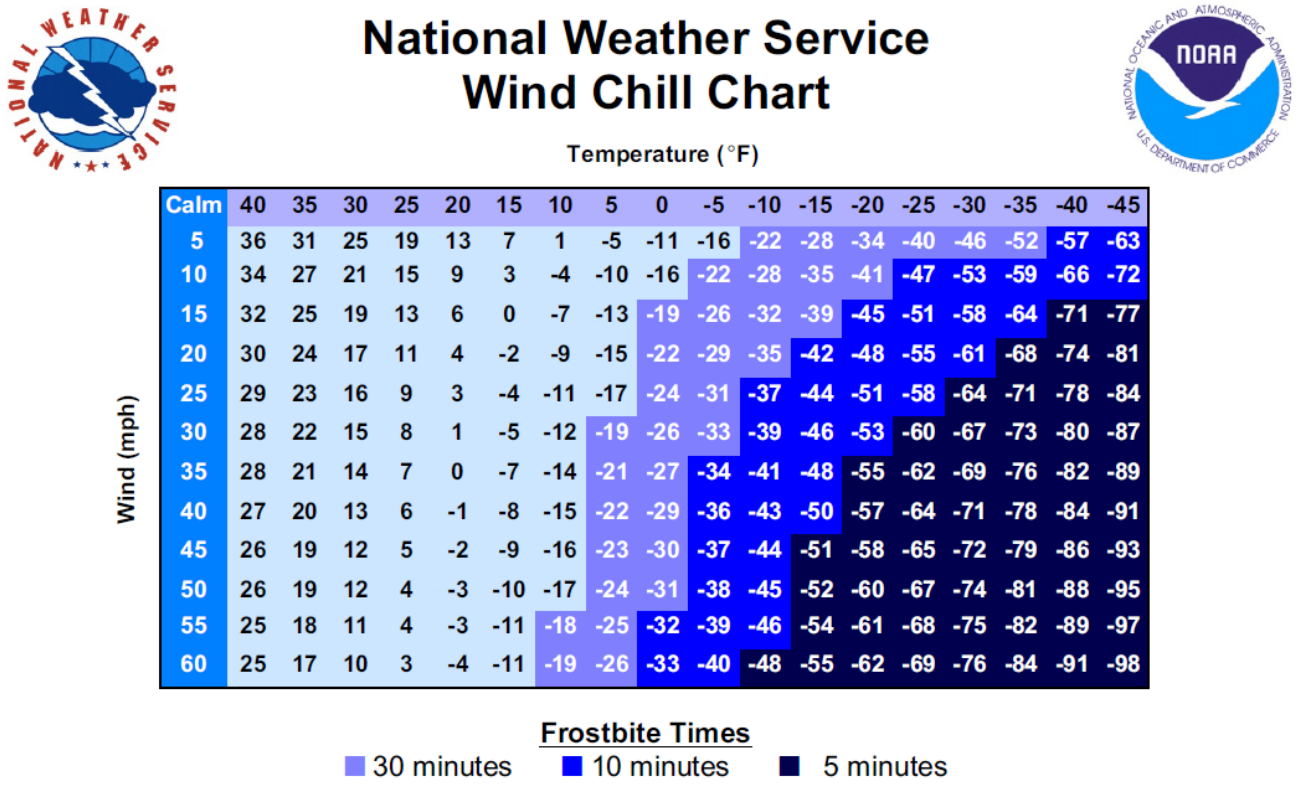
- **Ice Storm Warning** is usually issued for ice accumulation around 1/4 inch or more. This amount of ice accumulation will make travel dangerous or impossible, likely leading to snapped power lines and falling tree branches.
- **Freezing Rain** is rain that freezes when it hits the ground, creating a coating of ice on roads, walkways, trees and power lines.
- **Sleet** is rain that turns into ice pellets before reaching the ground. Sleet can create dangerous driving conditions.
- **Freeze Warning** freezing temperatures for an extended period are expected.
- **Extreme Cold Warning** dangerously cold air temperatures or wind chill values are expected or occurring. Avoid going outside if possible.
- **Extreme Cold Watch** dangerously cold air temperatures or wind chill values are possible.
- **Cold Weather Advisory** issues when cold temperatures/ wind chill temperatures are expected to result in significant impacts to people and/or infrastructure.

Location and Extent

National Weather Service provides an indication of the dangers from winter winds and freezing temperatures called “Wind Chill Temperature (WCT) Index” (Figure 3-27). It is a measure of how cold the wind makes real air temperature feel to the human body. The Wind Chill Temperature is defined only for temperatures at or below 50°F and wind speeds above 3 mph.

Table 3-27 shows another tool, “Winter Storm Severity Index (WSSI),” used by NWS. It provides the public with an indication of the level of winter precipitation (snow and ice) severity and its potential impacts (NWS, 2025).

Figure 3-27: Wind Chill Temperature (WCT) Index



Source: National Weather Service (NWS)

Table 3-27: Winter Storm Severity Index (WSSI)

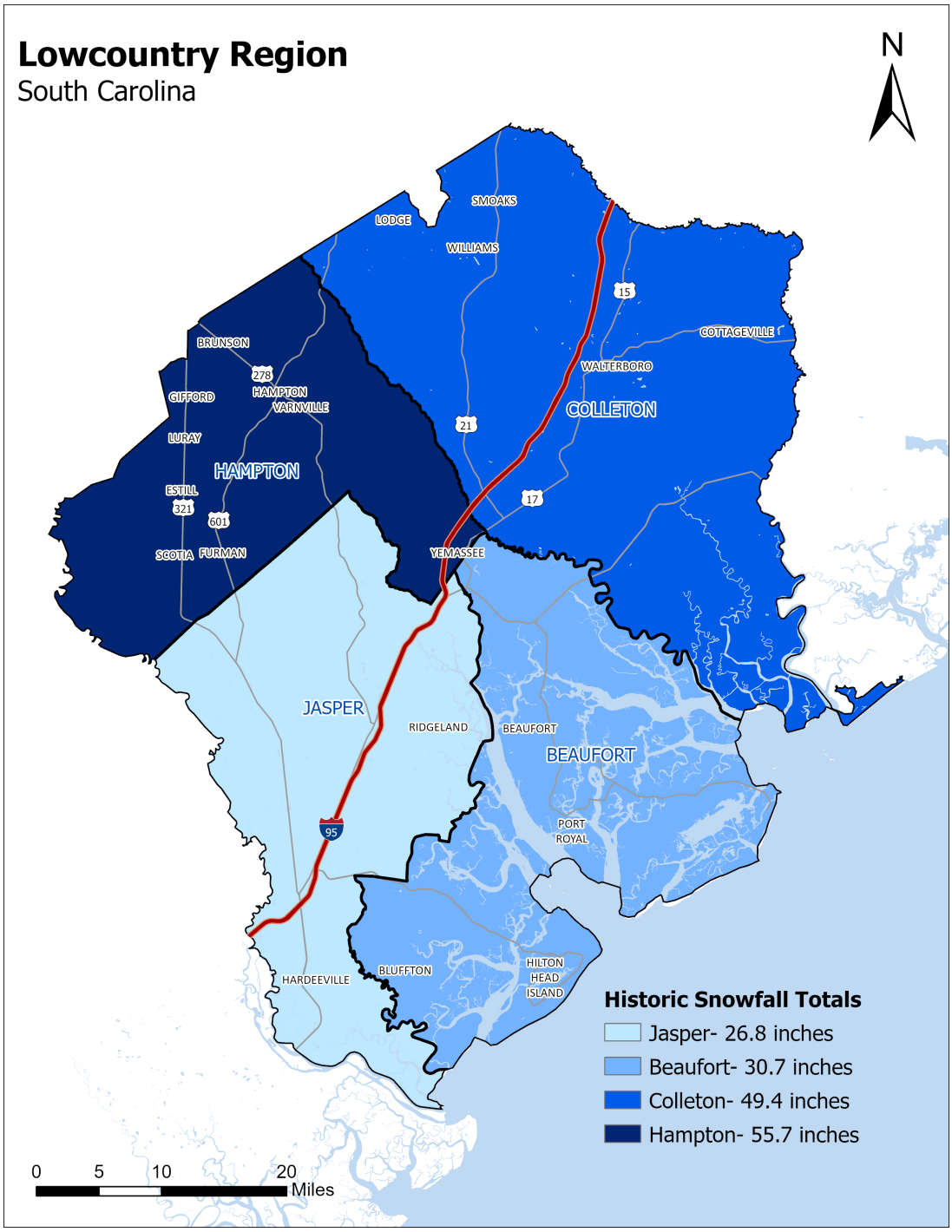
Color Code	Winter Storm Severity	Impacts
	Impacts not expected.	No snow or ice forecast and no potential Ground Blizzard conditions.
	Winter Weather Area Expect winter weather.	Small accumulations of snow or ice forecast. Rarely a direct threat to life and property. Typically results in little inconveniences.
	Minor Impacts Expect a few inconveniences to daily life.	Rarely a direct threat to life and property. Typically results in an inconvenience to daily life.
	Moderate Impacts Expect disruptions to daily life.	Often threatening to life and property, some damage unavoidable. Typically results in disruptions to daily life.
	Major Impacts Expect considerable disruptions to daily life.	Extensive property damage likely, life saving actions needed. Will likely result in major disruptions to daily life.
	Extreme Impacts Expect substantial disruptions to daily life.	Extensive and widespread severe property damage, life saving actions will be needed. Results in extreme disruptions to daily life.

Source: National Weather Service (NWS)

Winter storms generally affect large geographic areas. Given the southern and coastal location of the Lowcountry counties, winter storms are infrequent events, although nor'easters occasionally affect the

region's beaches. According to the State Hazard Mitigation Plan 2023 (SCEMD, 2023), from 1996-2022, the four Lowcountry counties averaged 0.04-0.30 days of winter weather per year. Snowfall in the Lowcountry is also a rare event, there are only 51 reported occurrences from 1958-2025 (Figure 3-28). On January 21, 2025, an arctic air mass made its way to South Carolina bringing accumulating snow, sleet, and freezing rain. Hazardous road conditions continued for days following the event, there were no reported injuries or fatalities (SCDNR).

Figure 3-28: Historic Snowfall Totals 1958-2025



Source: South Carolina Department of Natural Resources (SCDNR)

Future Probability

The future probability of winter storm events is low in the Lowcountry region, with less than 50% chance of occurring in any given year in all counties (Table 3-28).

Table 3-28: Winter Historical and Recent Hazards Events 1996-2025

	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2025
Beaufort County	**7**	**30**	**0.2**	**4.29**	**23%**	**1**
City of Beaufort	7	30	0.2	4.29	23%	1
Town of Bluffton	7	30	0.2	4.29	23%	1
Town of Hilton Head Island	7	30	0.2	4.29	23%	1
Town of Port Royal	7	30	0.2	4.29	23%	1
Colleton County	**13**	**30**	**0.5**	**2.14**	**47%**	**3**
Town of Cottageville	13	30	0.5	2.14	47%	3
Town of Edisto Beach	6	30	0.2	5.0	20%	1
Town of Lodge	13	30	0.5	2.14	47%	3
Town of Smoaks	13	30	0.5	2.14	47%	3
City of Walterboro	13	30	0.5	2.14	47%	3
Town of Williams	13	30	0.5	2.14	47%	3
Hampton County	**9**	**30**	**0.3**	**3.33**	**30%**	**2**
Town of Brunson	9	30	0.3	3.33	30%	2
Town of Estill	9	30	0.3	3.33	30%	2
Town of Furman	9	30	0.3	3.33	30%	2
Town of Gifford	9	30	0.3	3.33	30%	2
Town of Hampton	9	30	0.3	3.33	30%	2
Town of Luray	9	30	0.3	3.33	30%	2
Town of Scotia	9	30	0.3	3.33	30%	2
Town of Varnville	9	30	0.3	3.33	30%	2
Town of Yemassee	9	30	0.3	3.33	30%	2
Jasper County	**8**	**30**	**0.3**	**3.75**	**27%**	**2**
City of Hardeeville	8	30	0.3	3.75	27%	2
Town of Ridgeland	8	30	0.3	3.75	27%	2
Utilities						
Beaufort-Jasper Water Sewer Authority	15	30	0.5	2.00	50%	3

Source: NOAA Storm Events Database

3.12 COASTAL EROSION

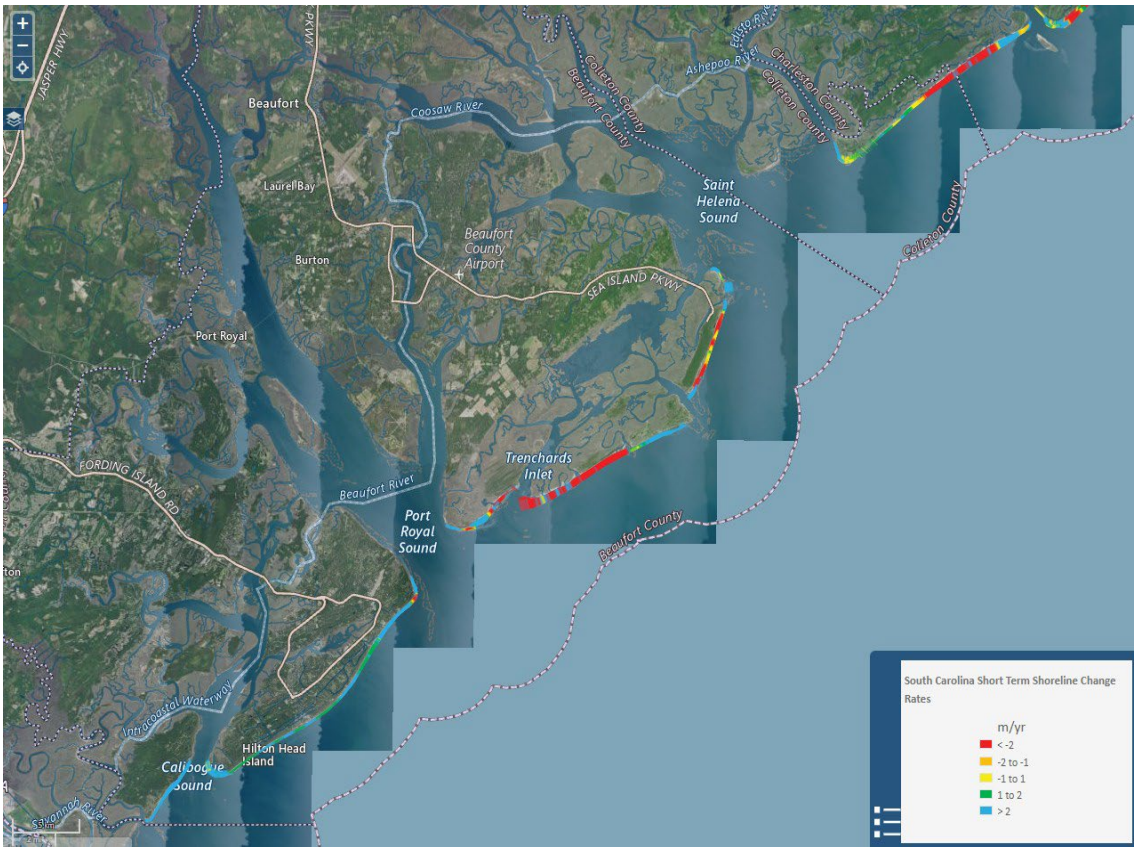
Characteristics and Classification

Changes in the coastline occur in both long-term and short-term time frames due to the characteristics of the shore, ocean currents, tides, winds, extreme weather events, and human practices.

According to the national database of short-term shoreline change (USGS, 2025b), short-term rates (less than 30 years) of change for Lowcountry open-ocean sandy beaches show erosion (negative shoreline change) averaging two meters per year in Beaufort County (Hunting and Fripp Islands), while Hilton Head Island shows a relatively stable profile or positive change (accretion) (see Figure 3-29).

South Carolina's Department of Environmental Services (SCDES) maintains and reviews jurisdictional lines at beaches, thereby tracking changes in the coast over time. Given the Lowcountry's position on the Atlantic coast it is prone to significant losses via coastal erosion.

Figure 3-29: Short-Term Coastal Erosion Rates



Source: US Geological Survey (USGS)

Coastal erosion is a natural process with the potential for erosion determined by soil characteristics, vegetative cover, topography, and climate. Major storms can cause coastal erosion due to high winds blowing the sand off beaches, as well as high surf and storm surge which moves the sand landward. Human intervention in the natural system such as development and construction in riparian areas, as well as along the coast, can accelerate erosion. Rising sea levels due to climate change also contribute to increasing erosion rates.

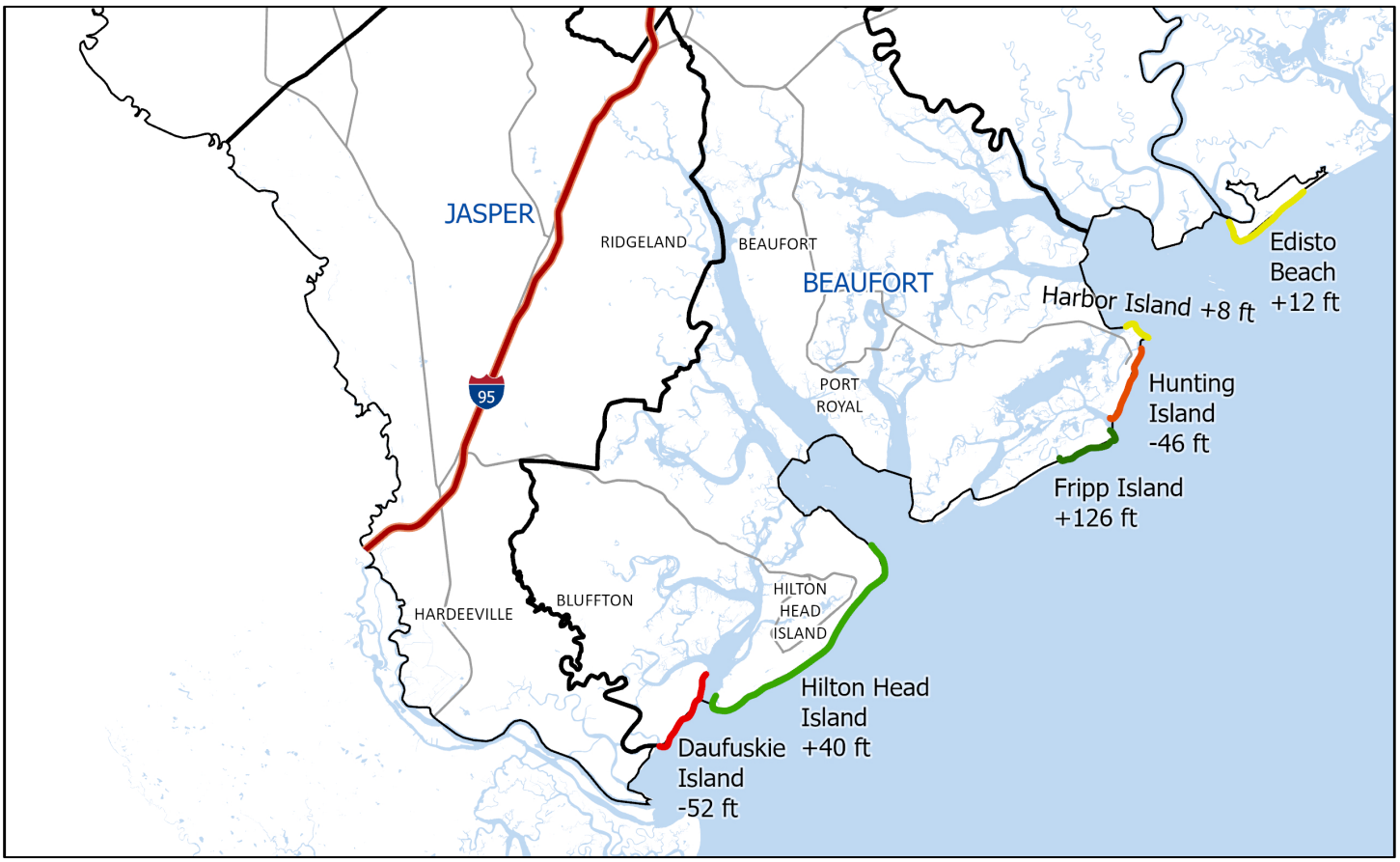
Location and Extent

Beaufort and Colleton Counties

The most recent evaluation of beach erosion rates is the 2010 DES-BCM study (Shoreline Change Advisory Committee, 2010), which shows Edisto Beach (Colleton County), Hunting Island (Beaufort County), Hilton Head Island (Beaufort County), and Daufuskie Island (Beaufort County) as major areas of concern (see Figure 3-28). According to the recent measurements of beach profiles on the BCM Beach Erosion Research and Monitoring Profile Viewer (B.E.R.M. Explorer), the lines represent changes from the most seaward jurisdictional lines based on the 2018 Beachfront Management Reform Act (determined by baselines established by 2008-2012 setback lines or newer setback lines proposed by SCDES in 2017). These lines are reviewed and updated every 7-10 years; the current review began in 2024 and will be phased until 2027.

The viewer also provides shoreline rate changes (erosion or accretion) along with baseline and setback lines (SCDES, 2026). While Figure 3-29 (above) shows the short-term natural erosion rates, Figure 3-30 illustrates changes in the shoreline where erosion (shown in red and orange) occurred, and beach shorelines with accretion (shown in yellow and green), mostly through sand replenishment projects.

Figure 3-30: Average Change in Waterline per Beach 2014-2024



Source: SC Department of Environmental Services (SCDES)

Table 3-29 presents the number and costs of completed beach renourishment projects permitted by SCDES-

OCRM from 1977-2025. The Town of Hilton Head Island is currently working to complete a renourishment project expected May 2026 and will place 2.4 million cubic yards of sand.

Table 3-29: Beach Nourishment Projects 1977-2025

Project Location	Total Number	Number/Cost since 2015 ($m)	Local Cost ($m)	Private Cost ($m)	State Cost ($m)	Federal Cost ($m)	Total Cost ($m)
Daufuskie	1	0	0	6	0	0	6
Edisto Beach	3	1/$18.8	10.5	0	14.7	3	28.2
Hilton Head Island	8	2/$31.9	76.5	0	7.3	0	83.8
Hunting Island	5	0	0	0	22	4.2	26.2
Total	17	3/$50.7	87.0	6.0	44	7.2	144.2

Source: SC Department of Environmental Services (SCDES)

Hilton Head Island and Hunting Island in Beaufort County and Edisto Beach in Colleton County, are both experiencing changing coastal conditions due to the dynamic nature of erosion/accretion processes. These dynamic conditions can influence wave motions and currents, creating a potentially hazardous situation for swimmers and beachgoers. A common hazard caused by changing conditions is rip currents. These powerful, channeled currents pull water from the shoreline and out past breaking waves. They are commonly formed due to breaks in sandbars or near structures such as groins, jetties, and piers (NOAA, 2024). The National Weather Service (NWS) issues rip current warnings for coastal areas. For the 2020-2025 period, there were five notable events related to rip current occurrences (Table 3-30).

Table 3-30: Rip Current Events 2020-2025

County	Location	Fatalities	Injuries	Date
Colleton	Edisto Beach	0	1	9/18/2020
Colleton	Edisto Beach	0	1	6/12/2024
Beaufort	Hilton Head Island	2	0	8/16/2024
Beaufort	Hunting Island	1	0	7/4/2025
Colleton	Edisto Beach	0	2	7/6/2025

Source: NOAA's Storm Events Database

Future Probability

Given the dynamic nature of coastal zones in terms of sediment erosion and accretion, it is impossible to compute specific past occurrences of coastal erosion events and their recurrence intervals. The future probability of coastal erosion is high given the dynamic nature of sediment transport, sea level rise, and development/recreational demands of the beach resources in the region.

3.13 EXTREME HEAT

Characteristics and Classification

Extreme heat is classified as heat indices that exceed the average that an area usually experiences in the summertime. This means different areas have different thresholds for what constitutes extreme heat. The heat index (the apparent temperature) accounts for both the measured air temperature as well as the humidity. Extreme heat can affect's a person's ability to keep their body temperature from raising, leading to heat-related illness such as heat stroke, heat exhaustion, and possibly death. Three key factors put some people at higher risk than others; exposure, sensitivity, ability to respond and prepare. Typical at-risk groups include but are not limited to children, older adults, people with disabilities, athletes, and pregnant women, and anyone who is not careful can experience heat-related illness. (Heat.gov, 2026).

According to the National Weather Service (NWS) (2026d), Heat Risk will elevate the risk level based on historical daily temperatures, duration of a heat event, or when temperatures near record highs (Table 3-31). The hazards associated with extreme heat impair human health and include heat cramps, heat exhaustion, and heat stroke. Heat stroke is life threatening and occurs when the body is unable to prevent a substantial rise in its core temperature. It often includes loss of consciousness, mental confusion, convulsions, and a fast heart rate, all of which can become life threatening. Further analysis on urban heat islands, impacts on public health, future conditions can be found in Appendix H.

Table 3-31: Risk Level Classification

Risk Level	Risk of Heat-Related Impacts
0	Little to no risk.
1	Minor- Primarily affects those who are extremely sensitive to heat and without cooling/hydration.
2	Moderate - Affects those who are sensitive to heat, especially those without cooling/hydration, and some health systems and industries.
3	Major - Affects anyone without cooling/hydration as well as health systems and industries.
4	Extreme - Rare and/or long-duration extreme heat with no overnight relief affecting anyone without cooling/hydration as well as health systems, industries, and infrastructure.

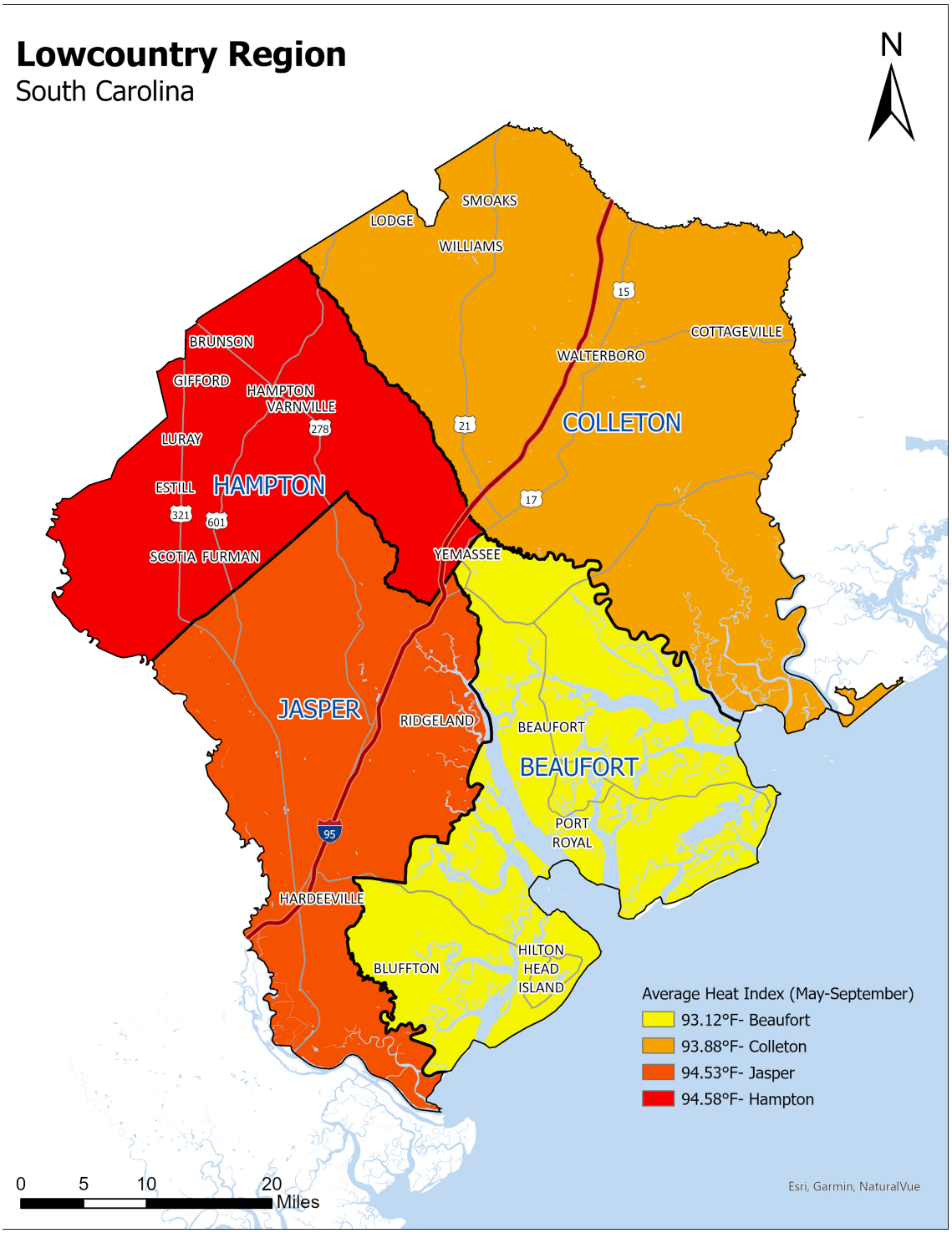
Source: National Weather Service (NWS)

Location and Extent

In August 1999, heat and humidity combined to produce heat indices ranging from 110-120 degrees in the Lowcountry region, with an all-time record for Beaufort County tied. There was one death associated with this event. During a June 2022 afternoon, warm conditions brought by a ridge of high pressure and high dew point temperatures in the Lowcountry were favorable for heat related illness. Media reported that recruits at Parris Island experienced heat stress, requiring one individual to be hospitalized. (NCEI, 2025b). In recent years, all four Lowcountry counties have had an average summer (May-September) heat index of well over

90 degrees (Figure 3-31). These temperatures make the whole region vulnerable to extreme heat risk.

Figure 3-31: Average Summer Heat Index 2018-2022



Source: Centers for Disease Control and Prevention (CDC)

Future Probability

As shown in Table 3-32, the future probability of extreme heat events in the Lowcountry region is relatively low, with less than 100% chance of occurring in any given year.

Table 3-32: Extreme Heat Historical and Recent Hazards Events 1996-2024

	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Beaufort County	**16**	**29**	**0.5**	**1.81**	**55%**	**2**
City of Beaufort	16	29	0.5	1.81	55%	2
Town of Bluffton	16	29	0.5	1.81	55%	2
Town of Hilton Head Island	16	29	0.5	1.81	55%	2
Town of Port Royal	16	29	0.5	1.81	55%	2
Colleton County	**9**	**29**	**0.3**	**3.22**	**27%**	**0**
Town of Cottageville	9	29	0.3	3.22	31%	0
Town of Edisto Beach	9	29	0.3	3.22	31%	0
Town of Lodge	9	29	0.3	3.22	31%	0
Town of Smoaks	9	29	0.3	3.22	31%	0
City of Walterboro	9	29	0.3	3.22	31%	0
Town of Williams	9	29	0.3	3.22	31%	0
Hampton County	**5**	**29**	**0.2**	**5.80**	**17%**	**0**
Town of Brunson	5	29	0.2	5.80	17%	0
Town of Estill	5	29	0.2	5.80	17%	0
Town of Furman	5	29	0.2	5.80	17%	0
Town of Gifford	5	29	0.2	5.80	17%	0
Town of Hampton	5	29	0.2	5.80	17%	0
Town of Luray	5	29	0.2	5.80	17%	0
Town of Scotia	5	29	0.2	5.80	17%	0
Town of Varnville	5	29	0.2	5.80	17%	0
Town of Yemassee	5	29	0.2	5.80	17%	0
Jasper County	**7**	**29**	**0.2**	**4.14**	**24%**	**0**
City of Hardeeville	7	29	0.2	4.14	24%	0
Town of Ridgeland	7	29	0.2	4.14	24%	0
Utilities						
Beaufort-Jasper Water Sewer Authority	22	29	0.8	1.32	76%	2

Source: NOAA's Storm Events Database

3.14 TERRORISM

Characteristics and Classification

Terrorism is the intentional, unlawful use of violence or threat of violence to intimidate or coerce another or others to achieve political, ideological, or social objectives with a disregard for the safety of innocent humans. The State of South Carolina's Hazard Mitigation Plan classifies terrorism as a man-made hazard and groups it under broad categories instead of treating it as a standalone category (SCEMD, 2025). The U.S. Department of Defense, the Federal Bureau of Investigation (FBI) and the U. S. Department of State all define terrorism differently, but all definitions have the same key elements of violence, intimidation, and fear.

Terrorism has two general classifications:

- **International/Foreign Terrorism –** conducted by foreign actors/organizations targeting U.S. interests.
- **Domestic Terrorism –** conducted by U.S.-based actors/organizations without foreign direction.

Various means of attack can include:

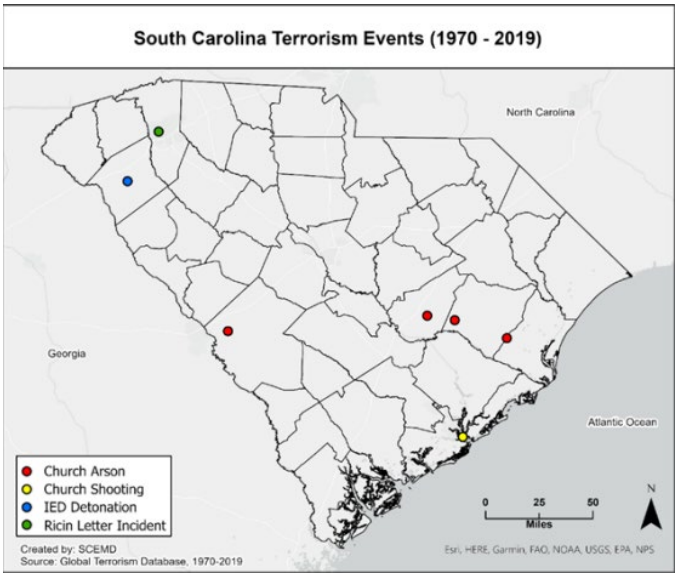
- **Explosive devices –** one of the most common weapons; easily concealed and can be detonated remotely. They often result in secondary impacts such as fires, debris, and emergency response challenges. They can also cause burns and intense exposure to radiation which can lead to long-term health impacts.
- **Chemical threats –** the use of any toxic or otherwise harmful solid, liquid, vapor, etc., that have life-threatening effects on people, animals, or plants. Agents can be released almost anywhere, including from vehicles, aircraft, buildings, and explosives. Many agents are especially lethal because they can be colorless and odorless, making them difficult to detect quickly.
- **Biological threats** – the intentional release of pathogens, such as bacteria, viruses, or toxins, designed to cause illness or death in people, livestock, or crops. These agents can be dispersed through the air, water, or food supplies. Because many biological agents have an incubation period, the effects of an attack may not be immediate, allowing the threat to spread undetected across a wide area before the onset of symptoms.
- **Infrastructure attacks –** a common form of terrorist attacks is intentional damage to critical infrastructure such as bridges, transportation systems, government facilities. These attacks are designed to disrupt essential services, undermine public confidence, and create effects that extend beyond the immediate area of damage.
- **Armed or Active violence –** similar to explosive devices, armed or active violence involves the use of firearms or other weapons against people or facilities. The most common weapons used are guns/firearms and knives.
- **Cyber-attack –** unlike physical threats, cyber threats are often difficult to identify and comprehend due to their digital status.

Source: Federal Bureau of Investigation (FBI), Department of Health & Human Services, Department of Homeland Security

Location and Extent

Although the Lowcountry has not experienced a large-scale terrorist attack in recent history (Figure 3-32), the region contains critical infrastructure, public venues, military, transportation and government centers that could be targets for terrorism due to their value. These might include airports, bridges (especially by the coast) and largely crowded public events, such as Hilton Head's Seafood Festival, The RBC Heritage PGA tour event, Beaufort's Water Festival, the Veterans Day Parade, and the Hampton County Fair.

Figure 3-32: South Carolina Terrorism Events



Source: South Carolina State Emergency Management Division

The extent of a terrorism incident in the Lowcountry region would vary significantly based on the method of attack, target, and timing. Impacts may range from strictly localized to broader regional consequences if critical infrastructure is affected.

The Town of Hilton Head Island participated in a Unified Command with the Sheriff's Office and other public safety, state or federal partners for significant special events (i.e. RBC Heritage PGA tour event, local St. Patrick's Day Parade, & Concours d 'Elegance & Motoring Festival). Fire Rescue actively supports the Sheriff's Office related to terrorism type responses and is a participant in the Active Shooter Working Group. Emergency management best practices encourage working with many private and public sector partners to ensure adequate responses during emergencies or disasters (SCEMD, 2020).

Terrorism may range from low intensity, lone attacks targeting specific individuals or structures, to broader, premeditated, high intensity attacks targeting crowded spaces or critical infrastructure, often involving heavy coordination. The Lowcountry contains critical transportation infrastructure, including I-95; major military installations such as Marine Corps Recruit Depot Parris Island and Marine Corps Air Station Beaufort; and Hilton Head, one of the nation's highest-rated tourist destinations–factors that make the region potentially vulnerable to attack. The Port of Savannah is approximately 200 miles from the Lowcountry border and the third largest port along the east coast in terms of tonnage (USDOT, 2023). The Department of Homeland Security issues advisories based on risk (Figure 3-33).

Low intensity: Small-scale attacks that result in minimal to no physical damage, such as threats, vandalism, or thwarted attack attempts.

Medium intensity: Localized casualties or system disruption, such as infrastructure attacks, armed violence or vehicle usage as weapons. (All of these can also reach high intensity)

High intensity: Large-scale attack or potential for widespread consequences, such as explosive devices, chemical threats/usage, and cyber-attacks.

Figure 3-33: Homeland Security Advisory System

Source: Department of Homeland Security

Historical Occurrences and Future Probability

The Lowcountry region doesn't have any widely documented large-scale terrorist attacks in recent history.

Based on historical, national and regional risk assessments, the probability of a terrorism incident occurring in the Lowcountry is low to moderate**,** but the severity of possible consequences keeps the subject an essential topic in hazard planning (SCEMD, n.d.). Specific jurisdictions, primarily Hilton Head Island and City of Beaufort, have an increased probability of experiencing a terrorist attack due to their status as heavy tourist attractions and popular vacation sites.

Colleton County's Emergency Operations Plan recognizes the possibility of terrorist attacks involving nuclear weapons that may be small and transportable. When exploded, these devices have an intense pressure wave and deadly effects including thermal and nuclear radiation, blast, heat and fires. There are nuclear facilities in South Carolina close enough to affect the northern region of the Lowcountry if a terrorist were to obtain access to them.

Public awareness campaigns, such as *If You See Something, Say Something,* are active to help prevent terrorist attacks by educating citizens on how to recognize signs of suspicious activity and how to report it to appropriate authorities (DHS, 2026).

3.15 CYBER ATTACK

Characteristics and Classification

A cyber-attack is a deliberate attempt to collect, disrupt, deny, degrade, or destroy information system resources or the information itself (National Institute of Standards and Technology (NIST), 2015). Cyber-attacks may target government systems, business networks, private sector infrastructure and critical services. Common forms of cyber-attacks include (Library of Congress, 2024):

- **Botnet:** A portmanteau of "robot" and "network" which refers to a collection of computers for which control has been seized by one or more unauthorized parties. Once an unauthorized party controls an individual computer, they may then connect it to other computers in their control to create a pool of computing resources (e.g., network bandwidth or processing power). Botnets are used to further illicit activity online, such as distributing malware and surreptitiously mining cryptocurrencies.
- **Denial of Service (DOS)** or **Distributed Denial of Service (DDOS):** A DOS attack inhibits an authorized user's ability to access a resource (e.g., a website) by overwhelming that resource with unauthorized requests (e.g., more requests to load a web page than it was built to support). DDOS attacks are more common and use many hosts to attack a single resource (e.g., a network of malware-infected computers—a botnet—sending junk web traffic to a single service provider).
- **Hack and Leak:** An attack in which an unauthorized party gains access to a sensitive data store and exfiltrates (steals) the data. Once the sensitive data is in their control, the attacker either releases the data in an effort to expose or embarrass the victim or contacts the victim and demands a ransom in order to not release the data.
- **Phishing:** An attack which attempts to gain access to a system by tricking authorized users into engaging with malicious computer code. Frequently, this attack is carried out by combining an email which uses social engineering (i.e., an attempt to manipulate someone into revealing information or taking some action) with a malicious web link or attachment. When the web link is clicked or attachment opened, the device downloads and executes malware. Phishing is a common form of business email compromise.
- **Malware:** A portmanteau of "malicious" and "software" which refers to software and firmware intentionally added to an information technology (IT) product and designed to cause harm to the IT product or its data. There are many ways malware can be added to a product, such as from an inserted USB drive or downloaded from the internet. Data may be harmed by making it no longer private (i.e., compromising its confidentiality), manipulating it (i.e., compromising its integrity), or deleting it (i.e., compromising its availability).
- **Malvertising:** A portmanteau of "malicious" and "advertising." This attack uses online advertising networks to spread malware and compromise computer systems. Malvertisers buy ad-space and inject malware into those ads in an effort to easily spread it online. When a user visits a website, they may be presented with the ad and download the malicious code via a legitimate advertising network. If the code downloads and successfully executes, then the computer succumbs to malware. Generally, neither the website delivering the ad nor the advertising networks are aware of the malicious code being delivered.

- **Man-in-the-Middle (MitM):** An attack where a malicious actor seeks to insert itself between two computers in an effort to access the communications between those computers, usually in an effort to eavesdrop between the users of those computers (either directly, or by intercepting encryption keys so that encrypted text may be decrypted).
- **Ransomware:** A portmanteau of "ransom" and "malware." Ransomware attacks seek to deny users access to data and IT systems by encrypting files and systems—thus, locking out users. Perpetrators usually extort victims for payment, typically in cryptocurrency, to decrypt the system. Recently, such attacks have been coupled with data breaches in which perpetrators also steal data from their victims. In addition to locking the computer systems, the perpetrators typically notify victims that they have copies of their data and will release sensitive information unless a ransom is paid, potentially extorting them twice. A triple extortion may occur if the perpetrators contact a company's clients to tell them about the attack in an effort to pressure the victim to pay the ransom or risk harming their future business prospects.
- **Spear-Phishing:** An attack where a single, specific person or group is targeted (as opposed to the broad target base in a typical phishing attack). The perpetrator researches the individual or group to craft bespoke messages designed to illicit interaction with the target(s). If the target interacts with the message (e.g., opens an email attachment or clicks a link in a direct message), then they may have malware installed on their device allowing the attacker to continue their campaign.
- **Supply Chain Attack:** An attack in which an adversary inserts an unauthorized physical or software component into a product in order to surreptitiously access data or manipulate a system. These attacks can occur during any phase of a product lifecycle (e.g., development, shipping, or updating).
- **Zero-Day:** An attack that exploits a previously unknown vulnerability in an IT product. This type of attack is particularly dangerous because until it is noticed, there is usually no defense against it. This attack is sometimes written as "0-Day" and sometimes pronounced "oh-day."

Location and Extent

Cyber threats are not confined by physical geography and can affect any digital system used within the entire area. Critical sectors such as local governments, schools, healthcare, and emergency responders often rely on digital networking systems and therefore have a higher susceptibility to cyber-attacks. If successful, a cyber-attack can result in loss of services, data compromises, invasion of privacy, financial loss and risks to public safety across multiple jurisdictions.

Low intensity- small system compromises such as phishing, unauthorized access or malware; usually individual or departmental. Restoration is easy. (Data Breaches)

Medium intensity- ransomware or the temporary loss of public services that disrupt operations for a few days: usually limited to a confined area. (Ransomware, Service disruption)

High intensity- the hijacking of critical government systems or emergency services that can spread county, state, or nationwide. It can result in extended loss of services including power, water, internet, etc.

Historical Occurrences and Future Probability

Specific high-profile attacks in the Lowcountry are not widely published, although county and municipal governments across the state have experienced ransomware and other cyber threats in recent years,

reinforcing the need for cybersecurity mitigation planning.

The probability of a future cyber-attack is high and will only increase as technology and the reliance on digital systems progress (FBI, 2024). The rise of Artificial Intelligence also presents a new challenge not addressed in previous years. Cyber threats represent an ongoing risk that planners must address with preparedness, detection, and response strategies.

3.16 HAZARDOUS MATERIALS

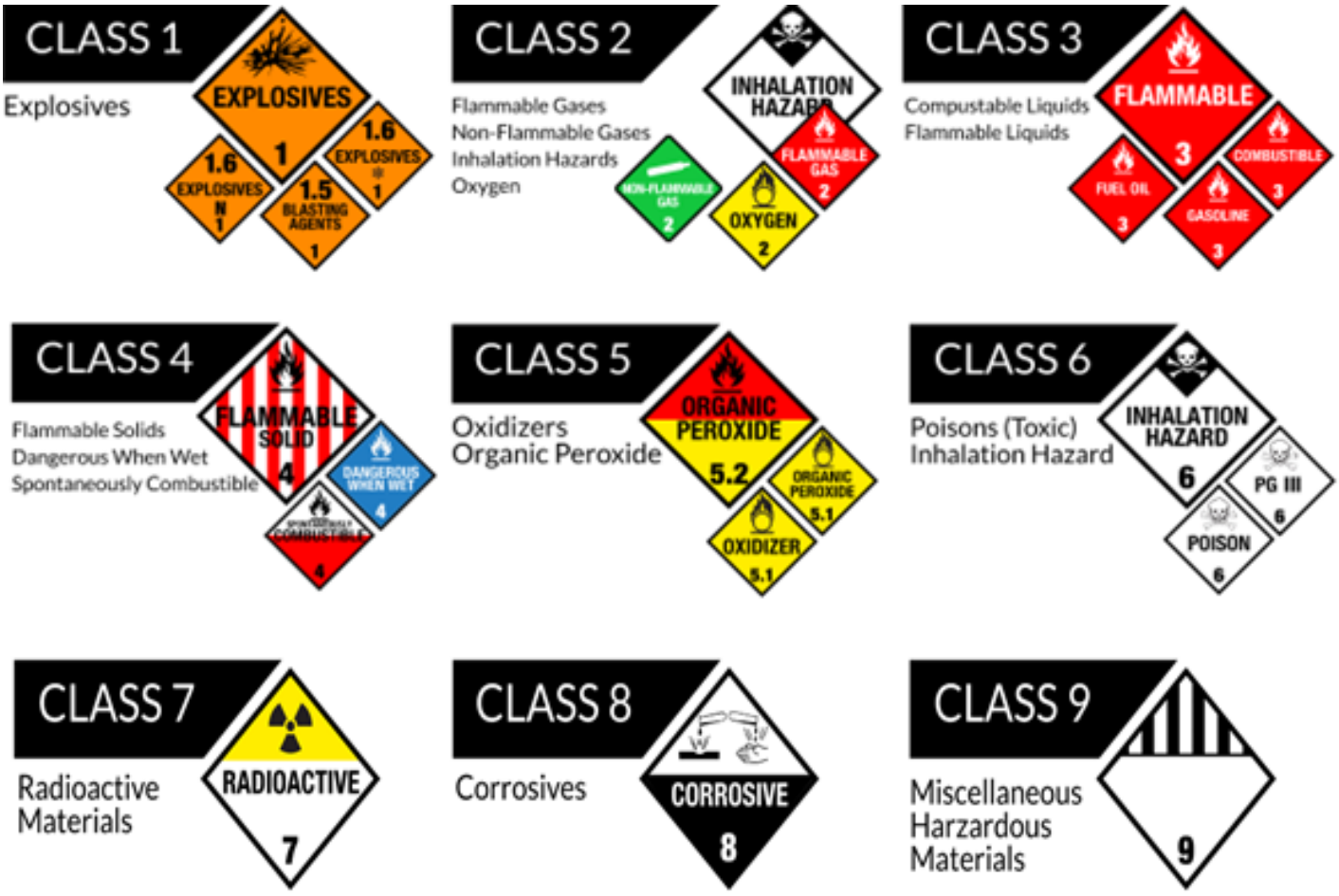
Characteristics and Classification

Hazardous materials (HAZMAT) include chemical, biological, radiological, and toxic substances that, when released, can cause harm to human health, property, or the environment. Incidents can result from industrial accidents, transportation incidents, pipeline leaks, or deliberate release. They may occur during creation, transportation, storage or use. HAZMATs can be found anywhere – at home, at work, at the store, etc. They can be used by anyone – farmers, doctors, delivery drivers, students during science projects, and in everyday house activities.

Identifying classification of hazardous materials helps first responders identify the nature of the hazard and appropriate responses (Figure 3-34). 49 Code of Federal Regulations (CFR) 173.2 defines nine classes of hazardous materials:

- **Explosives –** materials with an explosion, projection, fire, or blast hazard.
- **Gases –** stored under pressure and exist as gases at normal temperatures, toxic or non-toxic.
- **Flammable Liquids –** flammable liquids (flash point below 141°) and combustible liquids (flash point 141°-200°).
- **Flammable Solids-** flammable solids, spontaneously combustible and dangerous when wet materials.
- **Oxidizers and Organic Peroxide –** substances that release oxygen or enhance combustion. They are unstable, may explode and can significantly accelerate/intensify fires.
- **Toxin/Poison –** can cause serious injury or death if absorbed, inhaled, or ingested.
- **Radioactive –** materials that emit radiation.
- **Corrosive –** cause severe destruction of human skin or corrode metals (ex. acids).
- **Miscellaneous –** may present a hazard during transport but do not meet other class definitions.

Figure 3-34: HAZMAT Classification System



Source: Occupational Safety and Health Administration (OSHA)

The U.S. Department of Transportation (DOT) manages the definitions and standards for classified substances and regulates HAZMAT transportation within the United States (OSHA, 2026). USDOT uses the same nine-classes system in their identification of different hazardous materials.

Location and Extent

Hazardous materials may not always be confined to a specific location, as transportation introduces a potential risk due to the movement and storage of chemicals. Primary locations that are at risk include industrial sites, agricultural operations, and transfer facilities. Because HAZMATs are so widespread, proper storage, labeling, and training, if necessary, are essential to protect people and the environment from serious accidents. The Occupational Safety and Health Administration (OSHA) developed the Hazard Communication Standard (HCS) in 1983, requiring employers to provide information about chemicals in the workplace and their associated hazards.

Severity of impact can extend from singular road/rail spill accidents affecting a specific area, or a regional consequence, which would likely come from water contamination, as the Lowcountry is surrounded by water and has increased potential for water maintenance accidents. Planning for such events requires a watershed level approach.

Historical Occurrences and Future Probability

The probability of future hazardous material releases remains moderately high due to routine transportation of chemicals and industrial activity. Accidental releases remain more likely than intentional releases meant to cause harm, but severity of impacts warrants mitigation planning.

The Lowcountry has documented two local HAZMAT incidents in recent years.

- On April 10, 2023, Colleton County Fire Rescue reported a collision between two tractor-trailers on I-95 in Colleton County resulted in the spillage of hazardous chemicals onto the highway. A total of seven containers were damaged, and traffic was stopped and rerouted for over eight hours while responders contained the spill.
- On January 31, 2022, the failure of a 16-inch ductile iron sewer main resulted in an estimated 500,000 gallons of sewage spilled into a tidal ditch leading to Battery Creek in Beaufort County (BJWSA, 2022). Shellfish harvest beds in the region were closed for 21 days, and the Department of Environmental Services (DES) closed all open areas of Battery Creek.

The extensive network of interstate highways and railways that supply industries with chemical and petroleum products could result in a moderate to large accidental release of hazardous materials from a transportation source (SCEMD, 2026).

There are various industries and chemicals that should be considered when evaluating risk assessments for HAZMAT accidents. Rural areas still use agricultural-related chemicals (pesticides and fertilizers). I-95 is a major national north – south freight route, especially through Colleton and Jasper counties, carrying trucks transporting various fuel, raw materials, and other industrial chemicals. The Beaufort-Jasper Water & Sewer Authority (BJWSA) uses chloramines in their drinking water treatment that, while necessary for human health, pose a threat because of potential formation of byproducts (USEPA, 2025).

Located on the coast, Beaufort County also brings water and boat maintenance activities that could pose potential HAZMAT risks. The expansive river and stream network throughout the Lowcountry has the potential to impact all counties even if not directly on the coast. Additionally, the Savannah River and Port of Savannah must be acknowledged due to the volume of boat traffic. Boat cleaning chemicals and degreasers often contain ammonia, chlorine, and other possibly toxic chemicals to water qualities and marine life. Paints used on boat hulls may also contain toxic compounds that are directly entering the water (SCDES, 2025).

3.17 COMPOUND HAZARDS

While this plan highlights 15 individual hazards identified in the Lowcountry region, it is crucial to be aware of how these hazards interact and the stress that it can put on communities. The occurrence of multiple natural hazards, either simultaneously or across multiple locations, can potentially have greater impacts than isolated hazards when combined, often straining disaster response efforts. Such interactions between multiple hazards across space or time are known as compound events (NCA5). Compound events are categorized as:

- **Multivariate: co-occurring**: hazards in a single location.
- **Temporally compounding**: successive hazards in a single location.

- **Spatially compounding**: similar or unique hazards occurring within a short period of time in multiple locations that are connected by physical processes or complex human and natural systems, putting extraneous demand on response resources.
- **Preconditioned**: extreme events superimposed on long-term trends, such as higher sea levels, heavier precipitation, and/or changing storm seasonality causing more frequent and severe coastal flooding.
- **Complex events**: non-climatic stressors that exacerbate climate hazards, such as COVID-19, which exacerbated climate-driven food, water, and livelihood insecurities.

The Lowcountry is vulnerable to any of the listed compound events and must be prepared with thorough planning and proper emergency management.

3.18 OVERALL HAZARD OCCURRENCE AND FUTURE

Below are the summary tables (Tables 3-33 to 3-37) for the combined Lowcountry region and by each county. These tables illustrate the number of hazard events by type, years in data record, annual events, recurrence interval, future probability (percent change of occurrence), and number of recent events.

Table 3-33: Lowcountry Summary of Historical and Recent Hazards Events

Hazards	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)[2]	Future Probability (% chance/year)	Total Number 2020-2024
Tornado	68	39	1.7	0.67	174%	20
Hurricane	40[1]	37	1.1	0.93	108%	12
Windstorm	455[1]	29	15.7	0.06	1,569%	164
Lightning	71,620[1]	13	5,509.2	<0.01	550,919%	39,992
Hail	227	36	6.3	0.16	631%	38
Drought	414[1]	26	187.1	0.05	1,870%	120[1]
Earthquake	1	25	<0.1	25	4%	0
Wildfire	13,243	37	357.9	0.003	35,791%	759
Flood	94	29	3.2	0.31	324%	21
Winter Storm	37	30	1.2	0.81	123%	8
Coastal Erosion	n/a	n/a	n/a	n/a	n/a	n/a
Extreme Heat	9[1]	29	3.8	2.67	38%	1

Note: [1]Event occurred in multiple counties on the same day. Therefore, the regional summary used the average of all county events to avoid inflating the actual number of discrete events. [2]Recurrence frequency less than one indicates high frequency events on the order of seasonal, monthly, or weekly time frames with multiple occurrences within a one-year time frame
Source: FEMA, NOAA, USGS, State of South Carolina

Table 3-34: Beaufort County Summary of Historical and Recent Hazards Events

Hazards	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Tornado	24	39	0.6	1.63	62%	7
Hurricane	40	37	1.1	0.93	108%	12
Windstorm	442	29	15.2	0.07	1,524%	174
Lightning	69,535	13	5,348.8	<0.01	534,885%	37,054
Hail	74	36	2.1	0.49	206%	7
Drought	390	26	15.0	0.07	1,500%	48
Earthquake	n/a	n/a	n/a	n/a	n/a	n/a
Wildfire	1,794	37	48.5	0.02	4,849%	66
Flood	37	29	1.3	0.78	128%	5
Winter Storm	7	30	0.2	4.29	23%	1
Coastal Erosion	n/a	n/a	n/a	n/a	n/a	n/a
Extreme Heat	16	29	0.6	1.81	55%	2

Note: Recurrence frequency less than one indicates high frequency events on the order of seasonal, monthly, or weekly time frames with multiple occurrences within a one-year time frame.
Source: FEMA, NOAA, USGS, State of South Carolina

Table 3-35: Colleton County Summary of Historical and Recent Hazards Events

Hazards	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Tornado	27	39	0.6	1.63	63%	10
Hurricane	40	37	1.1	0.93	108%	12
Windstorm	791	29	27.3	0.04	2,728%	351
Lightning	99,761	13	7,674	<0.01	767,392%	57,482
Hail	78	36	2.2	0.46	217%	5
Drought	418	26	16.1	0.06	1,608%	66
Earthquake	1	26	0.1	26.00	4%	n/a
Wildfire	5,235	37	141.5	0.01	14,149%	343
Flood	35	29	1.2	0.83	121%	12
Winter Storm	13	30	0.4	2.31	43%	3
Coastal Erosion	n/a	n/a	n/a	n/a	n/a	n/a
Extreme Heat	9	29	0.3	3.22	31%	0

Note: Recurrence frequency less than one indicates high frequency events on the order of seasonal, monthly, or weekly time frames with multiple occurrences within a one-year time frame.
Source: FEMA, NOAA, USGS, State of South Carolina

Table 3-36: Hampton County Summary of Historical and Recent Hazards Events

Hazards	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Tornado	11	39	0.3	3.55	28%	3
Hurricane	40	37	1.1	0.93	108%	12
Windstorm	249	29	8.6	0.12	859%	53
Lightning	45,030	13	3,463.8	<0.01	346,385%	23,521
Hail	39	36	1.1	0.92	108%	8
Drought	478	26	18.4	0.05	1838%	72
Earthquake	n/a	26	n/a	n/a	n/a	n/a
Wildfire	2,245	37	60.7	0.02	6,068%	170
Flood	11	29	0.4	2.64	38%	3
Winter Storm	9	30	0.3	3.3	30%	2
Coastal Erosion	n/a	n/a	n/a	n/a	n/a	n/a
Extreme Heat	5	29	0.2	5.80	17%	0

Note: Recurrence frequency less than one indicates high frequency events on the order of seasonal, monthly, or weekly time frames with multiple occurrences within a one-year time frame.
Source: FEMA, NOAA, USGS, State of South Carolina

Table 3-37: Jasper County Summary of Historical and Recent Hazards Events

Hazards	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2020-2024
Tornado	6	39	0.2	6.5	15%	0
Hurricane	40	37	1.1	0.93	108%	12
Windstorm	338	29	11.7	0.09	1,166%	76
Lightning	75,152	13	5,780.9	<0.01	578,092%	41,911
Hail	36	36	1.0	1.0	100%	3
Drought	450	26	17.3	0.06	1,731%	54
Earthquake	n/a	26	n/a	n/a	n/a	n/a
Wildfire	3,951	37	106.8	0.01	10,678%	180
Flood	11	29	0.4	2.64	38%	1
Winter Storm	8	30	0.3	3.75	27%	2
Coastal Erosion	n/a	n/a	n/a	n/a	n/a	n/a
Extreme Heat	7	29	0.2	4.14	24%	0

Note: Recurrence frequency less than one indicates high frequency events on the order of seasonal, monthly, or weekly time frames with multiple occurrences within a one-year time frame.
Source: FEMA, NOAA, USGS, State of South Carolina

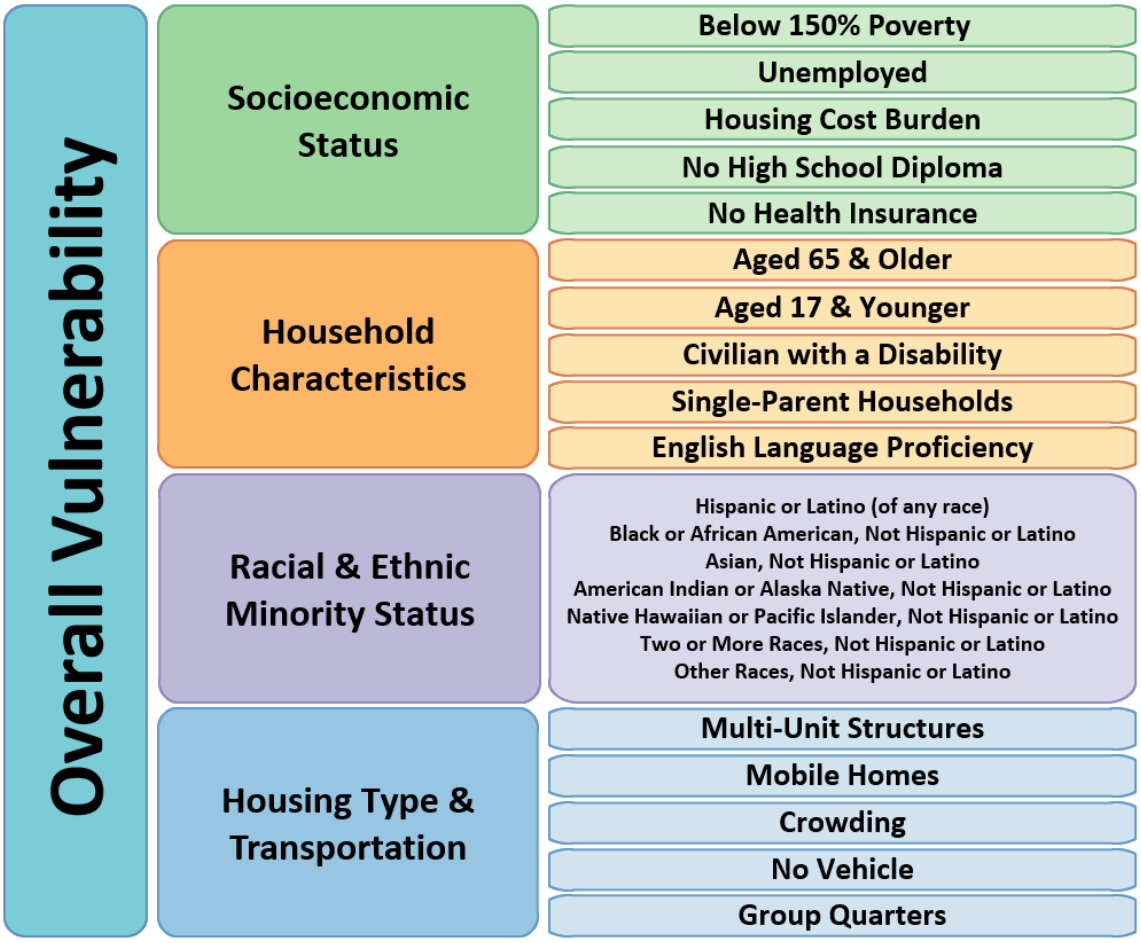
SECTION 4: VULNERABILITY ASSESSMENT

This section provides overall social vulnerability indicators along with loss information for the Lowcountry region. Vulnerability is determined by assessing the probability and historical loss from each hazard. Loss information is an estimate of direct monetary losses (property and crop) and human losses (injuries and deaths) for each hazard in each county.

4.1 SOCIAL VULNERABILITY

Social vulnerability provides a general description of the degree to which a community exhibits certain social conditions that may affect that community's ability to prevent human suffering and financial loss in the event of a disaster. The Social Vulnerability Index (SVI) developed by the Agency for Toxic Substances and Disease Registry's Geospatial Research, Analysis, & Services Program (GRASP) for the Centers for Disease Control and Prevention (CDC), is a quantitative measure designed to geographically visualize census tracts that contain socially vulnerable populations. Determining social vulnerability involves several indicators including socioeconomic status, household characteristics, racial and ethnic minority status, and housing type and transportation. Details on these metrics can be found in the CDC/ATSDR SVI 2022 Documentation.

Figure 4-1: SVI Variables



Source: CDC/ATSDR SVI

Lowcountry Social Vulnerability

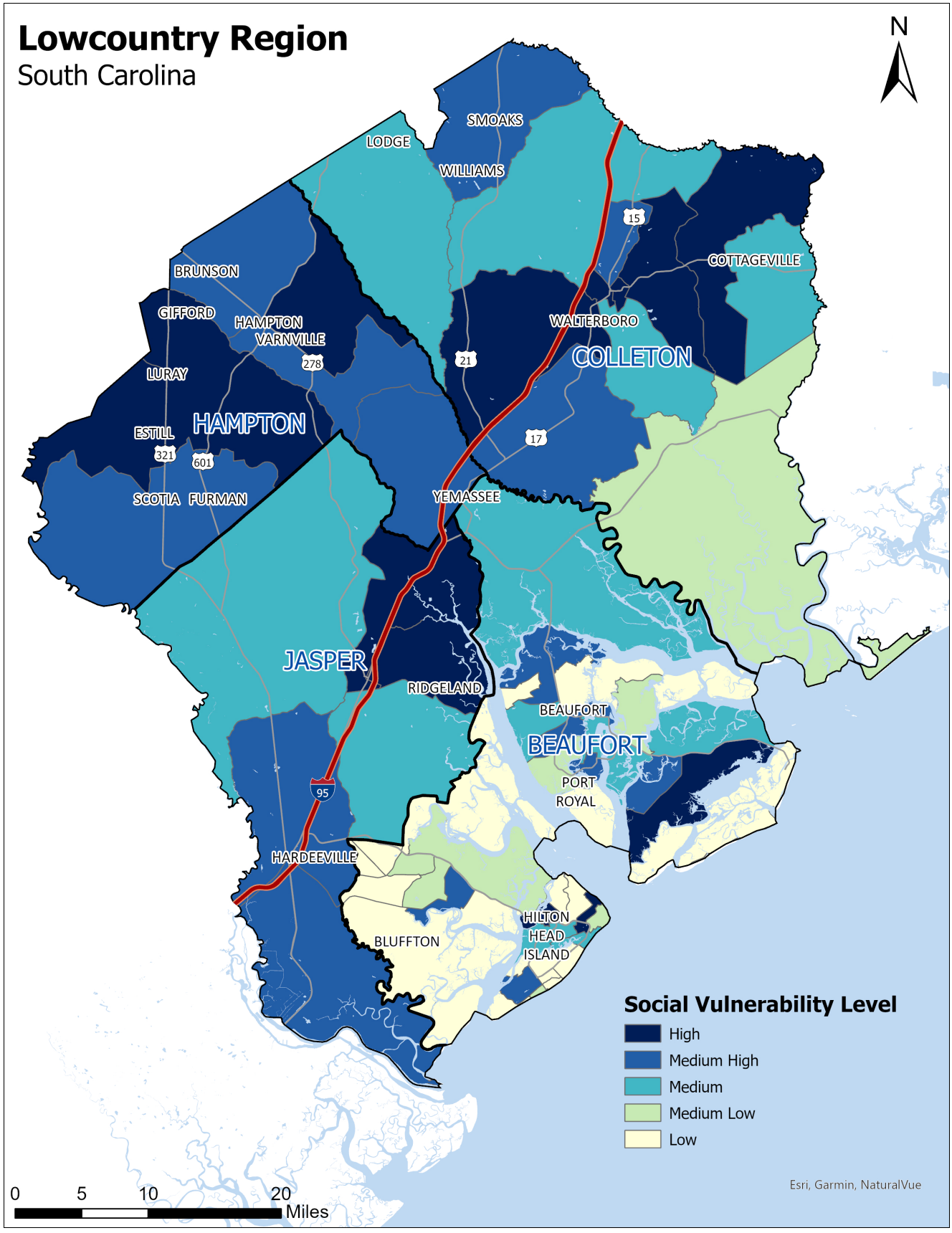
When compared to the whole country, South Carolina tends to have higher social vulnerability than many other states. In the Lowcountry, Colleton and Hampton Counties are among some of the highest SVI ranks in the state. SVI ranks are calculated using the variables found in Figure 4-1 with 0 being the lowest vulnerability and 1 being the highest vulnerability. The county ranks in Table 4-1 are representative of statewide comparison; these ranks are higher when compared nationally. Beaufort County has the widest range of census tract SVI ranks, 0.9034, with a minimum of 0.018 and maximum of 0.921. Census Tract 108 in Beaufort County holds the SVI rank of 0.921, this is due to high values in all four variable categories, but the highest category is socioeconomic status specifically a low rate of high school diplomas and a lack of health insurance. Another example is Census Tract 9705.01 in Walterboro, Colleton County, where the housing type and transportation category is higher than any other census tract due to many group quarters and lack of vehicle ownership. To calculate the SVI ranks for municipalities using census tract information, a population-weighted approach was used by calculating percentage area and percentage population of census tracts within municipality boundaries, $SVI_{municipality} = \sum(SVI_{tract} \times Population_{tract}) / \sum Population_{tract}$. Table 4-1 shows the SVI rank of each municipality. Examples of the relationship between social vulnerability and hazard exposure are displayed in the following maps using SVI ranks and FEMA Nation Risk Index (NRI) expected annual loss scores at the census tract level (Figure 4-2 to 4-14).

Table 4-1: SVI Ranks

Jurisdictions	Social Vulnerability Rank		Jurisdictions	Social Vulnerability Rank
Beaufort County	**0.067**		**Hampton County**	**0.911**
City of Beaufort	0.518		Town of Brunson	0.630
Town of Bluffton	0.280		Town of Estill	0.890
Town of Hilton Head Island	0.367		Town of Furman	0.732
Town of Port Royal	0.511		Town of Gifford	0.890
Colleton County	**0.822**		Town of Hampton	0.835
Town of Cottageville	0.412		Town of Luray	0.890
Town of Edisto Beach	0.363		Town of Scotia	0.732
Town of Lodge	0.455		Town of Varnville	0.870
Town of Smoaks	0.693		Town of Yemassee	0.632
City of Walterboro	0.893		**Jasper County**	**0.688**
Town of Williams	0.693		City of Hardeeville	0.493
			Town of Ridgeland	0.699

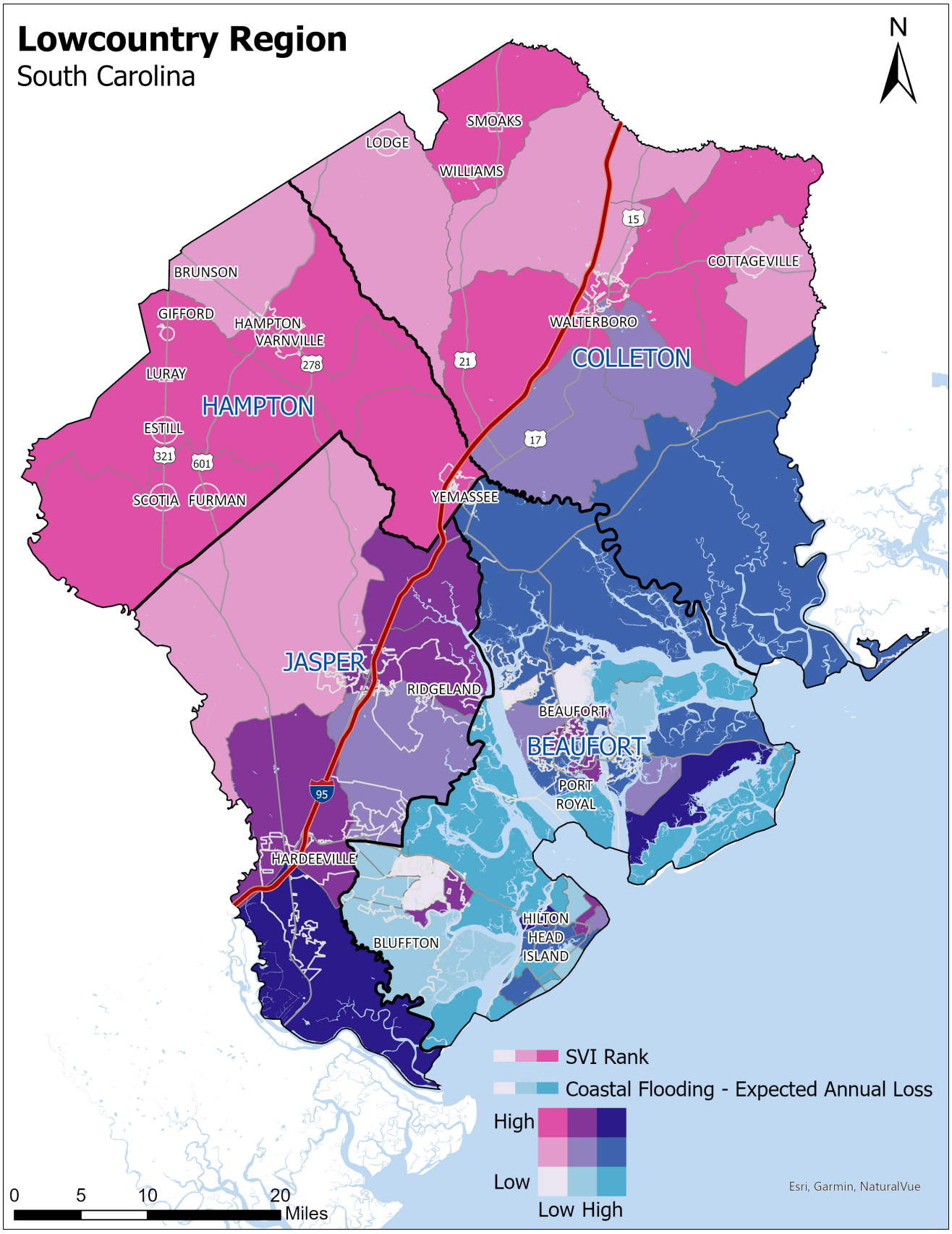
Source: CDC/ATSDR SVI, Ranks 0 (Low SVI) – 1 (High SVI)

Figure 4-2: Social Vulnerability Level by Census Tracts 2022



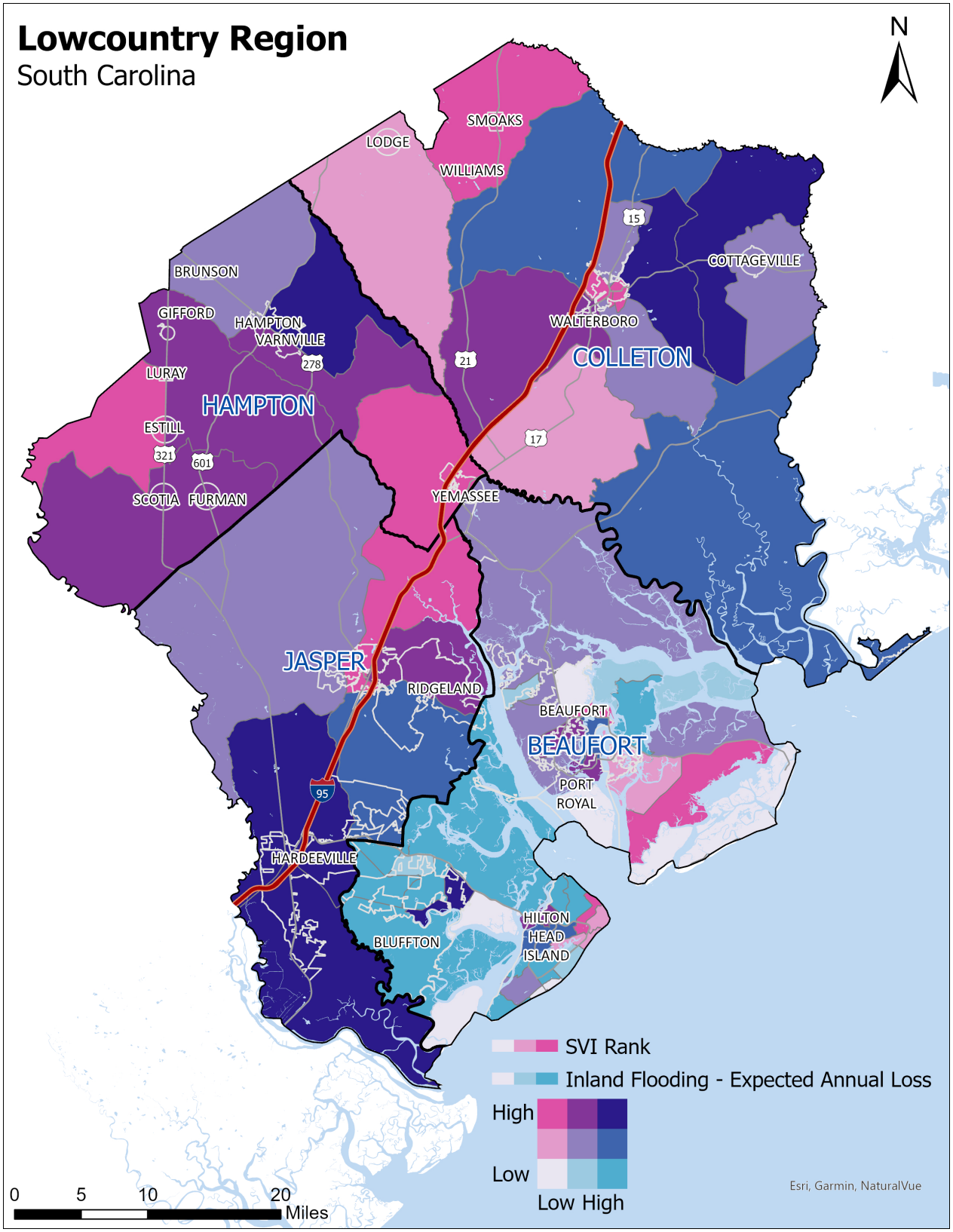
Source: CDC/ATSDR SVI

Figure 4-3: Social Vulnerability and Coastal Flooding



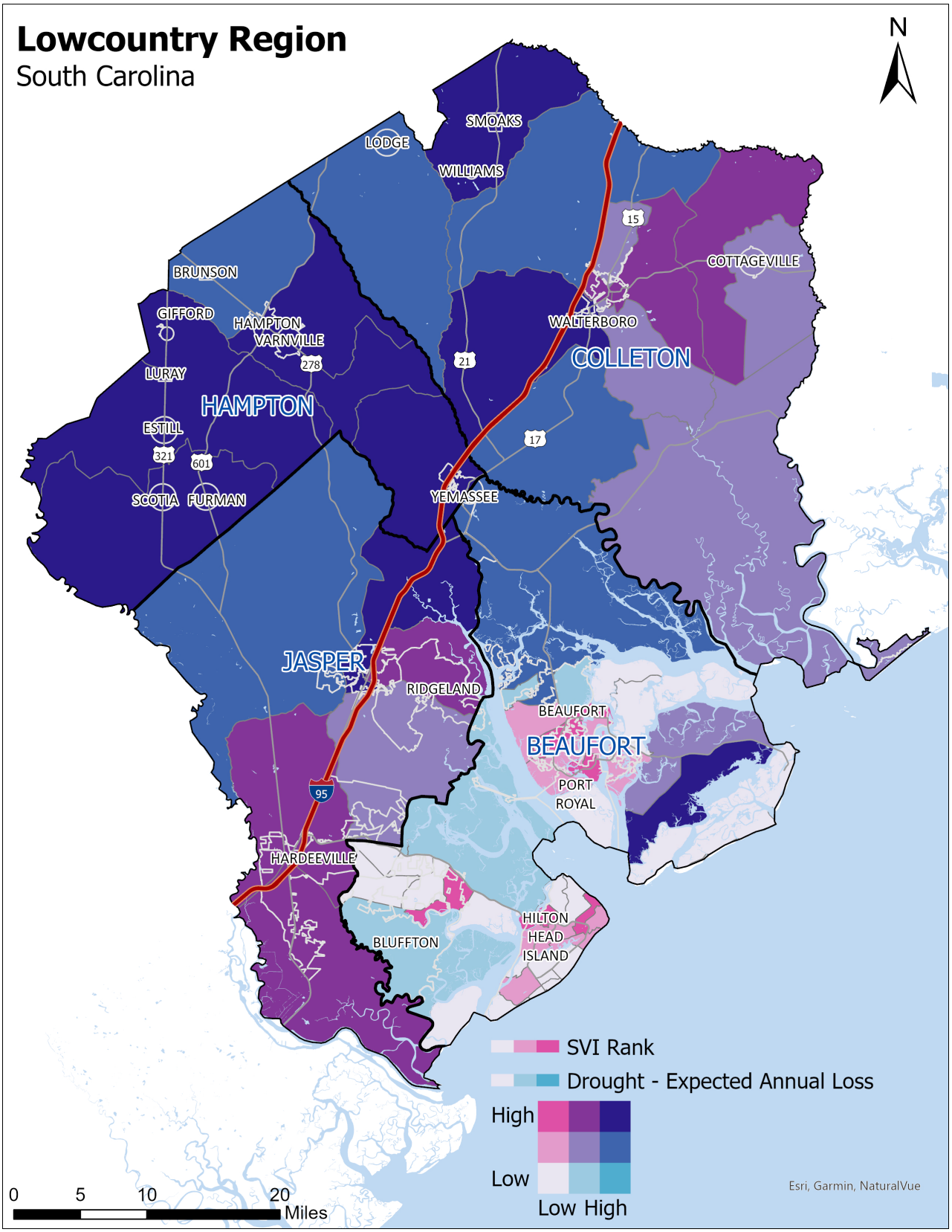
Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-4: Social Vulnerability and Inland Flooding



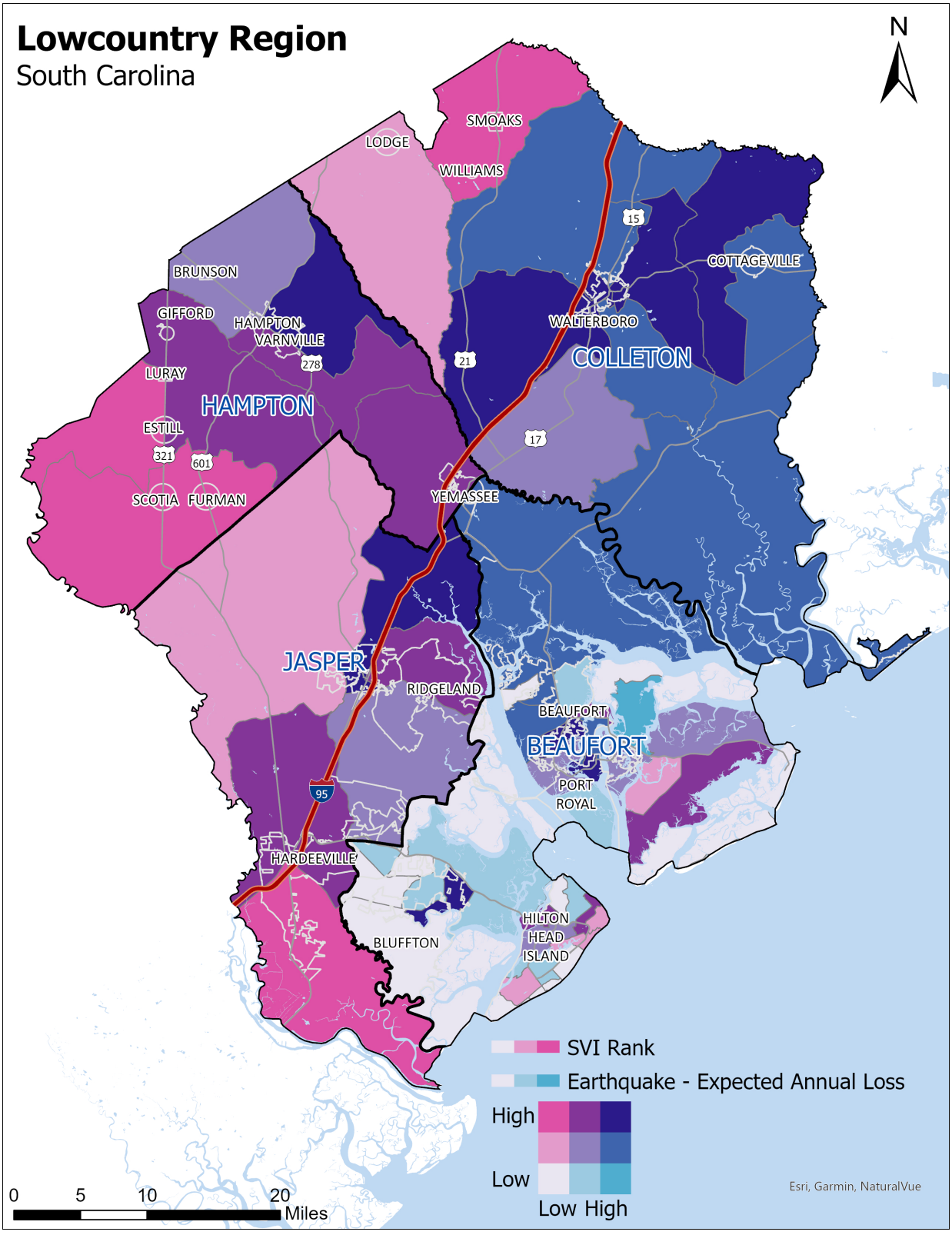
Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-5: Social Vulnerability and Drought



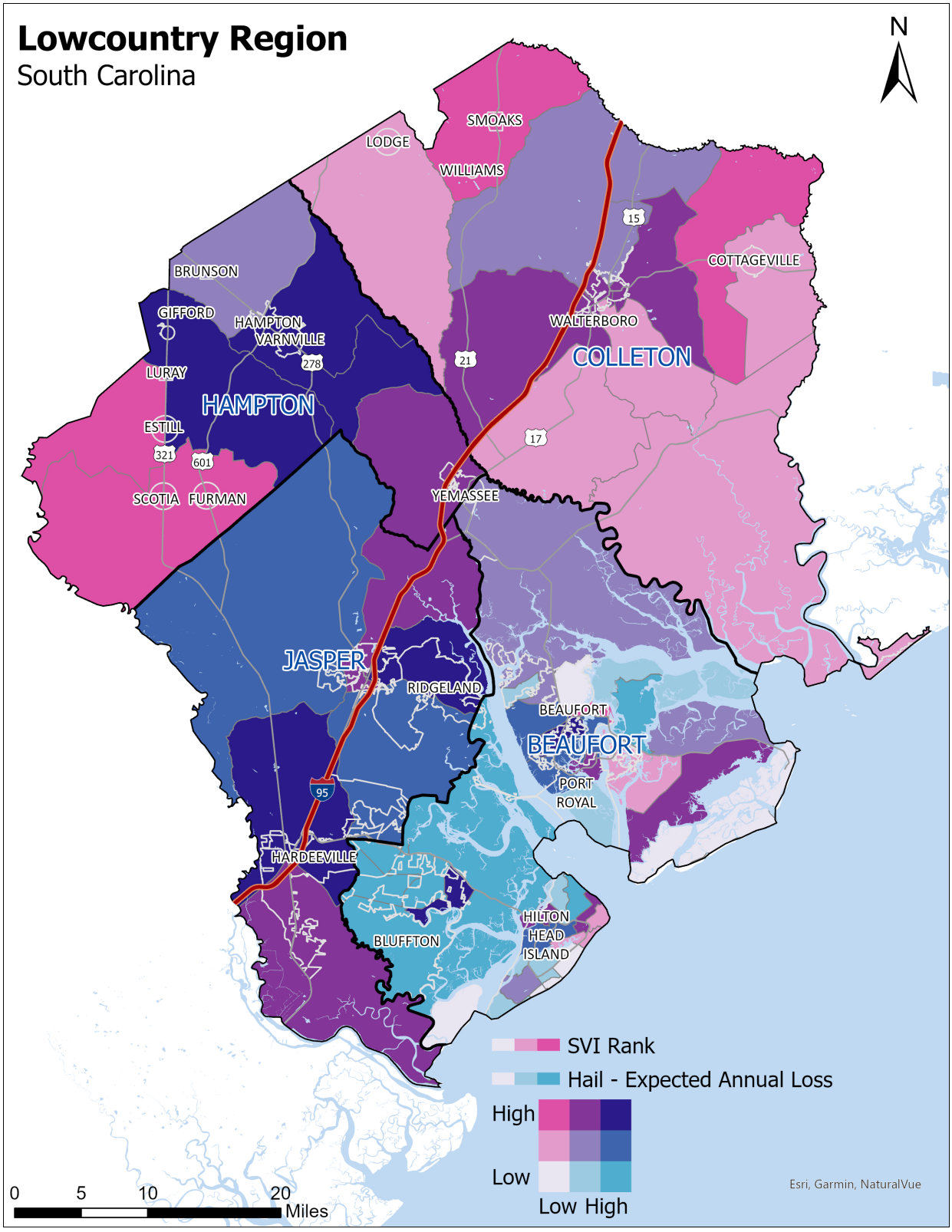
Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-6: Social Vulnerability and Earthquake



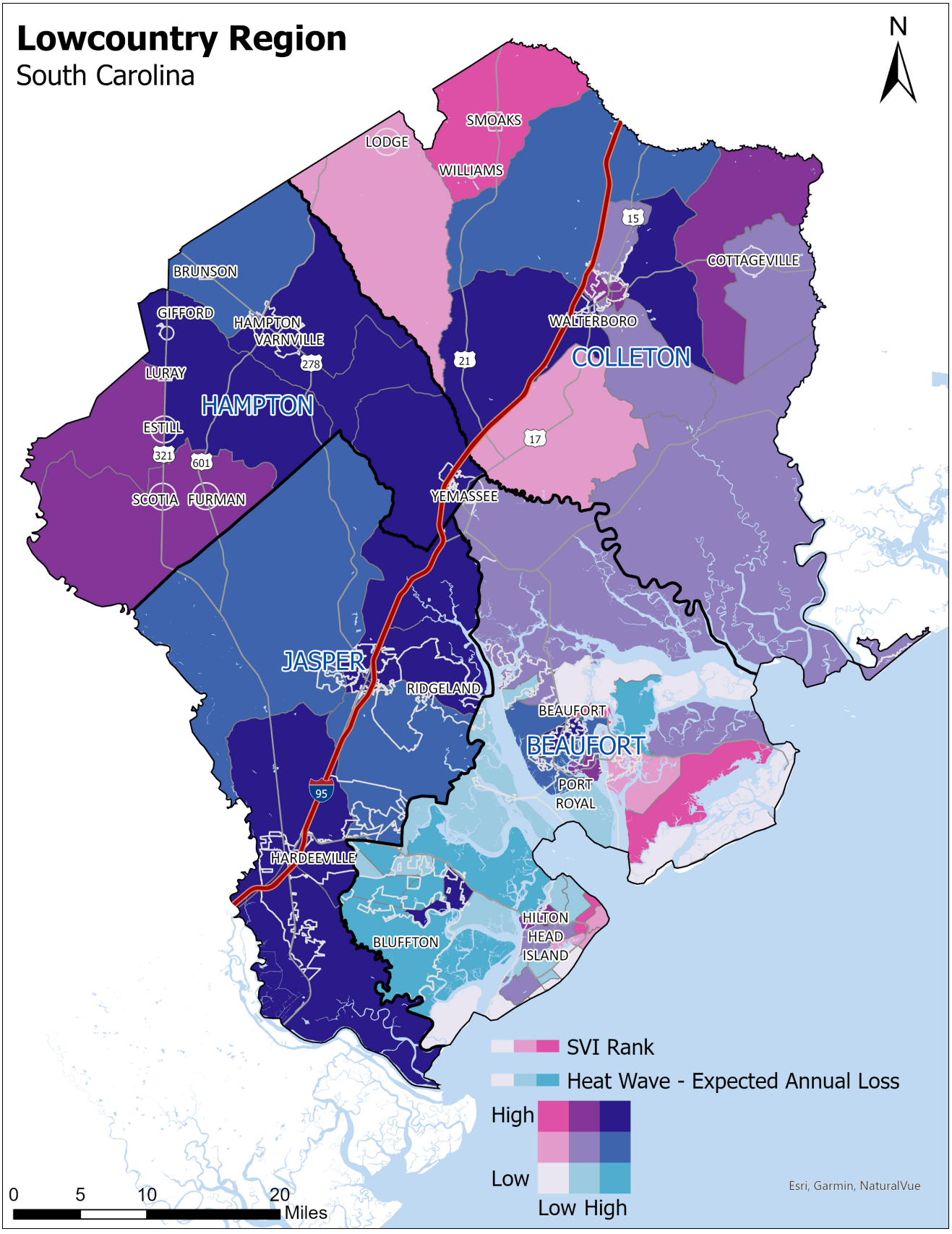
Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-7: Social Vulnerability and Hail



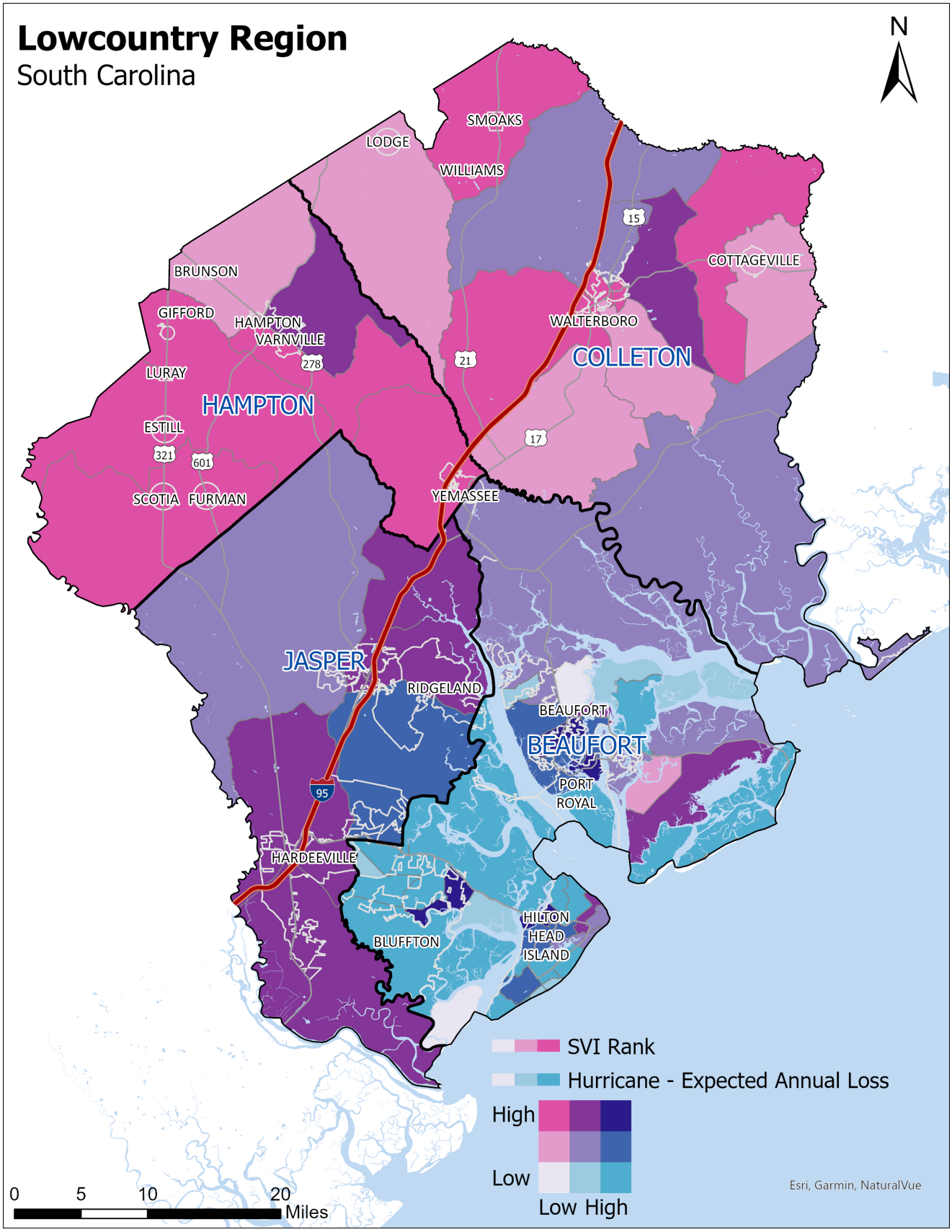
Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-8: Social Vulnerability and Extreme Heat



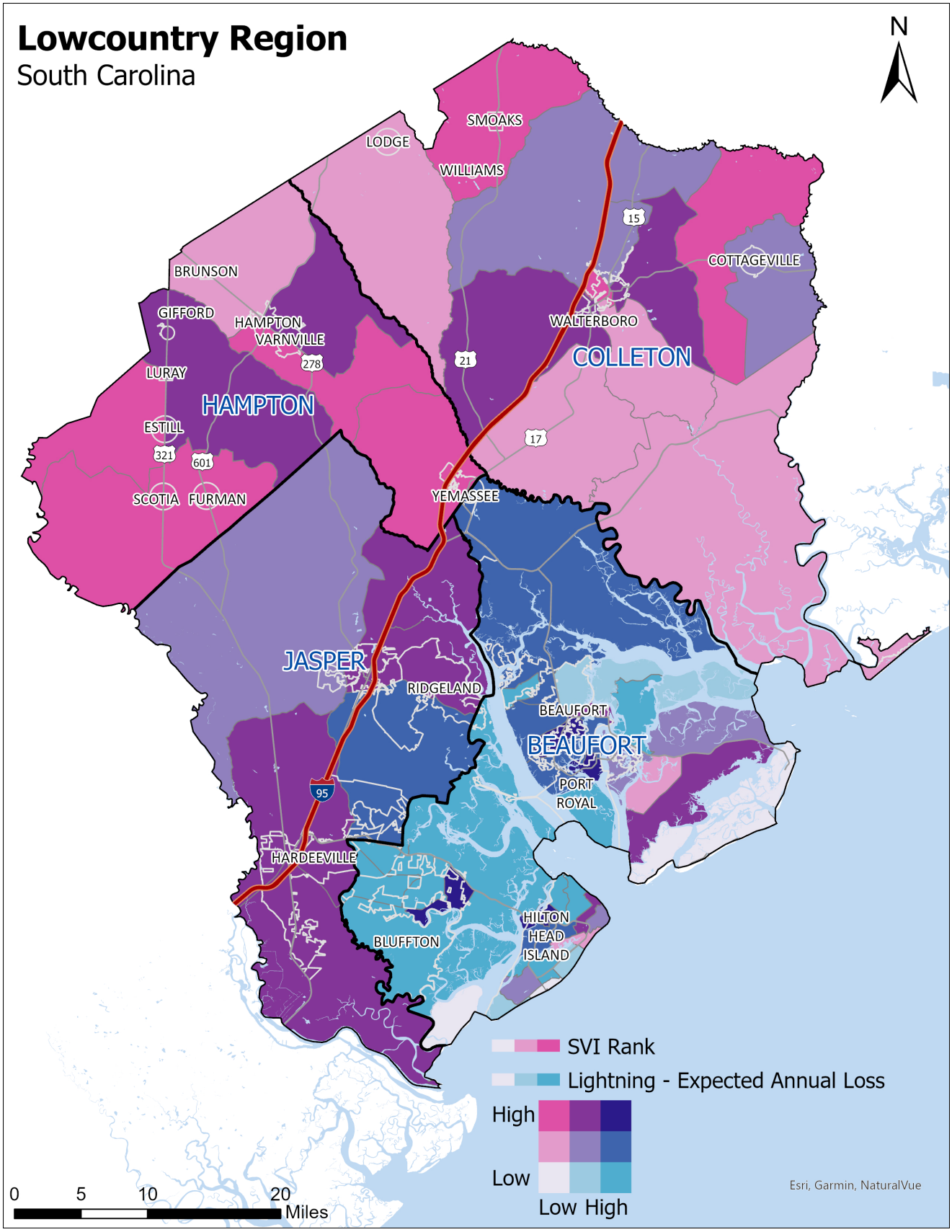
Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-9: Social Vulnerability and Hurricane



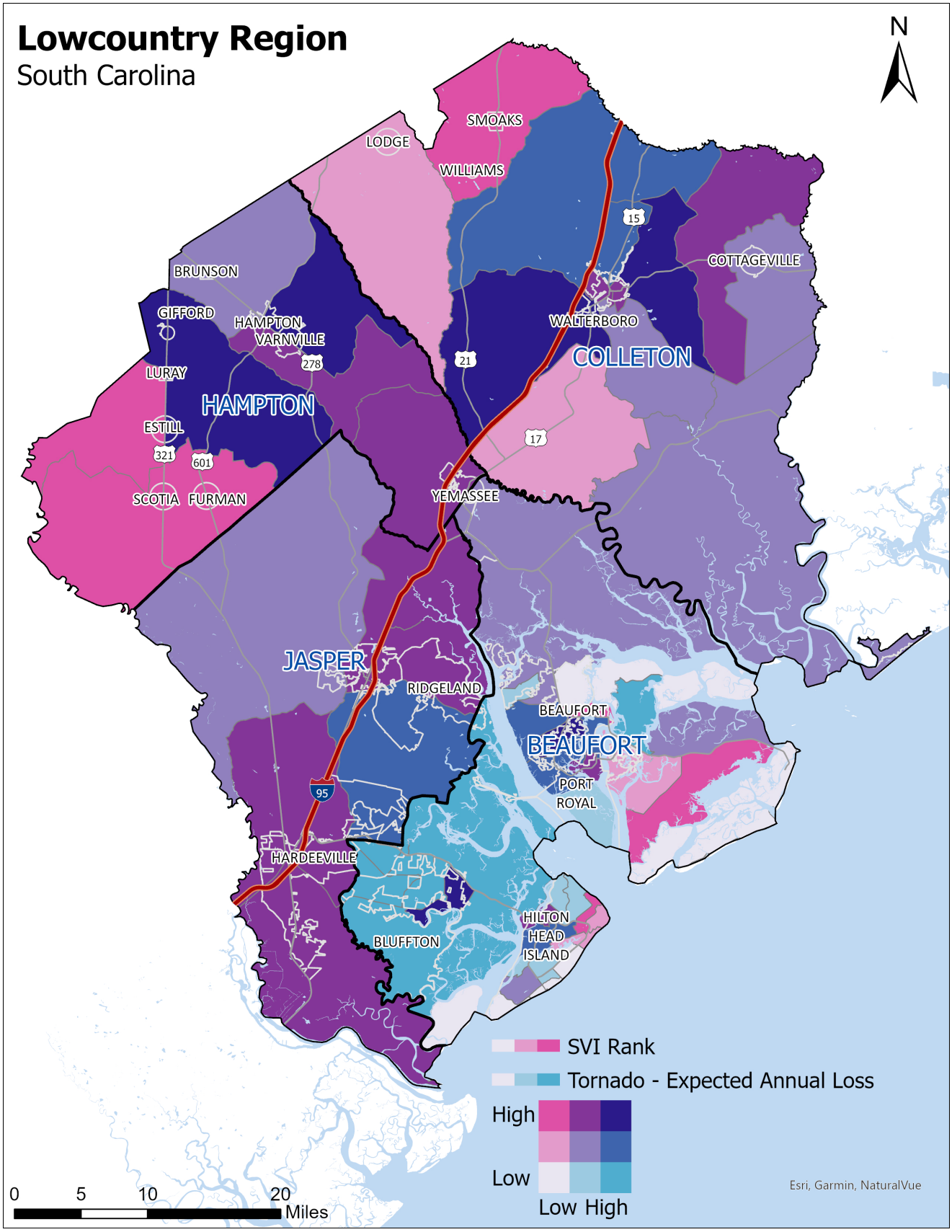
Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-10: Social Vulnerability and Lightning



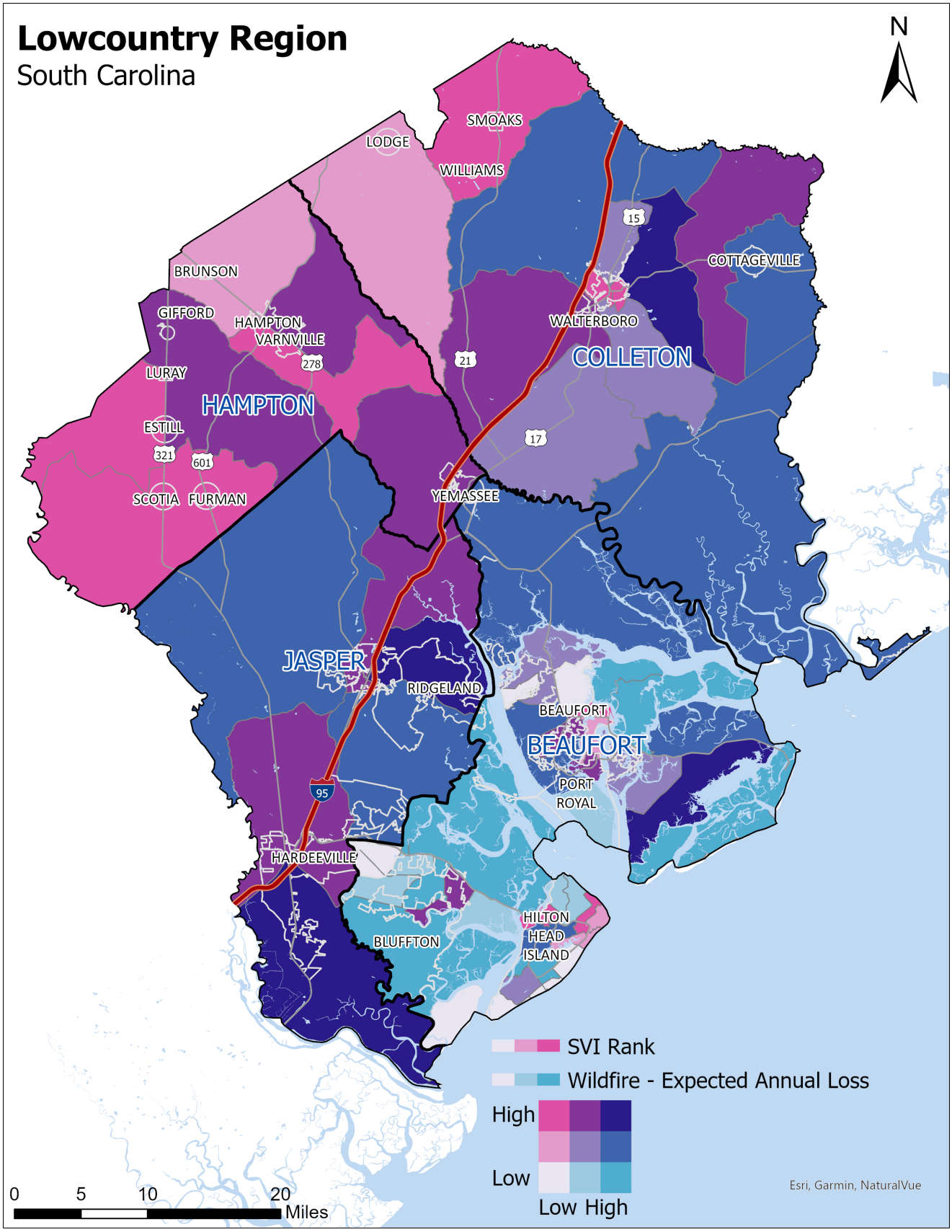
Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-11: Social Vulnerability and Tornado



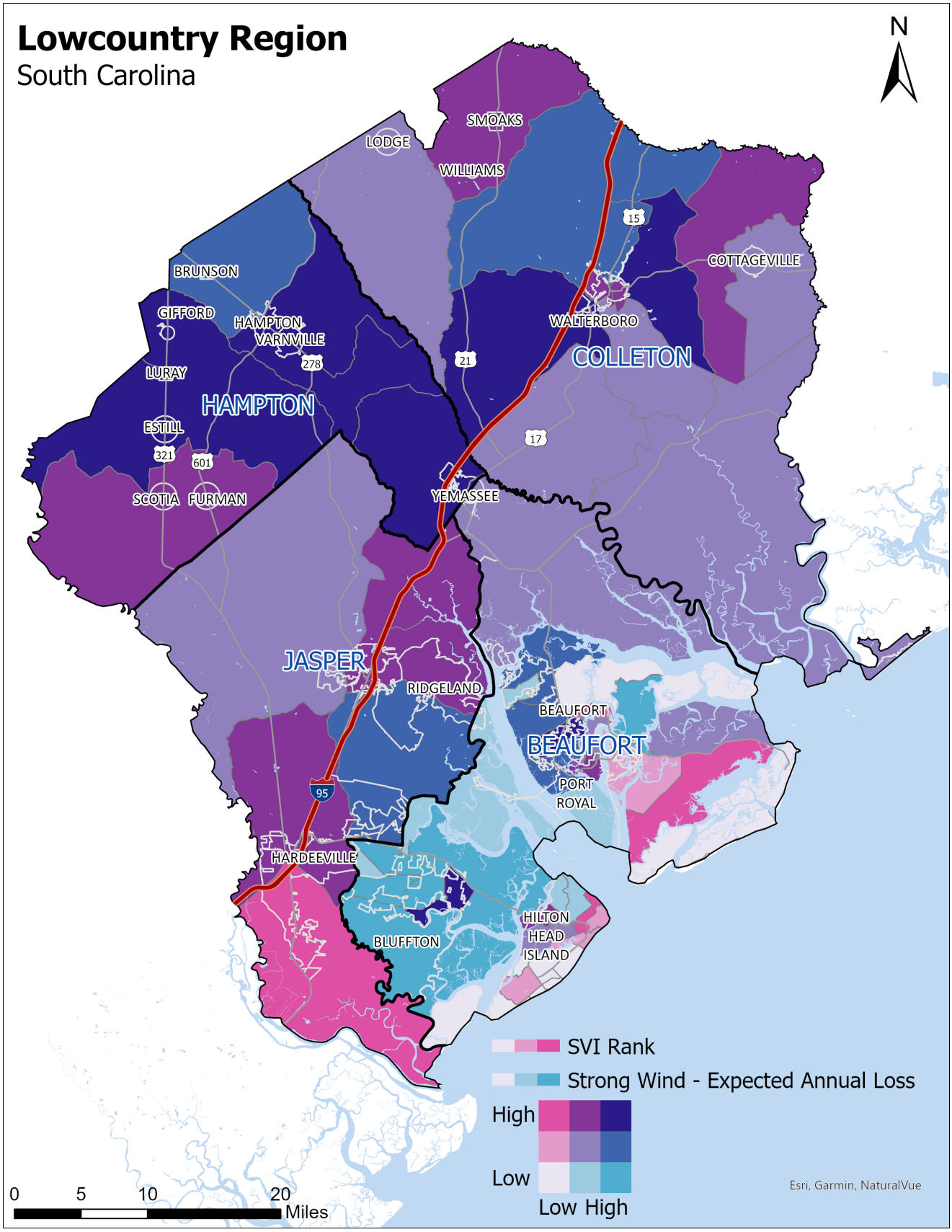
Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-12: Social Vulnerability and Wildfire



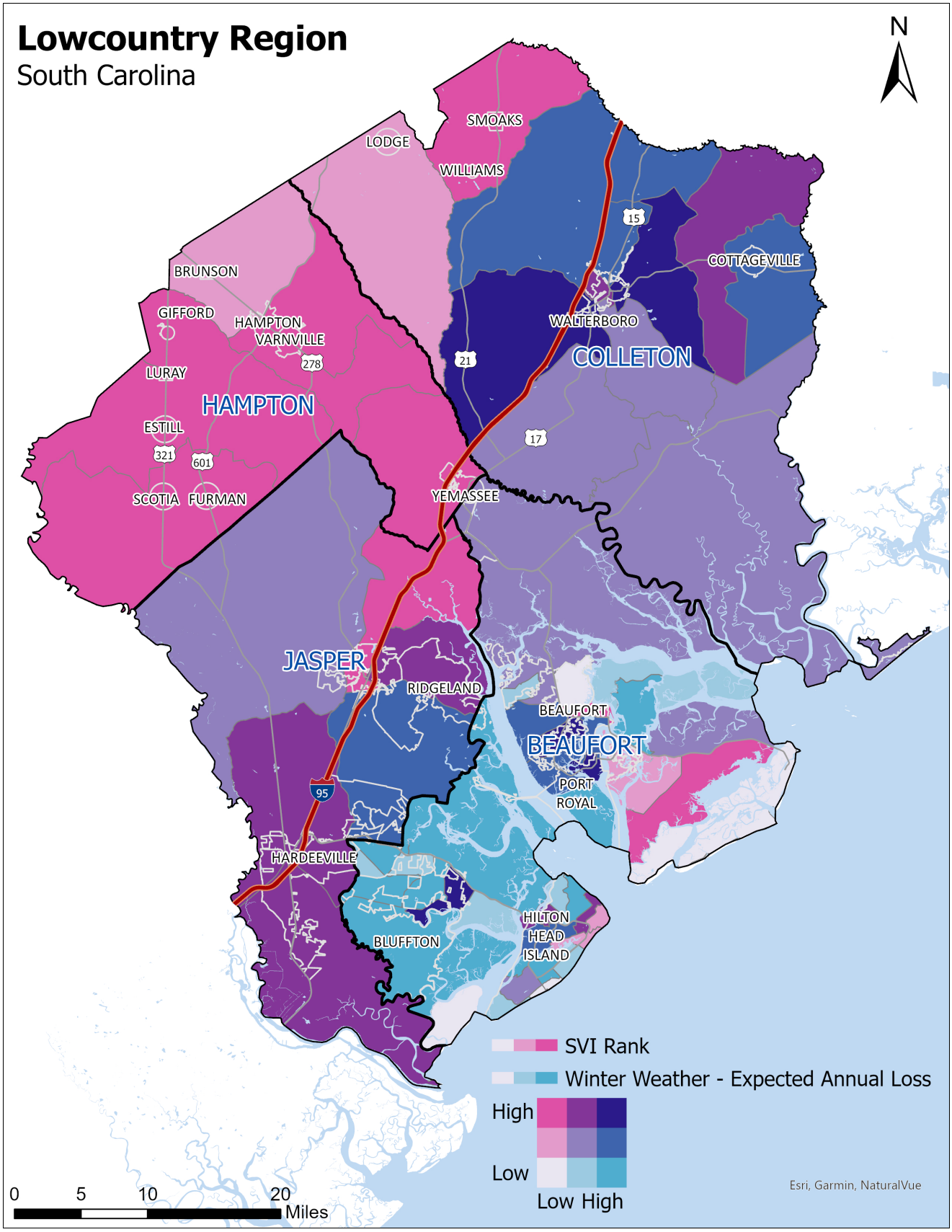
Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-13: Social Vulnerability and Windstorm



Source: CDC/ATSDR SVI, FEMA NRI

Figure 4-14: Social Vulnerability and Winter Storm



Source: CDC/ATSDR SVI, FEMA NRI

4.2 LOSS INFORMATION

Hazard loss information was compiled using the Spatial Hazard Event and Loss Dataset for the U.S. (SHELDUS™). The data included in this plan uses a recent version of SHELDUS™ (v. 24.0) released in February 2026. SHELDUS™ provides estimates for each county of direct monetary losses (property and crop) and human losses (injuries and deaths) for 18 different hazard types for the period 1960-2024 (v. 24.0). In many instances, such as hurricanes and tropical storms, the loss may be lower than expected because of the recording of direct losses in that county. It may also reflect the recording methods of a variety of publicly available sources such as NOAA's National Centers for Environmental Information, the U.S. Geological Survey, FEMA, and others, which provide the source data for SHELDUS™. Despite these caveats, SHELDUS™ represents the most comprehensive source for natural hazard event and loss data for the nation. This section also includes descriptions of notable events associated with recent impacts taken from NOAA's Storm Events Database.

Lowcountry

As shown in Table 4-2, a significant contribution to the Lowcountry's historic loss patterns is the result of drought, winter weather, and flooding. Those three hazards account for over half, 56%, of historical losses in the Lowcountry. Almost half, 45%, of all historical losses came from crop damage, but this is less of a trend in recent years, only hurricanes produced crop damage from 2019-2024 ($2,170,000). Historically, property losses resulted from flooding and hurricanes. Severe thunderstorms and strong wind are the deadliest in terms of fatalities and tornadoes account for the most injuries, followed by lightning. Although, of the 90 injuries tornadoes are responsible for, 60 of them came from a single event in 2020 (See Section 3.1, Tornado). More recently (2019-2024), hurricanes and tornadoes contribute the most to the loss picture.

Table 4-2: Lowcountry Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$6,862,790	6	90	$1,214,422	5	60
Hurricane	$63,673,530	2	3	$6,753,442	0	3
Windstorm	$26,994,930	14	32	$482,044	1	3
Lightning	$9,889,653	12	40	$321,688	0	3
Hail	$2,667,350	0	2	$0	0	0
Drought	$79,927,631	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$3,472,590	0	0	$0	0	0
Flooding	$75,693,613	2	0	$653,895	0	0
Winter Storm	$79,748,416	8	3	$0	0	0
Coastal	$5,335,401	8	6	$0	2	2
Extreme Heat	$62,894,113	8	3	$0	0	1
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$419,330,017**	**61**	**179**	**$9,425,491**	**8**	**72**

Source: SHELDUS and NOAA's Storm Events Database

Beaufort County

As seen in Table 4-3, Beaufort County historically accounts for 32% of the total natural hazard losses for the Lowcountry region and roughly 40% of the total property losses. The main drivers of the losses are flooding, followed by hurricanes/tropical storms, drought, and winter weather. Fatalities and injuries typically have been from severe windstorms/thunderstorms and lightning. In the recent time frame between 2019-2024, losses were primarily due to tornadoes and the only fatalities occurred from coastal events. Table 4-4 to 4-7 shows natural hazard losses for municipalities in Beaufort County.

Beaufort County Notable Events:

- 2/7/2020: Emergency management reported a tree leaning on a power line near Sheppard Road and Holly Hall Road due to strong winds. Estimated damage is approximately $1,000.
- 9/11/2020: The Beaufort County Emergency Manager reported that a male was struck by lightning in a house at 324 Old Oak Road. The individual was working inside a house when lightning struck the house, causing moderate damage to an exterior wall. Estimated damage is approximately $25,000.
- 9/17/2020: The Beaufort County Emergency Manager reported a tree down at the intersection of Bluffton Parkway and Okatie Highway due to strong winds. Estimated damage is approximately $1,500.
- 7/7/2021: Numerous trees and powerlines down throughout the county due to winds related to Hurricane Elsa. Beaufort County Emergency Management also had 5 reports of structural damage. Wind gusts reached 81 mph and caused significant waves along the coastline. Estimated damage is approximately $100,000.
- 3/12/2022: Beaufort County Emergency Management reported numerous trees and power lines down across the county due to gusty winds. The peak gust at the Beaufort Marine Corps Air Station was 44 mph. Estimated damage is approximately $20,000.
- 6/13/2022: Broadcast media reported several recruits at Parris Island experienced heat stress during the afternoon, including one individual who needed to be treated at Beaufort Memorial Hospital for a heat related illness. The Beaufort MCAS calculated a heat index value of 111 degrees Fahrenheit at 2 PM.
- 11/11/2022: Beaufort County Emergency Management reported that a tree fell on a home, dislodging a ceiling fan which fell and causing a minor injury to a resident. Also, a few other trees and tree limbs were reported down at scattered locations across the county due to winds from Hurricane Nicole.
- 7/19/2024: Beaufort County Fire/Rescue reported thunderstorms developing in the late afternoon hours, producing frequent cloud-to-ground lightning, with several striking homes. Estimated damage is approximately $40,000.
- 8/6/2024: A short lived, high end EF0 tornado developed in an outer rain band of Tropical Storm Debby over Point Creek, just southeast of Lady`s Island. With peak wind gusts around 85 mph, the tornado moved rapidly northwest across the marsh region of Rock Springs Creek, ending around the 500 block of Sams Point Road, where it snapped several trees.
- 9/26/2024: Beaufort County Emergency Management reported that strong winds related to Hurricane Helene, peak wind gusts of 75 mph, impacted 79 homes. Estimated damage is approximately $110,000.

Table 4-3: Beaufort County Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$4,846,250	1	13	$1,214,422	0	0
Hurricane	$20,185,450	0	2	$1,531,442	0	3
Windstorm	$8,484,692	9	18	$246,089	0	1
Lightning	$7,122,238	8	33	$298,216	0	2
Hail	$1,780,713	0	0	$0	0	0
Drought	$20,035,123	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$1,916,265	0	0	$0	0	0
Flooding	$31,441,466	0	0	$12,196	0	0
Winter Storm	$19,610,142	2	1	$0	0	0
Coastal	$2,176,193	4	3	$0	2	0
Extreme Heat	$15,723,528	1	1	$0	0	1
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$134,622,061**	**25**	**58**	**$3,302,365**	**2**	**7**

Source: SHELDUS and NOAA's Storm Events Database

City of Beaufort Notable Events:

- 12/24/2020: A Beaufort County emergency manager reported construction scaffolding blown down onto Highway 21 northbound, closing the road for 50 minutes. Estimated damage is approximately $500.
- 9/8/2021: Beaufort County Sheriff's Office reported three trees down in the area as a result of thunderstorm winds. Estimated damage is approximately $1,500.
- 8/15/2023: The Beaufort County 911 Call Center reported thunderstorm winds knocked a tree down on Hogarth Street. Estimated damage is approximately $1,000.
- 6/27/2024: An NWS spotter reported several large tree limbs down near the intersection of Carteret Street and Craven Street. Estimated damage is approximately $500.
- 9/26/2024: Wind bands from Hurricane Helene caused damage to homes from fallen limbs and trees. The high winds also caused significant damage to the City of Beaufort Marina. Estimated damage is approximately $1,300,000.

Table 4-4: City of Beaufort Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$1,300,000	0	0	$1,300,000	0	0
Windstorm	$192,300	0	0	$4,250	0	0
Lightning	$52,000	0	0	$1,000	0	0
Hail	$500	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$1,544,800**	**0**	**0**	**$1,305,250**	**0**	**0**

Source: NOAA's Storm Events Database

Town of Bluffton Notable Events:

- 8/26/2020: Law enforcement relayed a report of a structure fire resulting from a lightning strike. Estimated damage is approximately $3,500.
- 10/29/2020: A Beaufort County emergency manager reported a tree down from thunderstorm wind near the intersection of White Oaks Circle and Crabtree Lane in the Rose Hill neighborhood. Estimated damage is approximately $1,000.
- 9/20/2021: Beaufort County Emergency Management reported a tree and powerlines down on Oyster Street from thunderstorm winds. Estimated damage is approximately $2,000.
- 6/9/2022: The Beaufort County 911 Call Center reported a lightning strike to a home along the 20 Block of West Morningside Drive. The strike caused a brush fire and melted water lines and power lines at the home. Estimated damage is approximately $5,000.
- 8/15/2023: The Beaufort County 911 Call Center reported a tree down near the intersection of Fording Island Road and Malphrus Road due to thunderstorm winds. Estimated damage is approximately $1,000.
- 7/19/2024: The local Fire/ Rescue Department reported a lightning strike started a structure fire on Foxchase Lane. Estimated damage is approximately $10,000.

Table 4-5: Town of Bluffton Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$40,000	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$45,000	0	3	$6,500	0	0
Lightning	$73,000	0	1	$12,000	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$4,000	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$162,000**	**0**	**4**	**$18,500**	**0**	**0**

Source: NOAA's Storm Events Database

Town of Hilton Head Island Notable Events:

- 11/30/2020: Beaufort County Emergency Management reported a tree down at the intersection of William Hilton Parkway and Old Wild Horse Road due to strong winds. Estimated damage is approximately $6,500.
- 9/30/2022: Beaufort County Emergency Management reported several trees blown down across the county. On Hilton Head Island, a cyclist was injured by a falling tree and was transported to the hospital.
- 7/20/2024: Hilton Head Island Emergency Management reported four structures struck by lightning near the Harbour Town area. The lightning strikes occurred between 8 pm EST and 9 pm EST. A fire occurred at one of the structures. Estimated damage is approximately $50,000.
- 8/16/2024: The Hilton Head Island Beach Patrol reported one adult male fatality near 21 Dune Lane and another adult male fatality near 7 Ketch Lane due to a large set of waves pulling the individuals back into the water and behind the breakers where a strong rip current formed.

Table 4-6: Town of Hilton Head Island Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$500,000	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$215,500	0	4	$7,000	0	1
Lightning	$1,525,000	2	5	$50,000	0	0
Hail	$1,000,500	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	2	0	$0	2	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$3,241,500**	**4**	**9**	**$57,000**	**2**	**1**

Source: NOAA's Storm Events Database

Town of Port Royal Notable Events:

- 6/12/2021: A Beaufort County emergency manager reported live power lines down near the 1600 block of Edinburgh Avenue due to thunderstorm winds. Estimated damage is approximately $1,250.
- 6/20/2021: A Beaufort County emergency manager reported a tree down near the intersection of Richard Avenue and 15th Street in Port Royal due to thunderstorm wind. Estimated damage is approximately $1,000.
- 7/7/2021: A National Weather Service (NWS) storm survey team determined that an EF-1 tornado occurred near Port Royal in Beaufort County. This tornado was likely part of the same storm that hit Parris Island just to the south, as previously noted under Beaufort County. It began near 11th Street, between Paris and London Avenues, where it snapped several trees including one tree that hit a home on 11th Street. The tornado continued northward across 14th and 15th Streets, close to Paris Avenue. Many hardwood trees and large limbs were snapped in this area, which also took down some powerlines along Paris Avenue. The tornado then moved across the southern portion of Paris Avenue West, snapping more trees and limbs with some falling on a few homes and buildings. Finally, the tornado crossed Ribaut Road, ending just north of the intersection of Ribaut and Royal Palms Roads. In total, the tornado damaged at least 44 buildings in Port Royal and caused an estimated one million dollars in damage. The maximum strength of the tornado was estimated to be EF-1, with peak winds of 95 mph. Estimated damage is approximately $1,000,000.
- 8/19/2022: The Beaufort County 911 Call Center reported lightning striking a tree and igniting a small fire near the Navy Hospital. Estimated damage is approximately $1,000.

Table 4-7: Town of Port Royal Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$1,000,000	0	0	$1,000,000	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$41,250	0	0	$22,250	0	0
Lightning	$4,000	0	0	$4,000	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$1,045,250**	**0**	**0**	**$1,026,250**	**0**	**0**

Source: NOAA's Storm Events Database

Colleton County

According to Table 4-8, Hurricanes/tropical storms and flooding constitute about 42% of the historic losses and 90% of the recent losses in Colleton County. Winter storms and drought make up another 33% of the historic total. Crop and property losses were equal in their proportion to the historic total, although the most recent event resulting in crop damage was in 2012. Hurricanes, coastal erosion, lightning, winter storms, windstorms, and extreme heat events have all resulted in fatalities in Colleton County. Most of the injuries occurred from tornadoes. In the recent time frame between 2019-2024, the most damage was from hurricanes, while windstorms, lightning, and coastal erosion events were the cause of all deaths and injuries. Table 4-9 to 4-14 shows natural hazard losses for municipalities in Colleton County.

Colleton County Notable Events:

- 4/19/2019: A firefighter reported widespread damaging winds arriving ahead of a cold front brought down numerous trees in Hendersonville and surrounding areas. Estimated damage is approximately $11,000.
- 2/7/2020: Emergency management reported a strong wind event from a departing cold front throughout the Colleton County led to several trees being downed. Estimated damage is approximately $11,000.
- 3/12/2022: South Carolina Highway Patrol reported numerous trees down across Colleton County due to gusty winds ahead of a strong cold front. Estimated damage is approximately $10,000.
- 3/31/2022: South Carolina Highway Patrol reported a tree down in the roadway near the intersection of Bells Highway and Delarco Lane due to gusty winds. Another tree was downed near the intersection of Poplar and Peters Street. Estimated damage is approximately $1,500.
- 7/9/2022: Colleton County dispatch reported a lightning strike to a residential building on the 1200 block of Hammocks Way. The strike caused a fire and damage to the structure. Estimated damage is approximately $15,000.
- 5/27/2023: Colleton County Emergency Management reported several trees down across the county due to strong wind gusts. Trees fell and blocked the roadway on Green Pond Highway, Round O Road, and Mt. Carmel Road. Elsewhere, trees were also down along Lowcountry Highway, Williams Road, Augusta Highway, Ruffin Road, and Stokes Road. Estimated damage is approximately $10,000.
- 9/26/2024: Strong winds associated with Helene produced widespread tree damage across the entire county. Colleton County Emergency Management reported at least 14 homes impacted across the entire county during the event, with 1 of these homes sustaining major damage. Estimated damage is approximately $1,152,000.

Table 4-8: Colleton County Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$757,002	0	10	$0	0	0
Hurricane	$26,284,930	2	0	$1,152,000	0	0
Windstorm	$9,055,594	1	7	$156,935	1	1
Lightning	$1,834,593	2	5	$22,258	0	1
Hail	$408,001	0	1	$0	0	0
Drought	$20,034,978	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$495,089	0	0	$0	0	0
Flooding	$25,090,386	0	0	$404,843	0	0
Winter Storm	$20,595,255	2	1	$0	0	0
Coastal	$1,790,402	2	3	$0	0	2
Extreme Heat	$15,723,528	1	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$122,069,757**	**11**	**28**	**$1,736,037**	**1**	**4**

Source: SHELDUS and NOAA's Storm Events Database

Town of Cottageville Notable Events:

- 6/27/2020: Law enforcement reported a tree down on South Carolina 651 and Wesley Grove Road due to thunderstorm outflow. Estimated damage is approximately $1,000.
- 7/4/2023: Colleton County dispatch reported one tree down near the intersection of Wild Turkey Lane and Cottageville Highway from scattered thunderstorms creating strong wind gusts. Estimated damage is approximately $1,000.
- 7/26/2024: Colleton County Emergency Management reported a tree down blocking one lane at the intersection of Rhode Drive and Peirce Road due to scattered thunderstorms and gusty winds. Estimated damage is approximately $1,000.
- 8/6/2024: Law enforcement reported a portion of roadway damaged in the 100 Block of Good Hope Landing Lane due to flash flooding associated with rain bands from Hurricane Debby. Estimated damage is approximately $10,000.
- 8/8/2024: Colleton County Emergency Management reported a tree and power lines down, blocking one lane near the intersection of Wesley Grove Road and Rehoboth Road following thunderstorms and strong winds. Estimated damage is approximately $2,250.
- 8/11/2024: Thunderstorm induced wind led to Colleton County emergency manager reported a tree down along Augusta Highway near the intersection with Peirce Road. Estimated damage is approximately $1,000.

Table 4-9: Town of Cottageville Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$65,500	0	1	$8,750	0	1
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$1,000	0	0	$10,000	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$66,500**	**0**	**1**	**$18,750**	**0**	**1**

Source: NOAA's Storm Events Database

Town of Edisto Beach Notable Events:

- 8/29/2019: The Dockside Restaurant on Docksite Road was flooded by waters from Big Bay Creek. Water was several inches deep inside the building.
- 4/13/2020: An EF-2 tornado was confirmed, with an estimated maximum wind speed of 125 mph. It started as a waterspout off the coast, moved inland across the southern end of Edisto Beach, continued a northeast track across a golf course, and dissipated in the marsh just northeast of Lybrand Street. With over a mile of travel, the tornado caused damage to several homes—large sections of the roofs were removed, glass doors and windows were broken, the wall facing the road of a home was pushed towards the road, numerous trees were snapped off and uprooted, power lines were knocked down, a boat and several vehicles were damaged, and a utility trailer was flipped over. Estimated damage is approximately $600,000, not including one completely demolished structure.
- 9/15/2020: Astronomical high tides resulted from a new moon cycle and strong northeast winds. According to public reports, several buildings along Docksite Road are flooded with several inches of water in the buildings. Flood waters came from Big Bay Creek due to coastal flooding.
- 9/18/2020: The Town of Edisto Fire Department and Colleton County Fire and Rescue were dispatched to a water rescue in the 1300 block of Palmetto Boulevard on Edisto Beach. One child was pulled away from shore by a rip current and was rescued by an adult male prior to the arrival of first responders.

The child was uninjured and the adult rescuer was in serious condition and was transported to the Medical University of South Carolina's (MUSC) hospital in Charleston.

- 11/8/2021: Multiple flooding events were reported including roadway flooding on Scott Creek Drive, water up to the door entrances at Dockside restaurant and Edisto Seafood, roadway flooding on Jungle Road near the intersection with Whaley Street, and water under a home along Jungle Shores Drive.
- 9/30/2023: Storm surge associated with Tropical Storm Idalia breaching the dunes in the 500, 2100 and 2200 Blocks of Palmetto Boulevard on Edisto Island, SC. Water was reported flowing under elevated homes and into portions of roadways, including Palmetto Boulevard, Lybrand Street, Docksite Road and Wyndham Street. Water also entered several structures, especially along Docksite Road and other areas adjacent to Big Bay Creek along the inland side of the island. Water was also covering all four lanes of Highway 174 near Jungle Road.
- 12/17/2023: A flooding event occurred leading to significate sand and water displacement onto Palmetto Blvd in the 100 block through the 600 block and spot locations along Point Street. Majority of damage occurred to the roadway with minor damages to areas under homes from water and sand intrusion.
- 9/9/2024: Two EF-1 tornadoes were spawned from Tropical Storm Debbie with an estimated maximum wind speed of 97 mph. One tornado began as a waterspout, moved onshore near the intersection of Highway 174 and Palmetto Blvd traveled almost 3 miles into unincorporated Colleton County. Within minutes a second tornado spawned on the southern end of the Beach. One home was completely demolished, along with several other homes and businesses within Town limits, in unincorporated Colleton County one home was demolished as were many others damaged. Estimated repairable damages within Town limits is approximately $200,000.

Table 4-10: Town of Edisto Beach Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$800,000	0	0	$800,000	0	0
Hurricane	$4,917,071	0	0	$0	0	0
Windstorm	$12,500	0	0	$0	0	0
Lightning	$0	0	0	$15,000	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	1	$0	0	1
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$5,729,571**	**0**	**1**	**$815,000**	**0**	**1**

Source: NOAA's Storm Events Database

Town of Lodge Notable Events:

- No reported events between 2019-2024.

Table 4-11: Town of Lodge Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$5,000	0	0	$0	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$5,000**	**0**	**0**	**$0**	**0**	**0**

Source: NOAA's Storm Events Database

Town of Smoaks Notable Events:

- 8/12/2022: The South Carolina Highway Patrol reported a tree down due to thunderstorm outflow near the intersection of Beulah Road and Lodge Highway. Estimated damage is approximately $1,000.
- 6/7/2023: A Colleton County emergency manager reported a tree down along Community Lane near Gateway Lane due to thunderstorm wind. Estimated damage is approximately $1,000.
- 8/16/2023: A Colleton County emergency manager reported a tree down due to thunderstorm outflow near 3000 Clatty Farm Road. Estimated damage is approximately $1,000.
- 8/6/2024: Law enforcement reported a portion of roadway washed out near the intersection of Mill Pond Road and Low Country Highway from flash flooding due to heavy rainfall associated with Hurricane Debby. Estimated damage is approximately $10,000.

Table 4-12: Town of Smoaks Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$12,500	0	0	$3,000	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$10,000	0	0	$10,000	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$22,500**	**0**	**0**	**$13,000**	**0**	**0**

Source: NOAA's Storm Events Database

City of Walterboro Notable Events:

- 4/13/2020: The Colleton County Fire Rescue Emergency Management Division reported a tree down on a residence in the 700 block of Barracada Road due to strong inflow winds near a passing tornado. Three people were trapped inside, which included one injured person and one adult female fatality.
- 7/28/2021: Colleton County Fire and Rescue reported a tree down on a residence on Dandridge Road. Very heavy rain and saturated soils, in addition to gusty winds, likely contributed to the fallen tree. Estimated damage is approximately $5,000.
- 7/4/2022: Thunderstorm wind caused a tree reported down at Churchill Road at Overhill Road. Estimated damage is approximately $1,000.
- 7/10/2022: Colleton County Emergency Management reported a tree down at 900 Robertson Boulevard from thunderstorm winds. Estimated damage is approximately $1,000.
- 5/24/2024: Colleton County Emergency Management reported a tree down on Hiers Corner Road due to thunderstorm wind. Estimated damage is approximately $1,000.
- 6/6/2024: Colleton County Emergency Management reported a tree down along the 2600 Block of Hendersonville Highway due to thunderstorm outflow. Estimated damage is approximately $1,000.
- 7/20/2024: Colleton County Emergency Management reported a tree down at Jefferies Highway and Cougar Nation Drive due to thunderstorm wind. Estimated damage is approximately $1,000.

Table 4-13: City of Walterboro Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$629,530	1	1	$14,250	1	1
Lightning	$10,000	0	0	$0	0	0
Hail	$2,000	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$507,720	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$1,149,250**	**1**	**1**	**$14,250**	**1**	**1**

Source: NOAA's Storm Events Database

Town of Williams Notable Events:

- 7/30/2023: Following strong thunderstorm winds, Colleton County Emergency Management reported a tree down at the intersection of Garris Avenue and Williams Road, blocking both lanes. Another tree was down around the 2600 block of Williams Road and was also blocking both lanes. Estimated damage is approximately $1,000.
- 5/9/2024: Colleton County dispatch reported a tree down in the roadway at Mill Pond Road and Lowcountry Highway due to thunderstorm wind. Estimated damage is approximately $1,000.

Table 4-14: Town of Williams Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$14,000	0	0	$2,000	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$14,000**	**0**	**0**	**$2,000**	**0**	**0**

Source: NOAA's Storm Events Database

Hampton County

As depicted in Table 4-15, the historical impact of natural hazards on Hampton County is largely due to winter storms, drought, and extreme heat. Sixty percent of the historic impact is from crop losses, including $2,170,000 of crop damage resulting from Hurricane Helene in 2024. Hurricanes produced the most damage in the recent time frame between 2019-2024. Fatalities resulted from windstorms, lightning, flooding, winter storms, and extreme heat, and tornadoes. Most notably was the EF-4 tornado that struck the County in April of 2020 which tragically claimed the lives of 5 individuals and injured 60 others. Tables 4-16 to 4-24 show natural hazard losses for municipalities in Hampton County.

Hampton County Notable Events:

- 2/7/2020: The South Carolina Highway Patrol reported a tree in the roadway near the intersection of Bamburg Highway and Salkehatchie Highway due to strong winds. Estimated damage is approximately $1,000.
- 3/12/2022: South Carolina Highway Patrol reported two trees down in Hampton County due to gusty winds. Estimated damage is approximately $1,000.
- 6/7/2023: The Hampton County 911 Call Center reported two trees down on Wade Hampton Road between McDill Lane and Highway 363 and another tree down on Cemetery Road near Highway 273 due to thunderstorm winds. Estimated damage is approximately $3,000.
- 7/19/2023: Hampton County dispatch reported several trees down outside the towns of Hampton and Varnville due to thunderstorm outflow. Estimated damage is approximately $5,000.

- 8/6/2024: A Hampton County emergency manager reported two homes flooded along Willard Street in the town of Hampton, South Carolina. In addition, several roads were washed out or flooded across the county due to heavy rain associated with Hurricane Debby. Estimated damage is approximately $100,000.
- 8/7/2024: A Hampton County emergency manager reported that the shoulder of Hendersonville Highway was washed out due to prolonged flooding following Hurricane Debby. Estimated damage is approximately $5,000.
- 9/26/2024: Strong winds associated with Helene produced widespread trees and power lines down across the entire county. Hampton County Emergency Management reported at least 88 homes impacted during the event, with 5 destroyed and 7 others sustaining major damage. South Carolina Forestry Commission reported that over 10,500 acres of timberland were impacted, with over $2,000,000 in estimated damage. Total estimated damage is approximately $3,510,000.

Table 4-15: Hampton County Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$550,499	5	66	$0	5	60
Hurricane	$9,071,183	0	0	$3,510,000	0	0
Windstorm	$3,216,685	2	2	$19,765	0	0
Lightning	$845,311	2	1	$0	0	0
Hail	$282,320	0	0	$0	0	0
Drought	$19,822,552	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$495,089	0	0	$0	0	0
Flooding	$3,097,021	2	0	$136,855	0	0
Winter Storm	$19,940,430	2	1	$0	0	0
Coastal	$22,484	0	0	$0	0	0
Extreme Heat	$15,723,528	3	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Totals	**$73,067,102**	**16**	**70**	**$3,666,621**	**5**	**60**

Source: SHELDUS

Town of Brunson Notable Events:

- 6/11/2023: The Hampton County 911 Call Center reported one tree down in the Town following strong thunderstorm winds. Estimated damage is approximately $1,000.
- 8/7/2023: The Hampton County 911 Call Center reported a tree down on Joe Miley Road due to thunderstorm winds. Estimated damage is approximately $1,000.

Table 4-16: Town of Brunson Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$11,250	0	0	$2,000	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$2,000	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$13,250**	**0**	**0**	**$2,000**	**0**	**0**

Source NOAA's Storm Events Database

Town of Estill Notable Events:

- 4/13/2020: A National Weather Service storm survey confirmed an EF-4 tornado with maximum winds of 175 mph in central Hampton County. The tornado began just north of Collie Road, about 3 miles west-northwest of Scotia, South Carolina, snapping and uprooting trees and damaging the Federal Correctional Institution in Estill as it tracked northeast. It crossed Highway 321 near County Road S-25-35, strengthening and causing substantial damage. The long-track, wide tornado destroyed numerous residences, including mobile and single-family homes, and tossed vehicles 50 to 75 yards. At peak, it reached a width of 0.75 miles, damaging thousands of trees and power lines. The worst structural damage occurred south of Estill and across Nixville, where at least six homes were destroyed. The tornado continued northeast, producing EF-2 to EF-3 damage along Sprayfield Road to Lena Expressway, then destroyed a mobile home near Highway 3 and Highway 601, killing 2 adult males. It further damaged homes near Turner Expressway and Brandy Lane, where another mobile home was destroyed, killing 3 people. Peak EF-4 intensity occurred along Lento Road, where a two-story home was completely destroyed. The tornado weakened as it moved northeast, crossing Highway 278 and Yemassee Highway before dissipating near Old Salkehatchie Highway and Archie Road near the Hampton/Colleton County line. The tornado traveled about 24 miles, killing 5 people and injuring 60, with some victims thrown 30–50 yards from mobile homes.

Table 4-17: Town of Estill Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	5	60	$0	5	60
Hurricane	$0	0	0	$0	0	0
Windstorm	$40,500	0	0	$0	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$40,500**	**5**	**60**	**$0**	**5**	**60**

Source: NOAA's Storm Events Database

Town of Furman Notable Events:

- No reported events between 2020-2024.

Table 4-18: Town of Furman Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$3,000	0	0	$0	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$3,000**	**0**	**0**	**$0**	**0**	**0**

Source: NOAA's Storm Events Database

Town of Gifford Notable Events:

- 7/22/2021: A tree fell on a powerline on Thomas Hamilton Road due to thunderstorm winds. Estimated damage is approximately $1,000.

Table 4-19: Town of Gifford Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$8,000	0	0	$1,000	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$8,000**	**0**	**0**	**$1,000**	**0**	**0**

Source: NOAA's Storm Events Database

Town of Hampton Notable Events:

- 6/14/2022: Reported tree down near the intersection of Willard Street Extension and Barry Avenue following thunderstorm winds. Estimated damage is approximately $1,000.
- 6/7/2023: The public reported a large limb down on a power line along Highway 601 North due to thunderstorm winds. Estimated damage is approximately $1,500.
- 8/30/2023: Rushing flood waters from a creek surrounded a house in the 500 Block of Willard Street Extension due to heavy rainfall associated with Tropical Storm Idalia. An emergency manager also reported railroad tracks were beginning to wash out near the B and S Cleaners and unpaved Smith Road completely washed out near the intersection with Hickory Hill Road. Daily rainfall amounts up to 7.33 inches were recorded by the time of flash flooding started across the area. Estimated damage is approximately $30,000.

Table 4-20: Town of Hampton Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$104,500	0	0	$2,500	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$30,000	0	0	$30,000	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$134,500**	**0**	**0**	**$32,500**	**0**	**0**

Source: NOAA's Storm Events Database

Town of Luray Notable Events:

- No reported events between 2020-2024.

Table 4-21: Town of Luray Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$2,000	0	0	$0	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$2,000	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$4,000**	**0**	**0**	**$0**	**0**	**0**

Source: NOAA's Storm Events Database

Town of Scotia Notable Events:

- No reported events between 2020-2024.

Table 4-22: Town of Scotia Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$2,000	0	0	$0	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$2,000**	**0**	**0**	**$0**	**0**	**0**

Source: NOAA's Storm Events Database

Town of Varnville Notable Events:

- 4/5/2022: A National Weather Service Storm Survey Team confirmed an EF-0 tornado with an estimated maximum wind speed of 82 mph in Hampton County, South Carolina. The tornado initially touched down just west of Pepper Street, then tracked northeast across U.S. 278, snapping and uprooting trees and causing minor roof damage to one home near the intersection of Oak Street and Howard Street. The tornado then continued a northeast path across a mostly wooded area, where it snapped and uprooted trees, before ending in an open field just east of the intersection of Papas Road and Mill Pond Road, where it snapped and uprooted a few more trees, overturned utility trailers, and threw a small grain bin.
- 6/17/2022: A social media report indicated golf ball size hail near the intersection of Highway 278 and Highway 68 during a thunderstorm event.

Table 4-23: Town of Varnville Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	n/a	0	0	$0	0	0
Windstorm	$13,000	0	0	$0	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	n/a	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	n/a	0	0	$0	0	0
Flood	$1,000	0	0	$0	0	0
Winter Storm	n/a	n/a	n/a	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$14,000**	**0**	**0**	**$0**	**0**	**0**

Source: NOAA's Storm Events Database

Town of Yemassee Notable Events:

- 6/20/2021: A Beaufort County emergency manager reported a tree down near the intersection of Old Sheldon Road and Castle Hall Road due to thunderstorm winds. Estimated damage is approximately $1,000.
- 8/16/2023: A Beaufort County emergency manager reported a tree down due to thunderstorm outflow along the 600 Block of River Road. Estimated damage is approximately $1,000.

Table 4-24: Town of Yemassee Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$20,250	0	0	$2,000	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$20,250**	**0**	**0**	**$2,000**	**0**	**0**

Source: NOAA's Storm Events Database

Jasper County

Historically, 48% of losses in Jasper County were due to crop damage. Of historic property damage, flooding is responsible for 32% of the total and averages $225,781 in property losses annually. More recently, losses were a result of hurricanes, but the County suffered no loss of life and had only 1 injury from windstorms. Tables 4-26 and 4-27 show natural hazard losses for municipalities in Jasper County.

Jasper County Notable Events:

- 3/6/2020: Following strong winds, law enforcement reported 4 trees down on Highway 336. One of the trees fell on a car and injured the driver. Estimated damage is approximately $10,000.
- 6/28/2021: A lightning strike caused a tree down and blocked one lane on Highway 170 about 2 miles east of the Savannah River. Estimated damage is approximately $1,000.
- 3/12/2022: South Carolina Highway Patrol reported numerous trees down across Jasper County due to gusty winds. Estimated damage is approximately $10,000.
- 6/8/2022: The South Carolina Highway Patrol reported a tree down near the intersection of Forest Avenue and Rock Street due to thunderstorm winds. Estimated damage is approximately $1,000.
- 7/23/2023: Jasper County dispatch reported 4 power poles down in the 2000 block of West Frontage Road due to thunderstorm winds. Estimated damage is approximately $4,000.
- 8/15/2023: The Jasper County 911 Call Center reported power lines on fire due to fallen branches near the intersection of Cotton Hill Road and Cypress Branch Road due to thunderstorm winds.

Estimated damage is approximately $1,750.

- 8/6/2024: Jasper County Emergency Management reported Langfordville Road collapsed over Beaverdam Branch, washing a car and occupant downstream. An adult female was rescued from the floodwaters without injury. Estimated damage is approximately $100,000.
- 9/26/2024: Strong winds associated with Helene produced widespread tree damage across the entire county. Jasper County Emergency Management reported at least 114 homes impacted during the event across the entire county, with 15 destroyed and 19 others sustaining major damage. Estimated damage is approximately $1,860,000.

Table 4-25: Jasper County Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$709,039	0	1	$0	0	0
Hurricane	$8,131,968	0	0	$1,860,000	0	0
Windstorm	$6,237,960	2	6	$59,255	0	1
Lightning	$87,511	0	2	$1,214	0	0
Hail	$196,315	0	0	$0	0	0
Drought	$20,034,978	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$566,147	0	0	$0	0	0
Flood	$16,064,740	0	0	$100,000	0	0
Winter Storm	$19,602,588	1	1	$0	0	0
Coastal Erosion	$1,346,321	0	0	$0	0	0
Extreme Heat	$15,723,528	2	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$88,701,096**	**6**	**10**	**$2,020,469**	**0**	**1**

Source: SHEDLUS

City of Hardeeville Notable Events:

- 2/22/2019: Department of Transportation reported power lines down at the intersection of Main Street and Epps Avenue due to thunderstorm winds. Estimated damage is approximately $1,250.
- 6/14/2023: The media reported power lines down across Interstate 95 in Hardeeville following strong thunderstorm winds. Both southbound and northbound lanes were closed near Exit 5. Estimated damage is approximately $1,250.

Table 4-26: City of Hardeeville Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$50,000	0	1	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$62,000	0	0	$2,500	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$112,000**	**0**	**1**	**$2,500**	**0**	**0**

Source: NOAA's Storm Events Database

Town of Ridgeland Notable Events:

- 8/8/2023: The Jasper County 911 Call Center reported a tree down in the 1500 Block of Grays Highway near the Ridgeland Airport due to thunderstorm outflow. Estimated damage is approximately $1,000.

Table 4-27: Town of Ridgeland Historical and Recent Losses

Hazards	Historical Impact 1960-2024			Recent Impact 2019-2024		
	Total Losses ($2024)	Fatalities	Injuries	Total Losses ($2024)	Fatalities	Injuries
Tornado	$0	0	0	$0	0	0
Hurricane	$0	0	0	$0	0	0
Windstorm	$13,500	0	0	$1,000	0	0
Lightning	$0	0	0	$0	0	0
Hail	$0	0	0	$0	0	0
Drought	$0	0	0	$0	0	0
Earthquake	$0	0	0	$0	0	0
Wildfire	$0	0	0	$0	0	0
Flood	$0	0	0	$0	0	0
Winter Storm	$0	0	0	$0	0	0
Coastal Erosion	$0	0	0	$0	0	0
Extreme Heat	$0	0	0	$0	0	0
Terrorism	$0	0	0	$0	0	0
Hazardous Materials	$0	0	0	$0	0	0
Cyber Attack	$0	0	0	$0	0	0
Total	**$13,500**	**0**	**0**	**$1,000**	**0**	**0**

Source: NOAA's Storm Events Database

4.3 HAZARD POTENTIAL RANKING

According to historical data and current assessments, the twelve natural hazards are ranked based on different factors including property loss information, fatalities/ injuries, hazard profiles, and community survey results. These factors were weighted and ranked based on the resulting scores; lower scores correlate to higher hazard potential. Hurricane ranked the highest with a risk score of 3 and cyber attack is the lowest risk score of 12.9. Table 4-28 displays the ranking.

Table 4-28: Lowcountry Hazard Potential Ranking

Hazards	Weighted Risk Score[1]	Property Damage	Public Concern[2]	Fatalities	Injuries
1. Hurricane	3	2	1	7	5
2. Windstorm	3.1	5	2	1	3
3. Extreme Heat	4.1	4	3	5	6
4. Flooding	4.4	1	5	8	9
5. Lightning	4.6	7	4	2	2
6. Tornado	6.3	8	6	6	1
7. Winter Storm	6.4	6	9	3	7
8. Coastal Erosion	7.2	9	8	4	4
9. Drought	7.8	3	11	12	12
10. Terrorism	10.5	12	7	12	12
11. Hail	10.7	11	10	12	8
12. Wildfire	11.5	10	13	12	12
13. HAZMAT	12	12	12	12	12
14. Earthquake	12.6	12	14	12	12
15. Cyber Attack	12.9	12	15	12	12

Note: [1]Weighted Risk Score = (Property Damage*0.4) + (Public Concern*0.3) + (Fatalities*0.2) + (Injuries*0.1), [2]Ranked by the residents' greatest cause of concern for their life and property

4.4 OVERALL VULNERABILITY BY HAZARD

This section organizes vulnerability in terms of locations and then hazard type for the 12 natural hazards. Since each jurisdiction has relatively the same amount of probability within each county, unless noted, their vulnerability is similar.

Beaufort County

Tornado

The county has relatively moderate likelihood for experiencing tornadoes, with a 62% chance of occurrence. Between 2020 and 2024, there were 7 tornado events in the county. Two events occurred in the Town of Bluffton and two events occurred in the Town of Port Royal, which $1,214,422 in financial losses, and no injuries or deaths.

Hurricane

The county has a relatively high likelihood of experiencing hurricanes, with a 108% chance of occurrence. Between 2020 and 2024, there were 12 hurricane events in the county, which caused $231,442 in financial

losses, and 3 injuries and no deaths.

Windstorm

There is a relatively high likelihood of experiencing windstorms, with a 1524% chance of occurrence. Between 2020 and 2024, there were 174 windstorm events in the county, which caused $246,089 financial losses, 1 injury and no deaths.

Lightning

Beaufort County has a relatively high likelihood of experiencing lightning, with a 534,885% chance of occurrence. Between 2020 and 2024, there were 37,054 lightning strike events in the county, which caused $298,216 in financial losses, 2 injuries and no deaths.

Hail

The county has a relatively high likelihood of experiencing hailstorms, with a 206% chance of occurrence. Between 2020 and 2024, there were 7 hail events in the county, which caused no financial losses, and no injuries or deaths.

Earthquake

The county has a low probability of experiencing an earthquake event and they are rarely felt.

Wildfire

The county has a relatively high likelihood of experiencing wildfires, with a 4,848% chance of occurrence. Between 2020 and 2024, there were 66 wildfire events in the county, which caused no financial losses, and no injuries or deaths.

Flood

The county has a relatively high likelihood of experiencing flooding, with a 128% chance of occurrence. Between 2020 and 2024, there were 5 flooding events in the county, which caused $12,196 financial losses, and no injuries or deaths.

Winter Storm

The county has a relatively low likelihood of experiencing winter storms, with a 23% chance of occurrence. Between 2020 and 2025, there was 1 winter storm event in the county, which caused no financial losses, and no injuries or deaths.

Extreme Heat

The county has a relatively moderate likelihood for experiencing extreme heat, with a 55% chance of occurrence. Between 2020 and 2024, there were 2 extreme heat events in the county, which caused no financial losses, and 1 injury and no deaths.

Drought

Beaufort County has a relatively high likelihood of experiencing drought, with a 1,500% chance of occurrence. Between 2020 and 2025, there were 48 drought events in the county, which caused no financial losses, and no injuries or deaths.

Colleton County

Tornado

The county has a relatively moderate likelihood for experiencing tornadoes, with a 69% chance of occurrence. Between 2020 and 2024, there were 10 tornado events in the county, which caused $800,000 losses, and no injuries or deaths.

Hurricane

Colleton County has a relatively high likelihood of experiencing tornadoes, with a 108% chance of occurrence. Between 2020 and 2024, there were 12 hurricane events in the county, which caused $1,152,000 in financial losses, and no injuries or deaths.

Windstorm

There is a relatively high likelihood for windstorms, with a 2,728% chance of occurrence. Between 2020 and 2024, there were 351 windstorm events in the county, which caused $156,935 in financial losses, and 1 injury and 1 death.

Lightning

The county has a relatively high likelihood for experiencing lightning, with a 767,392% chance occurrence. Between 2020 and 2024, there were 57,428 lightning strike events in the county, which caused $22,258 in financial losses, 1 injury and no deaths.

Hail

Colleton County has a relatively high likelihood of experiencing lightning, with a 217% chance of occurrence. Between 2020 and 2024, there were 5 hail events in the county, which caused no financial losses, and no injuries or deaths.

Earthquake

The county has a low probability of experiencing an earthquake event and they are rarely felt.

Wildfire

The county has a relatively high likelihood for experiencing wildfires, with a 14,973% chance of occurrence. Between 2020 and 2024, there were 343 wildfire events in the county, which caused no financial losses, and no injuries or deaths.

Flood

Colleton County has a relatively high likelihood of experiencing flooding, with a 121% chance of occurrence. Between 2020 and 2024, there were 12 flooding events in the county, which caused $404,843 in financial losses, and no injuries or deaths.

Winter Storm

The county has a relatively low likelihood for experiencing winter storms, with a 47% chance of occurrence. Between 2020 and 2025, there were 3 winter storm events in the county, which caused no financial losses, and no injuries or deaths.

Extreme Heat

The county has a relatively low likelihood of experiencing extreme heat, with a 27% chance of occurrence. Between 2020 and 2024, there were no extreme heat events in the county.

Drought

There is a relatively high likelihood of experiencing drought in the county, with a 1608% chance of occurrence. Between 2020 and 2025, there were 66 drought events in the county, which caused no financial losses, and no injuries or deaths.

Hampton County

Tornado

The county has a relatively low likelihood of experiencing tornadoes, with a 28% chance of occurrence. Between 2020 and 2024, there were 3 tornado events in the county, which caused no financial losses, and 60 injuries and 5 deaths.

Hurricane

Hampton County has a relatively high likelihood of experiencing hurricanes, with a 108% chance of occurrence. Between 2020 and 2024, there were 12 hurricane events in the county, which caused $3,510,000 in financial losses, and no injuries or deaths.

Windstorm

The county has a relatively high likelihood of experiencing windstorms, with an 859% chance of occurrence. Between 2020 and 2024, there were 53 windstorm events in the county, which caused $19,765 in financial losses, and no injuries or deaths.

Lightning

The county has a relatively high likelihood for experiencing lightning, with a 346,385% chance of occurrence. Between 2020 and 2024, there were 23,521 lightning strike events in the county, which caused no financial losses, and no injuries or deaths.

Hail

Hampton County has a relatively high likelihood of experiencing hailstorms, with a 108% chance of

occurrence. Between 2020 and 2024, there were 8 hail events in the county, which caused no financial losses, and no injuries or deaths.

Earthquake

The county has a low probability of experiencing an earthquake event and they are rarely felt.

Wildfire

The county has a relatively high likelihood of experiencing wildfires, with a 6,068% chance of occurrence. Between 2020 and 2024, there were 170 wildfire events in the county, which caused no financial losses, and no injuries or deaths.

Flood

There is a relatively low likelihood of experiencing flooding, with a 38% chance of occurrence. Between 2020 and 2024, there were 3 flooding events in the county, which caused $136,855 financial losses, and no injuries or deaths.

Winter Storm

The county has a relatively low likelihood for experiencing winter storms, with a 30% chance of occurrence. Between 2020 and 2025, there were 2 winter storm events in the county, which caused no financial losses, and no injuries or deaths.

Extreme Heat

The county has a relatively low likelihood of experiencing extreme heat, with a 17% chance of occurrence. Between 2020 and 2024, there were no extreme heat events in the county.

Drought

Hampton County has a relatively high likelihood of experiencing drought, with a 1,838% chance of occurrence. Between 2020 and 2025, there were 72 drought events in the county, which caused no financial losses, and no injuries or deaths.

Jasper County

Tornado

The county has a relatively low likelihood for experiencing tornadoes, with a 15% chance of occurrence. Between 2020 and 2024, there were no tornado events in the county, which caused no financial losses, and no injuries or deaths.

Hurricane

Jasper County has a relatively high likelihood of experiencing hurricanes, with a 108% chance of occurrence. Between 2020 and 2024, there were 12 hurricane events in the county, which caused $1,860,000 financial losses, and no injuries or deaths.

Windstorm

The county has a relatively high likelihood for experiencing windstorms, with a 1,156% chance of occurrence. Between 2020 and 2024, there were 76 windstorm events in the county, which caused $59,255 in financial losses, and 1 injury and no deaths.

Lightning

There is a relatively high likelihood of experiencing lightning, with a 578,092% chance of occurrence. Between 2020 and 2024, there were 41,911 lightning strike events in the county, which caused $1,214 in financial losses, and no injuries or deaths.

Hail

The county has a high likelihood of experiencing hailstorms, with a 100% chance of occurrence. Between 2020 and 2024, there were 3 hail events in the county, which caused no financial losses, and no injuries or deaths.

Earthquake

The county has a low probability of experiencing an earthquake event and they are rarely felt.

Wildfire

Jasper County has a high relatively likelihood of experiencing wildfires, with a 10,784% chance of occurrence. Between 2020 and 2024, there were 180 wildfire events in the county, which caused no financial losses, and no injuries or deaths.

Flood

The county has a low likelihood of experiencing flooding, with a 38% chance of occurrence. Between 2020 and 2024, there was 1 flooding event in the county, which caused $100,000 financial losses, and no injuries or deaths.

Winter Storm

The county has a relatively low likelihood of experiencing winter storms, with a 27% chance of occurrence. Between 2020 and 2025, there were 2 winter storm events in the county, which caused no financial losses, and no injuries or deaths.

Extreme Heat

Jasper County has a relatively low likelihood of experiencing extreme heat, with a 24% chance of occurrence. Between 2020 and 2024, there were no extreme heat events in the county.

Drought

The county has a relatively high likelihood of experiencing drought, with a 1,731% chance of occurrence. Between 2020 and 2025, there were 54 drought events in the county, which caused no financial losses, and no injuries or deaths.

4.5 BUILDING INVENTORY

In addition to the loss information provided using the Spatial Hazard Event and Loss Dataset for the U.S. (SHELDUS™), FEMA's Hazards United States – Multi Hazard (HAZUS-MH) is another tool to help in estimating the dollar replacement values for the Lowcountry's assets. The Lowcountry's assets, including specifically buildings and their occupancy type, that are vulnerable to damage, are shown in Table 4-29. The total value of the Lowcountry's buildings that are exposed to hazards is over $35 billion. The occupancy type that contributes the most to building exposure in the region is residential buildings. The total value of buildings is up by $7 billion since 2020, indicating continued growth of assets and risk. Details for each county are displayed in Table 4-30.

Table 4-29: Lowcountry Building Exposure by General Occupancy

General Occupancy	Number	Value
Residential	110,491	$21,691,991,965
Commercial	7,893	$9,127,596,165
Industrial	1,406	$2,047,605,608
Agriculture	1,204	$571,988,694
Religion	880	$1,159,792,792
Government	364	$649,524,017
Education	153	$2,034,665,153
Total Exposure	**122,391**	**$37,283,164,394**

Source: HAZUS-MH

All counties in the region saw an increase in total exposure value since 2020. During the timeframe of 2020-2024 Beaufort County is the only county to see a decrease in total building count in the Lowcountry. Specifically, the Town of Hilton Head and the unincorporated areas of the County saw a drop in building count and associated exposure value.

- Beaufort County = +$2,472,643,528
- Colleton County= +$1,973,960,814
- Hampton County= +$1,359,879,588
- Jasper County= +$1,465,823,465

Table 4-30: County and Municipality Building Exposure by General Occupancy

County and Municipality	Exposure	Residential	Commercial	Industrial	Agriculture	Religion	Government	Education	Total Exposure
Beaufort County	**Number**	**71,094**	**4,850**	**837**	**160**	**295**	**197**	**96**	**77,529**
	Value	**$16,643,900,252**	**$5,601,664,811**	**$800,570,176**	**$72,958,283**	**$441,947,944**	**$353,031,605**	**$1,363,120,458**	**$25,277,193,528**
City of Beaufort	Number	8,667	1,117	124	28	79	67	23	**10,105**
	Value	$1,546,359,646	$1,344,416,261	$160,421,615	$9,261,352	$90,919,871	$110,820,135	$354,822,925	**$3,617,021,805**
Town of Bluffton	Number	15,153	871	186	25	34	13	19	**16,301**
	Value	$3,538,335,917	$877,294,956	$154,334,634	$14,792,644	$60,456,430	$36,604,444	$267,008,150	**$4,948,827,175**
Town of Hilton Head Island	Number	16,377	1,587	267	51	74	56	25	**18,437**
	Value	$5,043,923,880	$1,910,852,183	$240,246,339	$28,531,311	$121,129,361	$98,523,937	$258,174,626	**$7,701,381,637**
Town of Port Royal	Number	4,293	365	60	9	32	35	8	**4,802**
	Value	$1,147,091,210	$455,856,234	$53,662,409	$2,526,166	$52,532,036	$38,917,918	$38,232,293	$1,788,818,267
Unincorporated Areas	Number	27,509	977	212	49	84	38	23	**28,892**
	Value	$5,347,022,852	$989,499,827	$174,561,684	$17,550,616	$114,092,330	$68,165,170	$440,773,697	**$7,151,666,175**
Colleton County	**Number**	**19,527**	**1,331**	**241**	**994**	**241**	**79**	**23**	**22,436**
	Value	**$2,439,216,992**	**$1,495,651,567**	**$549,229,738**	**$468,377,112**	**$265,052,880**	**$173,133,346**	**$361,528,180**	**$5,752,189,814**
Town of Cottageville	Number	528	31	6	21	6	5	1	**598**
	Value	$55,805,981	$21,352,687	$13,473,175	$7,991,226	$5,106,824	$2,421,684	$17,071,926	**$123,223,503**
Town of Edisto Beach	Number	1,875	73	4	3	3	3	1	**1,962**
	Value	$342,082,003	$40,822,442	$1,856,426	$2,332,322	$2,005,728	$2,904,770	$1,236,753	**$393,240,445**
Town of Lodge	Number	91	13	1	8	2	2	-	**117**
	Value	$11,531,763	$8,676,549	$552,695	$2,762,468	$971,305	$2,431,832	$-	**$26,926,613**
Town of Smoaks	Number	125	8	2	10	2	1	-	**148**
	Value	$13,652,825	$3,030,654	$11,910,465	$4,782,292	$1,709,612	$469,359	$-	**$35,555,208**
City if Walterboro	Number	3,262	711	78	21	58	33	9	**4,172**
	Value	$474,861,515	$962,241,629	$120,253,480	$8,292,065	$49,419,014	$92,538,611	$190,421,929	**$1,898,028,243**
Town of Williams	Number	73	10	2	8	4	1	-	**98**
	Value	$9,678,763	$9,194,398	$2,010,510	$8,002,402	$2,531,084	$210,033	$-	**$31,627,190**
Unincorporated Areas	Number	13,573	485	148	923	166	34	12	**15,341**
	Value	$1,531,604,142	$450,333,206	$399,172,986	$434,214,337	$203,309,312	$72,157,056	$152,797,571	**$3,243,588,612**

County and Municipality	Exposure	Residential	Commercial	Industrial	Agriculture	Religion	Government	Education	Total Exposure
Hampton County	**Number**	**9,567**	**720**	**136**	**26**	**277**	**45**	**21**	**10,792**
	Value	**$1,264,361,287**	**$751,429,987**	**$310,600,026**	**$19,156,861**	**$383,085,458**	**$49,822,957**	**$155,458,012**	**$2,933,914,588**
Town of Brunson	Number	353	18	6	4	10	1	2	**394**
	Value	$46,538,866	$18,071,669	$11,095,311	$2,705,961	$7,437,381	$451,362	$13,559,634	**$99,860,185**
Town of Estill	Number	868	127	19	4	20	4	4	**1,046**
	Value	$133,382,979	$178,897,485	$54,226,688	$3,086,490	$16,340,009	$4,858,182	$28,039,944	**$418,831,778**
Town of Furman	Number	180	9	5	2	3	-	-	**199**
	Value	$22,767,170	$6,489,207	$10,801,558	$3,245,717	$1,017,217	$-	$-	**$44,320,869**
Town of Gifford	Number	167	7	1	-	4	2	-	**181**
	Value	$16,880,324	$7,799,735	$749,212	$-	$4,467,618	$2,061,769	$-	**$31,958,658**
Town of Hampton	Number	1,460	281	37	5	49	23	6	**1,861**
	Value	$221,322,858	$298,351,409	$52,777,741	$651,640	$178,727,625	$28,727,250	$46,277,764	**$826,836,288**
Town of Luray	Number	79	7	1	-	4	-	-	**91**
	Value	$9,713,303	$7,723,257	$420,960	$-	$2,315,754	$-	$-	**$20,173,274**
Town of Scotia	Number	141	9	-	-	4	1	-	**155**
	Value	$15,987,443	$4,688,958	$-	$-	$2,709,121	$130,449	$-	**$23,515,972**
Town of Varnville	Number	1,216	114	23	4	34	11	6	**1,408**
	Value	$154,838,167	$76,387,713	$57,097,954	$879,524	$28,718,855	$4,232,049	$33,606,179	**$355,760,440**
Town of Yemassee	Number	661	92	19	3	26	3	3	**807**
	Value	$85,259,108	$70,894,274	$55,546,724	$1,447,689	$19,596,607	$1,645,197	$16,624,482	**$251,014,081**
Unincorporated Areas	Number	4,635	107	30	6	132	5	3	**4,918**
	Value	$578,837,816	$105,871,629	$85,227,373	$7,436,034	$124,573,186	$7,716,699	$21,458,776	**$931,121,513**
Jasper County	**Number**	**10,303**	**992**	**192**	**24**	**67**	**43**	**14**	**11,635**
	Value	**$1,344,513,434**	**$1,278,849,800**	**$387,205,670**	**$11,496,438**	**$69,706,511**	**$73,536,109**	**$154,558,504**	**$3,319,866,465**
City of Hardeeville	Number	4,553	525	100	7	22	7	6	**5,220**
	Value	$537,668,462	$756,707,029	$178,103,974	$4,145,153	$22,274,668	$14,437,241	$56,339,422	**$1,569,675,949**
Town of Ridgeland	Number	2,782	302	34	9	19	32	7	**3,185**
	Value	$341,786,402	$337,049,835	$95,464,027	$3,964,614	$22,690,269	$50,435,931	$83,937,788	**$935,328,867**
Unincorporated Areas	Number	4,160	200	59	9	29	4	4	**4,465**
	Value	$465,058,570	$185,092,936	$113,637,669	$3,386,671	$24,741,573	$8,662,937	$14,281,294	**$814,861,649**

4.6 DEVELOPMENT TREND

To understand the vulnerability of the built environment within each community, an assessment of the development trends was necessary. This allows us to focus on where and what type of future development will occur and thus determine how to fortify it to be hazard resistant.

Table 4-31 and Figure 4-15 depict the population projections for the Lowcountry region used to determine how the Lowcountry may change over the next 30 years. Based on the 2020 population, the Lowcountry region is projected to increase in population by 0.39% annually to about 370,000 people in 2055. Beaufort and Jasper Counties are anticipating an increase in population by 0.3% and 1.1% annually through 2055. On the other hand, Hampton County is projected to experience negative population growth by -0.74% per year in the same period, while Colleton County experiences a slight growth of 0.16%. This suggests a need for significant development of residential structures as well as commercial structures and infrastructure to keep up with the resulting demand.

Notes

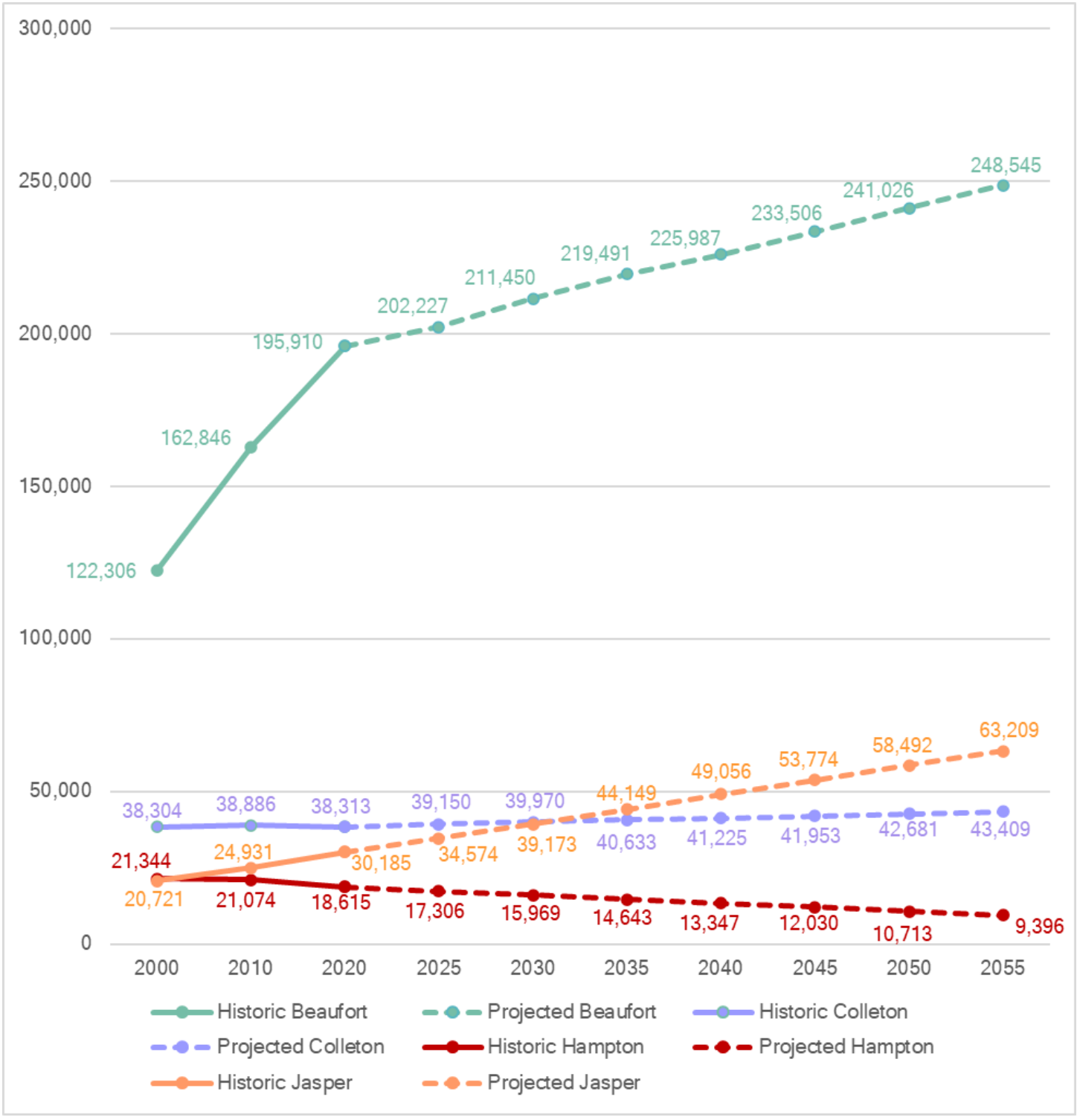
- Data for population projections are from U.S. Census Bureau, Annual Estimates of the Resident Population – Vintage 2024 and S.C. Department of Health and Environmental Control – Vital Records Department.
- Population projections 2030-2045 are calculated by S.C. Department of Revenue and Fiscal Affairs – Health and Demographics Section, using 2000, 2010, and 2020 estimates for the purpose of trend analysis.
- Population projections through 2055 were extrapolated from the 2030-2045 projections.

Table 4-31: Historic and Projected Population 2000-2055

County	Estimate				Projection						Annual Change 2000-2055
	2000	2010	2020	2025	2030	2035	2040	2045	2050	2055	
Beaufort	122,306	162,846	195,910	202,227	211,450	219,491	225,987	233,506	241,026	248,545	**0.3%**
Colleton	38,304	38,886	38,313	39,150	39,970	40,633	41,225	41,953	42,681	43,409	**0.16%**
Hampton	21,344	21,074	18,615	17,306	15,969	14,643	13,347	12,030	10,713	9,396	**-0.74%**
Jasper	20,721	24,931	30,185	34,574	39,173	44,149	49,056	53,774	58,492	63,209	**1.1%**
Lowcountry	247,752	264,870	276,615	293,257	306,562	318,916	329,615	341,263	352,911	369,365	**0.39%**

Source: S.C. Department of Revenue and Fiscal Affairs Office, S.C. Community Profiles, S.C. Population Estimates from 2000-2025 and Population Projections from 2030-2055 (revised July 2024)

Figure 4-15: Historic and Projected Populations 2000-2055



Source: S.C. Revenue and Fiscal Affairs Office, S.C. Community Profiles, S.C. Population Estimates from 2000-2020 and Population Projections from 2025-2055

The National Land Cover Database (NLCD) is a standardized, nationwide dataset that maps land cover, impervious surface, and tree canopy. Using the Annual Fractional Impervious Surface data, we can assess changes to land cover and spatial development trends over time. The NLCD uses 30m x 30m grids to map fractional impervious surface 0-100%. With this information we can calculate grid cells that have any impervious surface, their area, and percent change from 2020-2024. This is a regional view of major development trends and does not consider the type of development or landcover classification that is taking place. Area calculations will be slightly inflated as each grid cell is classified as either impervious or not, even if the cell is only partially impervious.

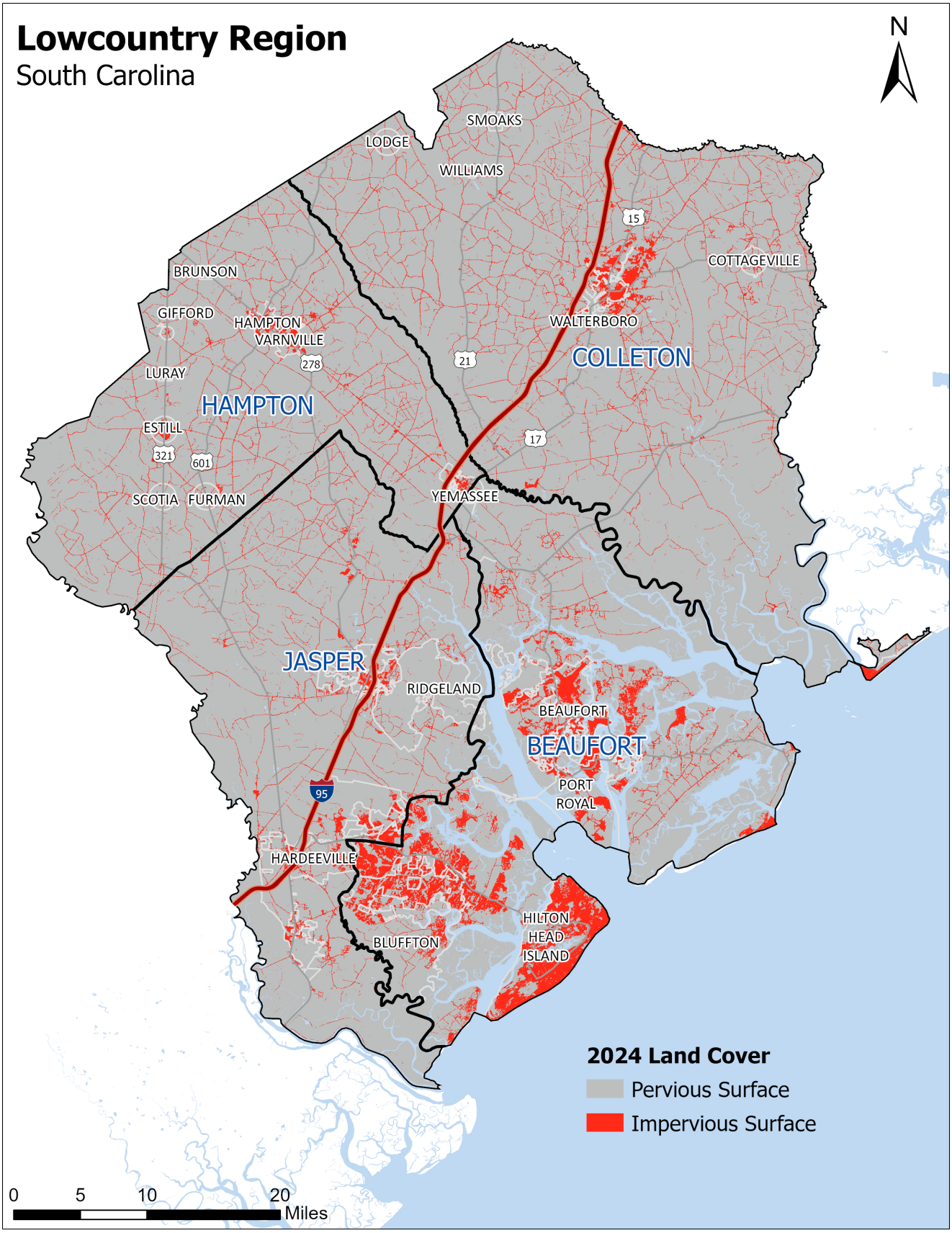
Impervious surface change is an important indicator of developmental growth when looking at land cover and plays a significant role in hazard mitigation planning. Impervious surface can drastically change water drainage in an area by preventing infiltration and increasing runoff volume. Less infiltration can also lead to lower aquifer recharge and reduced flow in streams that can worsen drought impacts. Additionally, runoff from impervious surfaces can degrade natural systems that help protect against severe hazard events. Most impervious surfaces absorb and retain heat at a higher rate than pervious surfaces, contributing to higher temperatures and increased heat wave severity. While development is important to keep up with population growth, it must be well considered for hazard mitigation purposes. Table 4-34 shows impervious and pervious area for each county and municipality, along with percent change between the years. All counties showed an increase in overall impervious surface area with Jasper County being the highest at 7.9% increase from 2020 to 2024. In Jasper County, much of this increase occurred in the City of Hardeeville where impervious surface area increased by 22.5%, the highest of any municipality (Figure 4-17). Beaufort County saw the second most increase in area of impervious surface at 3.1% and the Town of Bluffton was the highest among municipalities in the County at 8.1%. Hampton County, 2.7%, and Colleton County, 1.8%, saw a slight increase in impervious surface area (Figure 4-16).

Table 4-32: Impervious Surface Change 2020 - 2024

County and Municipality	Impervious Area 2020 (km^2)	Pervious Area 2020 (km^2)	Percent Impervious 2020	Impervious Area 2024 (km^2)	Pervious Area 2024 (km^2)	Percent Impervious 2024	Percent Change
Beaufort County	295.2	1538.1	16.1%	304.4	1528.9	16.6%	3.1%
City of Beaufort	29.1	49.5	37.1%	30.2	48.4	38.4%	3.6%
Town of Bluffton	35.6	102.9	25.7%	38.5	100.0	27.8%	8.1%
Town of Hilton Head Island	71.0	40.3	63.8%	71.6	39.8	64.3%	0.7%
Town of Port Royal	15.3	57.3	21.0%	15.7	56.9	21.6%	2.9%
Colleton County	163.2	2623.1	5.9%	166.0	2620.3	6.0%	1.8%
Town of Cottageville	1.7	6.9	19.8%	1.7	6.8	20.4%	3.0%
Town of Edisto Beach	3.7	2.4	60.6%	3.7	2.4	61.0%	0.5%
Town of Lodge	0.6	7.6	7.0%	0.6	7.6	7.0%	-0.2%
Town of Smoaks	0.4	3.5	10.3%	0.4	3.5	10.5%	1.8%
City of Walterboro	9.8	7.5	56.5%	9.8	7.4	56.9%	0.7%
Town of Williams	0.4	1.6	20.9%	0.4	1.6	21.8%	4.0%
Hampton County	91.8	1365.3	6.3%	94.3	1362.8	6.5%	2.7%
Town of Brunson	1.1	1.5	42.4%	1.1	1.5	42.8%	0.8%
Town of Estill	3.5	4.7	42.5%	3.5	4.6	43.0%	1.2%
Town of Furman	1.0	7.1	12.8%	1.0	7.1	12.9%	0.7%
Town of Gifford	0.6	1.6	28.0%	0.6	1.6	28.3%	1.0%
Town of Hampton	6.2	5.2	54.5%	6.3	5.2	54.9%	0.6%
Town of Luray	0.4	2.2	15.7%	0.4	2.2	15.9%	1.1%
Town of Scotia	0.7	7.5	8.1%	0.7	7.5	8.4%	3.5%
Town of Varnville	4.8	5.1	48.2%	4.8	5.1	48.7%	0.9%
Town of Yemassee	4.6	15.4	23.0%	4.7	15.4	23.4%	2.0%
Jasper County	106.1	1635.2	6.1%	114.4	1626.9	6.6%	7.9%
City of Hardeeville	20.1	120.1	14.3%	24.6	115.6	17.6%	22.5%
Town of Ridgeland	9.2	106.1	8.0	9.5	105.8	8.3%	3.9%

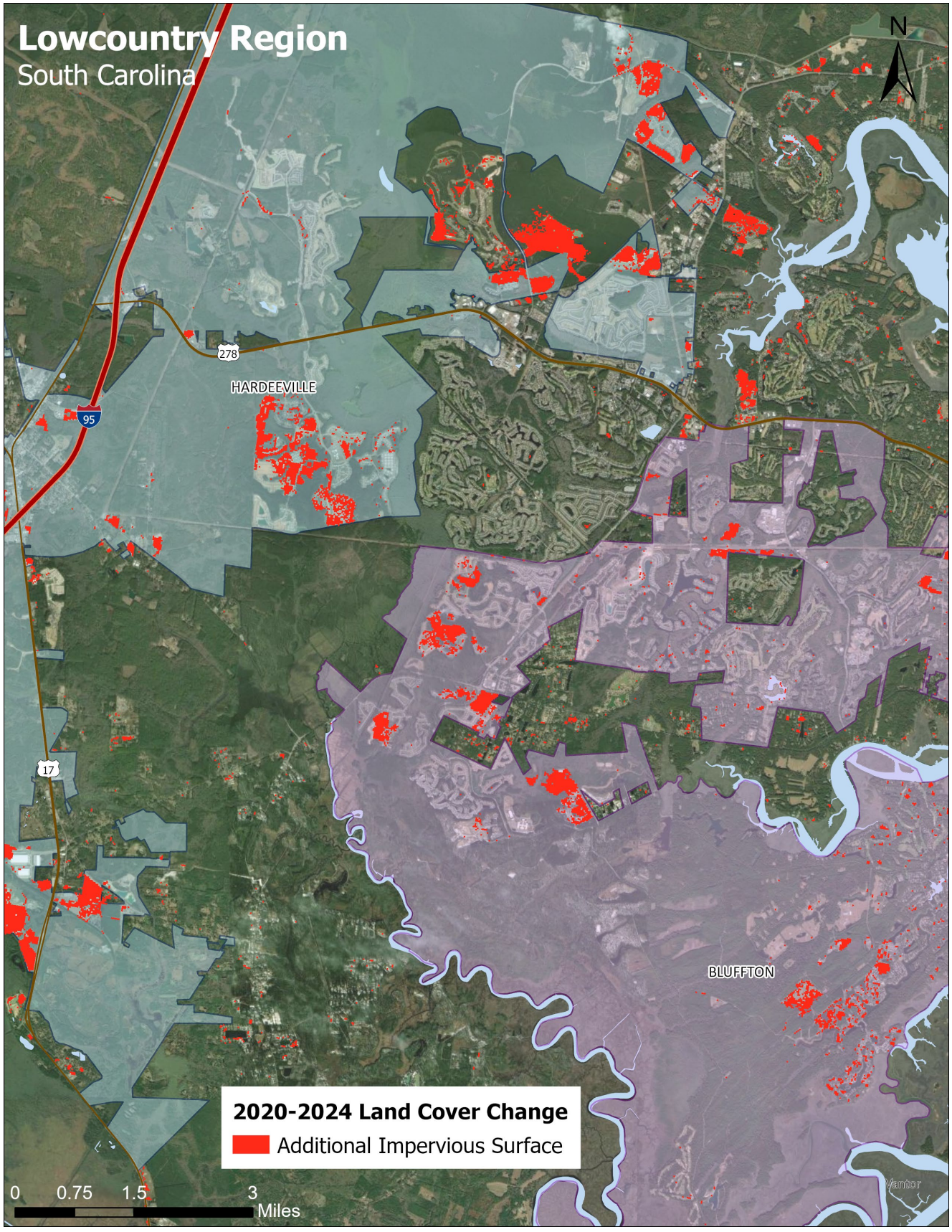
Source: National Land Cover Database (NLCD)

Figure 4-16: 2024 Impervious Surface Area



Source: National Land Cover Database

Figure 4-17: Hardeeville & Bluffton Recent Impervious Surface Area 2024



Source: National Land Cover Database (NLCD)

Building permit data can also be used to track development trends. Building permits are a vital economic indicator tied to construction employment, future tax revenues, local purchases of building supplies, furniture, appliances, and other home furnishings. Between 2019 and 2024, Beaufort County approved 137 permits for new commercial buildings and 3,202 permits for new residential buildings. Permitting has been steady year to year during that time frame. The City of Beaufort approved 885 new building permits in 2024 with a total value of $929,361. The majority of new 2024 permits in the City were residential with 732 multifamily and 143 single family, the remaining 10 permits were for commercial buildings. In 2024 the Town of Hilton Head Island approved a total of 3196 building permits for single family homes and 696 multifamily homes. The Town of Hilton Head Island also approved a few large new multifamily projects in recent years including in 2021 for The Charles and Aquaterra and 2023 Maidencane. Hampton County, excluding the towns of Yemassee, Estill, Hampton, Varnville, and Brunson, approved 9 permits for single family homes at value of $2,729,360, 76 permits for manufactured homes at a value of $6,5775,544, and 6 permits for commercial buildings at a value of $42,834,213 in the year of 2024. The Town of Edisto Beach in Colleton County between the years of 2020-2024 approved 107 permits for new single family homes at a value of $76,563,042 and approved 2 new commercial buildings at a value of $787,000. As of the March 2026 Hardeeville Residential Development Pipeline, the City has 20,103 residential units (16,807 single-family and 3,296 multi-family) approved by the City Council after review of Master Plan with 8,625 (7,869 single-family and 756 multi-family) building permits being issued.

4.7 CRITICAL FACILITIES

According to FEMA (2007), critical facilities refer to all manmade structures or other improvements providing services and functions essential to a community, especially during and after a disaster. If they are destroyed, damaged, or if their functionality is impaired there is potential to cause serious bodily harm, extensive property damage, or disruption of vital socioeconomic activities.

It is important that critical facilities are protected from hazards and that their structural integrity is maintained by means of necessary improvements.

Critical facilities in the Lowcountry's jurisdictions comprise both public and private facilities and vary from one jurisdiction to another (Table 4-33). These include:

- Police Stations
- Fire Stations
- Emergency Operation Centers
- Medical Care Facilities
- Schools
- Communication
- Electrical Power Facilities
- Wastewater Treatment
- Transportation Facilities including airports (including air medical services), bus, and ferry
- Potable Water Facilities

Figures 4-18 to 4-23 below depict the critical facilities in Beaufort, Colleton, Hampton, and Jasper Counties along with evacuation routes. Details of these critical facilities are shown in Appendix G.

Example of Critical Facility

- Police stations, fire stations, critical vehicle and equipment storage facilities, and emergency operation centers
- Medical facilities, including hospitals, nursing homes, blood banks, and health care facilities (including those storing vital medical records)
- Schools and day care centers, especially if designated as shelters or evacuation centers
- Power generating stations and other public and private utility facilities
- Drinking water and wastewater treatment plants
- Structures or facilities that produce, use, or store highly volatile, flammable, explosive, toxic, and/or water-reactive materials.

Source: FEMA (n.d.)

Table 4-33: Number of Critical Facilities

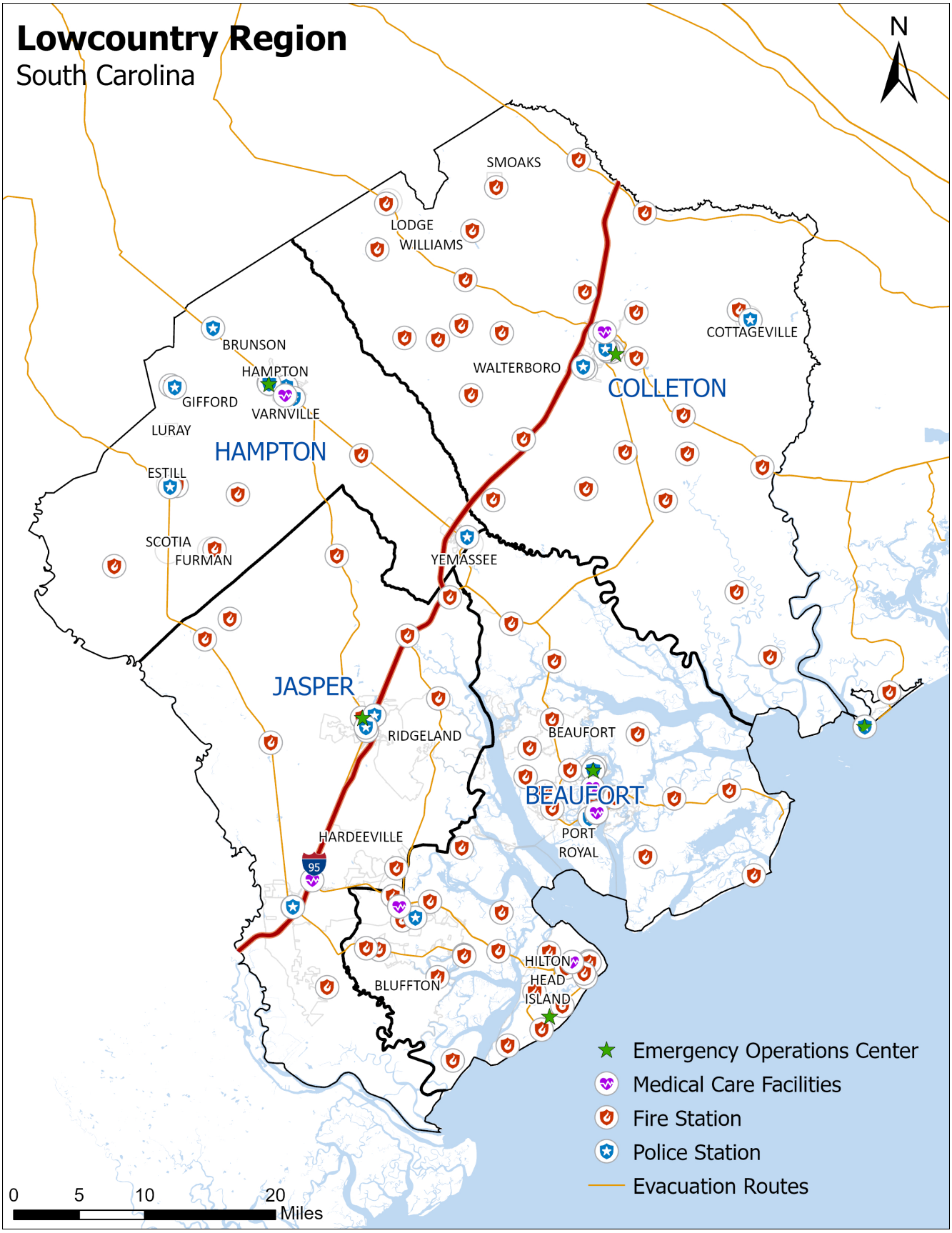
County and Municipality	Police Station	Fire Station	Emergency Operation Center	Medical Care Facility	School	Communication	Electrical Facility	Wastewater Facility	Transportation Facility	Potable Water
Beaufort County	**5**	**39**	**2**	**5**	**37**	**5**	**2**	**6**	**12**	**71**
City of Beaufort	2	2	1	3	6	3	0	0	2	0
Town of Bluffton	1	3	0	1	14	0	0	0	1	2
Town of Hilton Head Island	1	10	1	1	9	1	1	3	5	48
Town of Port Royal	1	2	0	0	1	0	0	0	0	2
Unincorporated Areas	0	22	0	0	7	1	1	3	4	19
Colleton County	**6**	**33**	**1**	**1**	**13**	**1**	**0**	**1**	**2**	**38**
Town of Cottageville	1	1	0	0	1	0	0	0	0	0
Town of Edisto Beach	1	1	1	0	0	0	0	1	0	4
Town of Lodge	0	2	0	0	1	0	0	0	0	0
Town of Smoaks	0	2	0	0	0	0	0	0	0	3
City if Walterboro	4	11	1	1	10	1	0	1	2	11
Town of Williams	0	1	0	0	0	0	0	0	0	3
Unincorporated Areas	0	14	0	0	1	0	0	0	0	17
Hampton County	**7**	**10**	**1**	**1**	**11**	**2**	**5**	**2**	**2**	**35**
Town of Brunson	1	1	0	0	1	0	0	1	0	3
Town of Estill	1	2	0	0	4	0	2	0	0	4
Town of Furman	0	1	0	0	0	0	0	0	0	0
Town of Gifford	1	1	0	0	0	0	0	0	0	2
Town of Hampton	1	1	1	0	2	2	2	1	1	5
Town of Luray	0	0	0	0	0	0	0	0	0	0
Town of Scotia	0	0	0	0	0	0	0	0	0	2
Town of Varnville	2	2	0	1	3	0	0	0	1	6
Town of Yemassee	1	5	0	0	1	0	0	1	0	5
Unincorporated Areas	0	1	0	0	0	0	1	0	0	8
Jasper County	**3**	**12**	**1**	**1**	**11**	**0**	**4**	**3**	**3**	**23**
City of Hardeeville	1	3	0	1	3	0	2	1	2	5
Town of Ridgeland	2	4	1	0	8	0	2	1	1	6
Unincorporated Areas	0	5	0	0	0	0	0	1	0	12

Source: HAZUS-MH and Counties' Database

Figure 4-18: Evacuation Routes

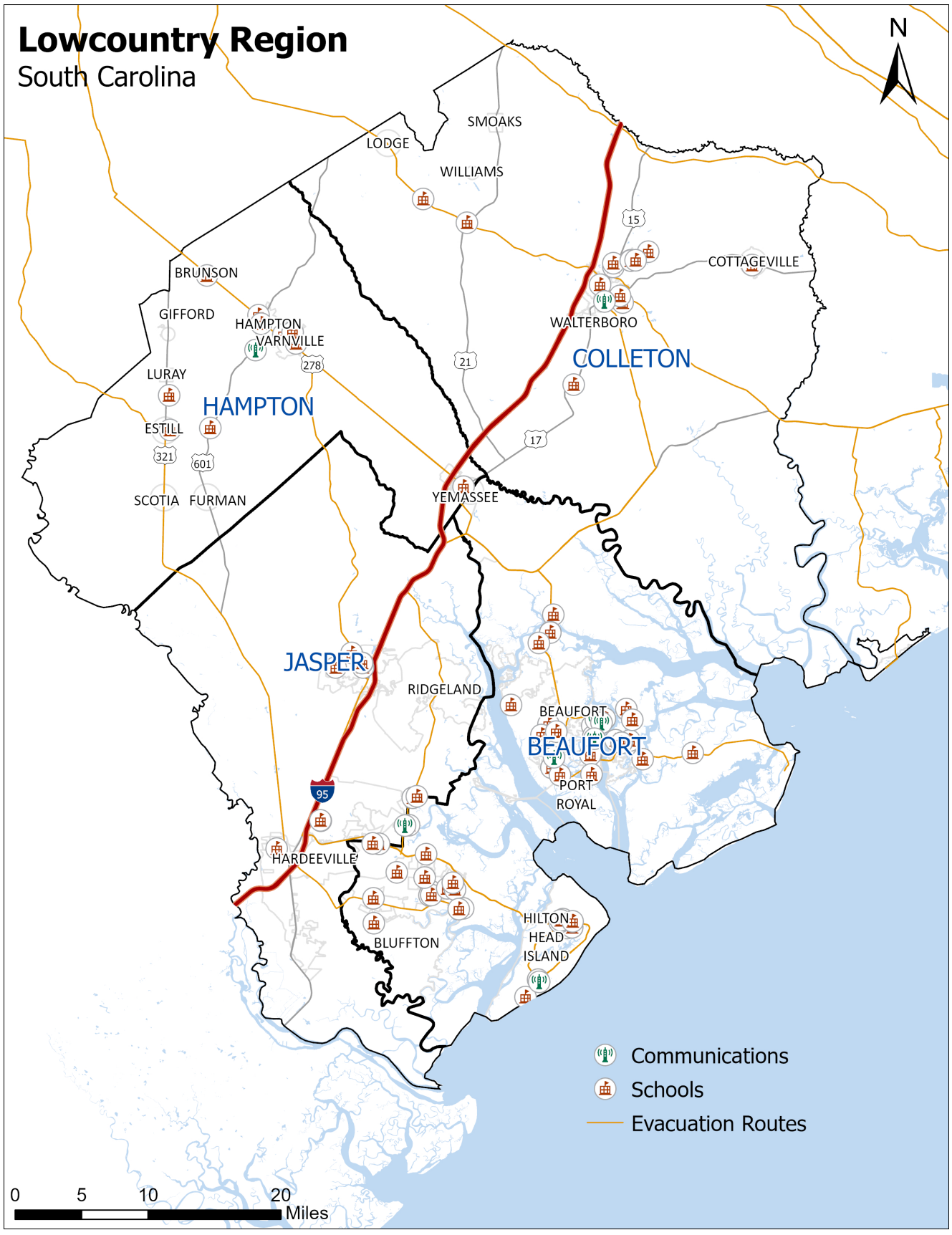
Source: HAZUS-MH and Counties' Database

Figure 4-19: Emergency Services



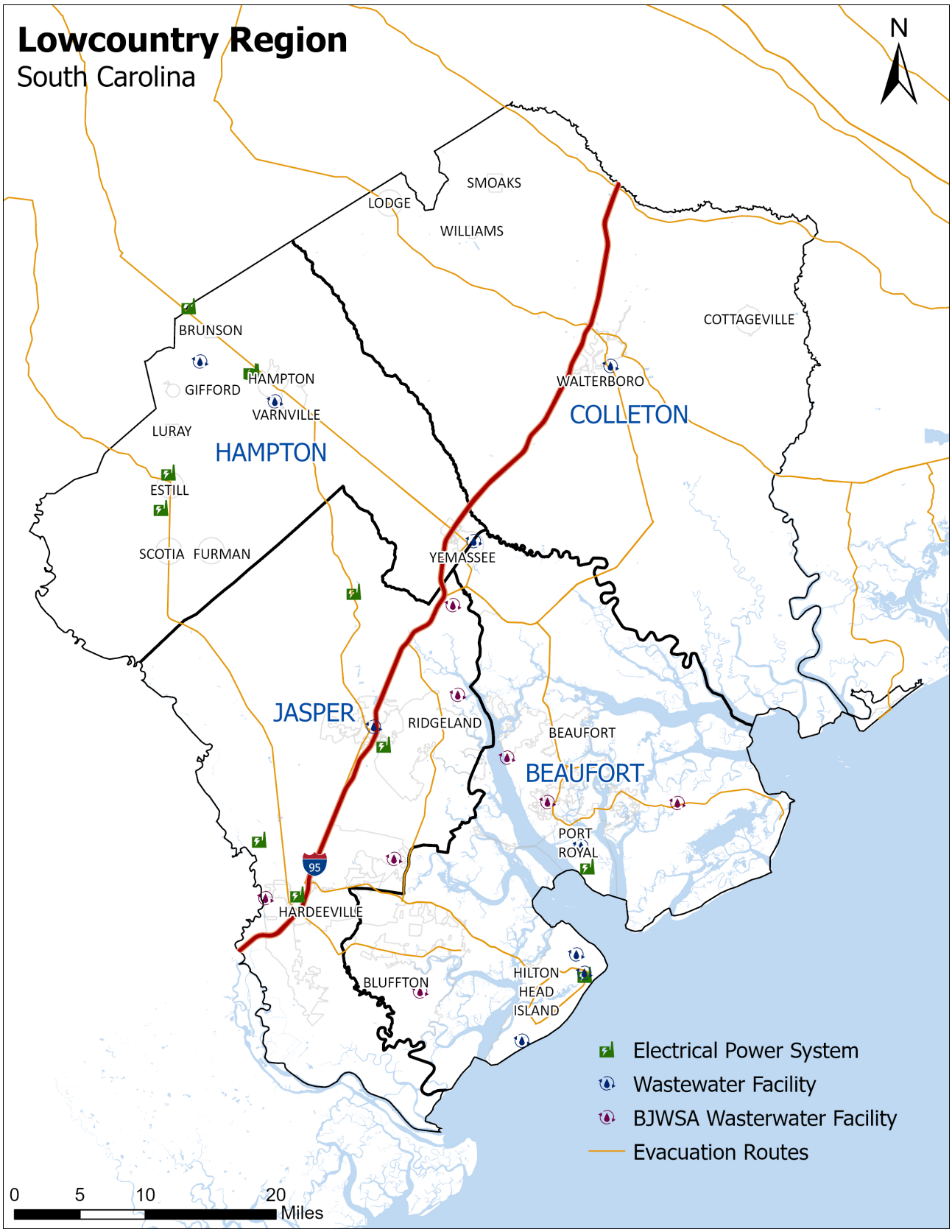
Source: HAZUS-MH and Counties' Database

Figure 4-20: Communication Stations and Schools



Source: HAZUS-MH and Counties' Database

Figure 4-21: Wastewater Treatment and Electrical Facilities

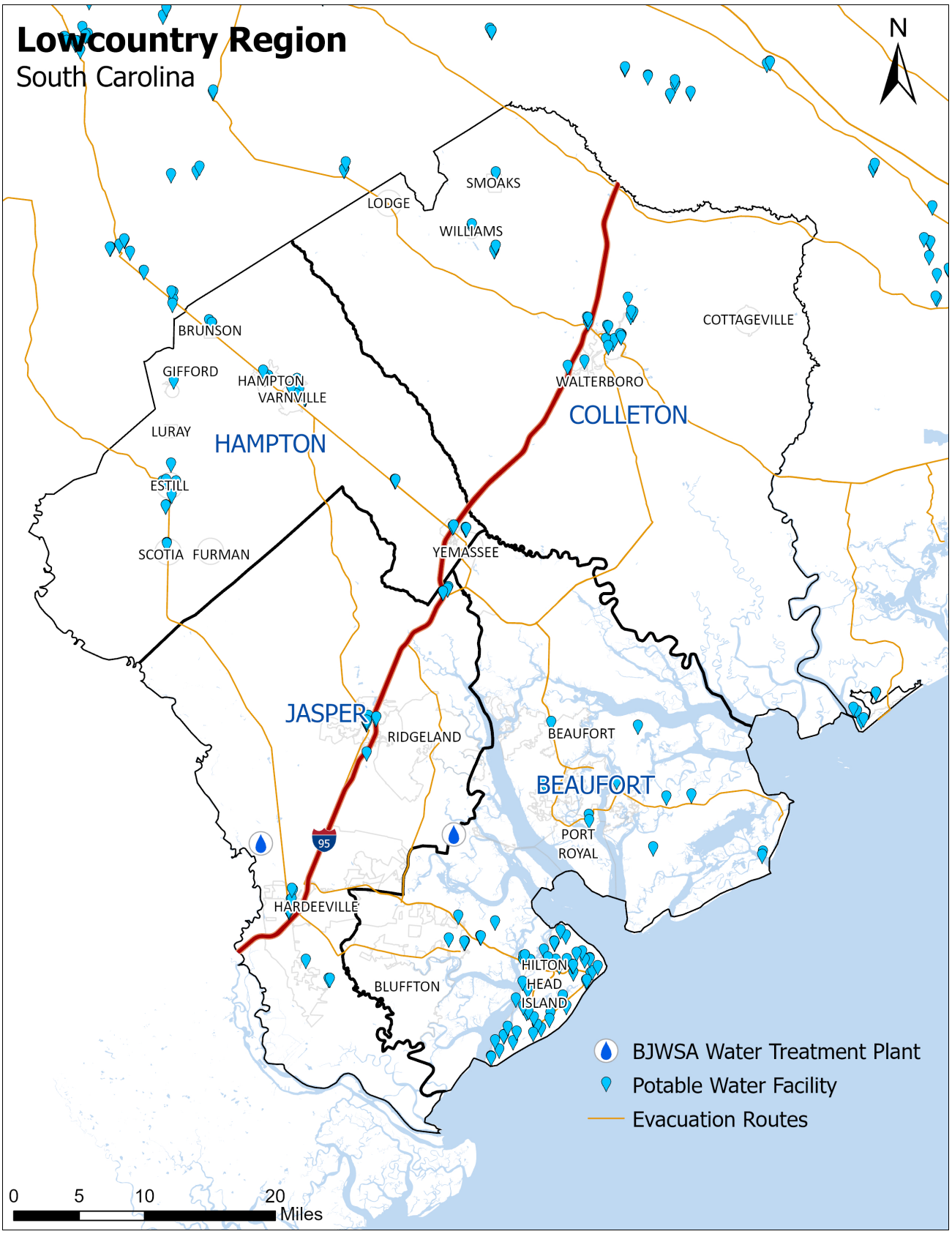


Source: HAZUS-MH and Counties' Database

Figure 4-22: Transportation Facilities

Source: HAZUS-MH and Counties' Database

Figure 4-23: Potable Water Facilities



Source: HAZUS-MH and Counties' Database

SECTION 5: COMMUNITY CAPABILITY ASSESSMENT

This section provides an overview of counties and corresponding jurisdictions' efforts in incorporating the current hazard mitigation plan into other various policies, plans, and ordinances. These include, but are not limited to Comprehensive Plans, Zoning Ordinances, Land Use Plans, and Flood Mitigation Plans.

5.1 EXISTING DEPARTMENTS, POLICIES, PLANS, AND ORDINANCES REVIEW

Department Capability Review

Table 5-1 lists all county and municipal departments directly involved in hazard mitigation. These include fire or emergency medical service, police, planning, community and economic development, and public works departments. All four counties have departments with relative functions to hazard mitigation, while not all municipalities have all departments in place. However, municipalities, especially with small populations, receive services through their corresponding counties or other agencies.

Table 5-1: County and Municipality Departments Review

Jurisdictions	Fire/EMS	Police	Planning/ C&ED	Public Works/ Facilities
Beaufort County	✓	✓	✓	✓
City of Beaufort	✓	✓	✓	✓
Town of Bluffton	✓	✓	✓	✓
Town of Hilton Head Island	✓		✓	✓
Town of Port Royal	✓	✓	✓	✓
Colleton County	✓	✓	✓	✓
Town of Cottageville	✓	✓		
Town of Edisto Beach	✓	✓	✓	✓
Town of Lodge	✓			
Town of Smoaks	✓			
City of Walterboro	✓	✓	✓	✓
Town of Williams	✓			
Hampton County	✓	✓	✓	✓
Town of Brunson	✓	✓		
Town of Estill	✓	✓		✓
Town of Furman		✓		
Town of Gifford	✓	✓		
Town of Hampton	✓	✓		✓
Town of Luray				
Town of Scotia				
Town of Varnville	✓	✓		
Town of Yemassee	✓	✓	✓	✓
Jasper County	✓	✓	✓	✓
City of Hardeeville	✓	✓	✓	✓
Town of Ridgeland	✓	✓	✓	✓
Beaufort-Jasper Water Sewer Authority			✓	✓

Source: Counties and Municipalities – Website and Personal Communication

Policies, Plans, and Ordinances Review

Counties and municipalities are encouraged to incorporate the hazard mitigation plan into their policies, plans, and ordinances. Table 5-2 identifies each jurisdiction's policies, plans, and ordinances concerning natural hazards, mitigation, and emergency preparedness. Note that not all policies, plans, and ordinances are mentioned and identified. Further incorporation is encouraged as this hazard mitigation plan continues to be amended and updated.

Table 5-2: Policies, Plans, and Ordinances Addressing Natural Hazards

Jurisdictions	Policies, Plans, and Ordinances Addressing Natural Hazards	Sources
Beaufort County	Comprehensive Plan 2040	Beaufort County, 2021a
	Beaufort County Atlas	Beaufort County, 2021
	Beaufort County Long-Term Resilience Strategy	Beaufort County, 2024
	Southern Lowcountry Stormwater Design Manual	Beaufort County, 2020
	Green Print Plan	Beaufort County, 2020
	Northern Beaufort County Plan	Beaufort County, n.d.-a
	Southern Beaufort County Regional Plan	Beaufort County, n.d.-b
	Okatie River Watershed Management Plan 2002	Beaufort County, 2002
	Stormwater Management Plan 2006	Beaufort County, 2006
	Daufuskie Island Plan 2010	Beaufort County, 2010b
	Battery Creek Watershed Management Plan 2013	Beaufort County, 2013
	Disaster Recovery Plan 2016	Beaufort County, 2016
	Beaufort County Adapts	SC Sea Grant, 2024
	Flood Damage Prevention Ordinance 2020	Municode, n.d.-a
	Disaster Recovery Ordinance 2019	Municode, n.d.-a
	Community Development Code 2020	Municode, n.d.-b
	Beaufort County Green Space Program	Municode Library, 2022
	All ICC Building Codes without amendments	LCOG, 2015a
	National Flood Insurance Program (NFIP)	FEMA, 2020e
	Community Rating System (CRS)	FEMA, 2019b
City of Beaufort	Comprehensive Plan 2027	City of Beaufort, 2021
	Historic Preservation Plan 2022	City of Beaufort, 2008
	King Street Drainage Project	City of Beaufort, 2026
	Strategic Plan Fiscal Years 2025-2026	City of Beaufort, 2026
	Flood Damage Prevention Ordinance 2021	Municode, n.d.-c
	Beaufort Development Code 2018	Municode, n.d.-c
	Zoning Ordinance 2020 (updating in progress 2025-2026)	Municode, n.d.-c
	All ICC Building Codes with amendments	LCOG, 2015a
	National Flood Insurance Program (NFIP)	FEMA, 2020e
	Community Rating System (CRS)	FEMA, 2019b
Town of Bluffton	Blueprint Bluffton Comprehensive Plan	Town of Bluffton, 2022
	Bluffton Resilience Planning Final Report	Town of Bluffton, 2025
	May River Watershed Action Plan 2020	Town of Bluffton, 2020
	Flood Damage Prevention Ordinance 2020	Municode, n.d.-d
	Emergency Permitting Procedures Ordinance 2020	Municode, n.d.-d

Jurisdictions	Policies, Plans, and Ordinances Addressing Natural Hazards	Sources
	Unified Development Ordinance 2020	Municode, n.d.-d
	All ICC Building Codes without amendments	LCOG, 2015a
	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Hilton Head Island	Comprehensive Plan 2020-2040	Town of Hilton Head, 2020
	Broad Creek Management Plan 2002	Town of Hilton Head, 2020
	Beach Management Plan 2017	Town of Hilton Head, 2017
	Fire Rescue Strategic Plan 2024-2026	Town of Hilton Head, 2024
	Flood Resilience Assessment (SWOT)	Town of Hilton Head, 2025
	Beach Renourishment Project 2025-2026	Town of Hilton Head, 2025
	Strategic Action Plan 2026-2028	Town of Hilton Head, 2025
	Flood Damage Controls Ordinance	Code of Ordinances, 15-9
	Land Management Ordinance 2014	Municode, n.d.-e
	All ICC Building Codes without amendments	LCOG, 2015a
	National Flood Insurance Program (NFIP)	FEMA, 2020e
	Community Rating System (CRS)	FEMA, 2020e
Town of Port Royal	Comprehensive Plan 2030	Town of Port Royal, 2021
	Flood Damage Prevention Ordinance	Code of Ordinances, 9
	All ICC Building Codes without amendments	LCOG, 2015a
	National Flood Insurance Program (NFIP)	FEMA, 2020e
	Community Rating System (CRS)	FEMA, 2019b
Colleton County	Comprehensive Plan 2030	Colleton County, 2020
	Floodplain Management	Colleton County, 2022
	Emergency Operations Plan 2026	Colleton County, 2026
	Floodplain Ordinance 2008	Municode, n.d.-g
	Flood Damage Prevention Ordinance 2018	Municode, n.d.-g
	Zoning Ordinance 2018	Municode, n.d.-g
	National Flood Insurance Program (NFIP)	FEMA, 2020e
	Community Rating System (CRS)	FEMA, 2019b
Town of Cottageville	Comprehensive Plan 2003	Town of Cottageville, 2003
	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Edisto Beach	Comprehensive Plan 2023	Town of Edisto Beach, 2023
	Coastal Storm Risk Management	Town of Edisto Beach, estimate date 2022
	Flooding and Sea Level Rise Vulnerability Assessment	Sea Grant, 2021
	Interior Lagoon Study	Town of Edisto Beach, 2024
	Local Comprehensive Beach Management Plan 2017	Town of Edisto Beach, 2017
	Flood Damage Prevention Ordinance 2020	Municode, n.d.-h
	Zoning Ordinance 2020	Municode, n.d.-h
	Land Development and Subdivision Regulations	Municode, n.d.-h
	National Flood Insurance Program (NFIP)	FEMA, 2020e
	Community Rating System (CRS)	FEMA, 2020e
Town of Lodge	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Smoaks	National Flood Insurance Program (NFIP)	FEMA, 2020e
City of Walterboro	Comprehensive Plan 2030	City of Walterboro, 2022

Jurisdictions	Policies, Plans, and Ordinances Addressing Natural Hazards	Sources
	Unified Development Ordinances 2019	Municode, n.d.-i
Town of Williams	National Flood Insurance Program (NFIP)	FEMA, 2020e
Hampton County	Comprehensive Plan 2009	Hampton County, 2009
	Unified Land Development Ordinance 1994	Hampton County, 1994
	Stormwater Management and Erosion and Sediment Control Ordinance 2003	Hampton County, 2003
	Flood Damage Prevention Ordinance 2012	Hampton County, 2012
	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Brunson	Comprehensive Plan 2000	Town of Brunson, n.d.-b
	Emergency Response Plan	Town of Brunson, n.d.-b
	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Estill	Comprehensive Plan 2010	Town of Estill, 2010
	Zoning and Land Development Regulations Ordinance 2012.	Town of Estill, 2012
	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Furman	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Gifford	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Hampton	Comprehensive Plan 2022	Town of Hampton, 2022
	Flood Prevention Ordinance 2013	Municode, n.d.-j
	Zoning Ordinance 2013	Municode, n.d.-j
	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Luray	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Scotia	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Varnville	Comprehensive Plan 2012 (2026 Comp Plan in Progress)	Town of Varnville, 2012
	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Yemassee	Comprehensive Plan 2005	LCOG, 2015a
	National Flood Insurance Program (NFIP)	FEMA, 2020e
Jasper County	Comprehensive Master Plan 2018	Jasper County, 2018
	Flood Damage Prevention Ordinance 2015-2016	Municode, n.d.-k
	Zoning Ordinance 2017	Municode, n.d.-k
	Land Development Regulation 2020	Municode, n.d.-k
	National Flood Insurance Program (NFIP)	FEMA, 2020e
City of Hardeeville	Comprehensive Plan 2019	City of Hardeeville, 2019
	Strategic Plan 2024	City of Hardeeville, 2024
	FEMA Grant	City of Hardeeville, 2024
	Flood Damage Prevention Ordinance 2020	Municode, n.d.-l
	Zoning and Development Ordinances	Municode, n.d.-l
	National Flood Insurance Program (NFIP)	FEMA, 2020e
Town of Ridgeland	Comprehensive Plan 2017	Town of Ridgeland, 2017
	Flood Damage Prevention Ordinance 2019	Municode, n.d.-m
	Zoning Ordinance 2019	Municode, n.d.-m
	National Flood Insurance Program (NFIP)	FEMA, 2020e
LCOG	Military Installation Review at Shell Point	LCOG, 2025
	Military Installation Resiliency Review	LCOG, 2021

Jurisdictions	Policies, Plans, and Ordinances Addressing Natural Hazards	Sources
	Transportation Resilience Improvement Plan	LCOG, 2026
Beaufort-Jasper Water Sewer Authority	Technical Specifications Manual	BJWSA, 2009
	FY 2022 Sustainability Report	BJWSA, 2022
	BJSWA Board Handbook – Emergency Procedures and Powers	BJWSA, 2022, Article X
	Development Policy and Procedure Manual	BJWSA, 2024
	2025 Master Plan (coming soon)	BJWSA, 2025
	Cherry Point & Purrysburg Water Treatment Plant Expansions	BJWSA, 2024 & 2025
	Go2Sewer for a Cleaner Stoney Creek	BJWSA, 2026
Statewide	Strategic Statewide Resilience and Risk Reduction Plan	SCOR, 2023
	South Carolina State Hazard Mitigation Plan	SCEMD, 2023
	South Carolina Resilient Coastal Communities Collaborative Program	SCOR, 2023
	South Carolina Lowcountry Sentinel Landscape	Sentinel Landscapes, 2023

Source: Counties and Municipalities – Website and Personal Communication

5.2 NATIONAL FLOOD INSURANCE PROGRAM, REPETITIVE LOSS PROPERTIES, AND SUBSTANTIAL DAMAGE ASSESSMENTS

National Flood Insurance Program (NFIP)

All four counties participate in the National Flood Insurance Program (NFIP), as do several municipalities (Table 5-3). If communities participate in the Community Rating System (CRS), they receive discounts on the NFIP premiums. In addition to selected municipalities, Beaufort and Colleton Counties including all unincorporated areas participate in the CRS.

CRS Premium Discounts by Class and Flood Zone			
Class	Discount	Class	Discount
1	45%	6	20%
2	40%	7	15%
3	35%	8	10%
4	30%	9	5%
5	25%	10	-

Another way to monitor the flood hazard is to identify the number of properties that filed multiple flood insurance claims for repeated flooding. Properties experiencing repetitive loss have filed flood insurance claims of more than $1,000 that were then paid by the NFIP within a rolling window of 10 years. Reducing the number of properties with repetitive loss is part of the overall flood mitigation strategy for the state. Maintaining compliance under the NFIP is essential. All participating jurisdictions have identified actions to remain compliant in the NFIP. These include but are not limited to:

- Adoption and enforcement of floodplain management requirements for new construction and substantial/non-substantial improvements. Permits are required for all types of development in the floodplain.
- Standard operating procedures for how communities receive, maintain, store, and provide copies of elevation certificates. Elevation certificates are maintained on file and are required to be submitted for all structures built in Special Flood Hazard Areas.
- Adoption of higher regulatory standards, to include higher freeboard requirements, local drainage

protection, enforcing strict limits on development of beachfront properties, and elevated administrative tracking of all activities within special flood hazard areas.

- Adoption of a new floodplain map, adoption of letter of map revisions, and flood maps available to the public both online and in-person.
- Resources for community assistance distributed through a mailing list, or on the Floodplain Management Department or Emergency Management Department websites. These include, but are not limited to annual flood prevention information, participation in the NFIP and CRS, map determinations, FIRM, elevation certificates, and beneficial function of the floodplain.
- Monitoring the effects of the changing environment to evaluate and improve protection for local infrastructure and citizens.

Table 5-3: Communities Participating in the National Flood Insurance Program

	Current Effective Map Date	Community Rating System Class (% Discount)	Number of Repetitive Loss Properties[3]			
			Total (severe repetitive loss)	Residential	Non-Residential	Commercial
Beaufort County	03/23/2021	5 (25)	232 (5)	226	2	4
City of Beaufort	03/23/2021	6 (20)	19 (1)	16	3	-
Town of Bluffton	03/23/2021	-	1	1	-	-
Town of Hilton Head Island	03/23/2021	5 (25)	82 (2)	77	5	-
Town of Port Royal	03/23/2021	9 (5)	-	-	-	-
Colleton County	12/21/2017	8 (10)	16 (1)	16	-	-
Town of Cottageville	12/21/2017	-	-	-	-	-
Town of Edisto Beach	12/21/2017	7 (15)	50 (2)	50	-	-
City of Walterboro	12/21/2017	-	1	1	-	-
Town of Williams	12/21/2017	-	-	-	-	-
Hampton County	09/29/2010	-	1	1	-	-
Town of Brunson	09/29/2010	-	-	-	-	-
Town of Estill	09/29/2010	-	-	-	-	-
Town of Furman	09/29/2010	-	-	-	-	-
Town of Gifford	09/29/2010	-	-	-	-	-
Town of Hampton	09/29/2010	-	1	1	-	-
Town of Luray	09/29/2010	-	-	-	-	-
Town of Scotia	09/29/2010	-	-	-	-	-
Town of Varnville	09/29/2010	-	-	-	-	-
Town of Yemassee	03/23/2021	-	-	-	-	-
Jasper County	10/18/2019	-	11	9	2	-
City of Hardeeville	10/18/2019	-	4	4	-	-
Town of Ridgeland	10/18/2019	-	3	2	1	-

Note: Data as of 12/9/2024 or best available, Counties include unincorporated areas
Source: OpenFEMA Dataset: NFIP Multiple Loss Properties and jurisdiction database

Beaufort County participates in the National Flood Insurance Program (NFIP) and enforces FEMA-compliant floodplain management regulations. The County's first Flood Insurance Rate Map (FIRM) was adopted in 1977, and the current regulatory maps became effective in 2021. The Floodplain Manager leads the Substantial Damage Assessment process and ensures compliance with requirements for substantially damaged or substantially improved structures, defined as work equaling or exceeding 50 percent of a structure's market value based on cumulative permit activity for 10 years. Critical development must be elevated to the 500-year flood elevation or the highest known historical flood level, and structures within Coastal High Hazard Areas must meet all applicable building code standards. The County Administrator, or their designee, administers and implements the Flood Damage Prevention Ordinance, including evaluating permit applications and conducting damage assessments using FEMA's Residential Substantial Damage Estimator (RSDE) software. Following any damaging event, the Floodplain Manager conducts preliminary and detailed assessments for all affected structures within the Special Flood Hazard Area (SFHA) to determine whether damages meet the substantial damage threshold. Upon determination, property owners are notified and structures must be brought into compliance with current FEMA NFIP requirements and adopted building code requirements related to flood damage prevention.

The City of Beaufort has adopted the NFIP Ordinance, adopted the Firm Rate Maps, and agreed to enforce floodplain regulations. The City of Beaufort's Flood Damage Prevention Ordinance designates the City Manager or his/her designee with the responsibility of the enforcement of the ordinance. The City Manager has designated the Building Official as the assessment team coordinator. The Building Official leads the Substantial Damage Assessment team to the areas which have been identified by earlier assessments, needing further assessment. The Substantial damage assessment team will perform field assessments of the damage. The information gathered in the field will be entered into the FEMA's Substantial Damage Estimator tool (SDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. Once a property has been identified as exceeding 50% of the market value, the process of notifying the property owner to provide the next steps that are required to comply with the Flood Damage Prevention Ordinance. If the City of Beaufort becomes overwhelmed by the amount of heavily damaged properties, additional resources can be requested through the State Coordinating office or through an agreement entered with other communities.

The Town of Bluffton has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The Town of Bluffton's Flood Damage Prevention Ordinance designates the Town Manager or designee is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Hilton Head Island participates in the NFIP and has adopted higher regulatory standards, including a freeboard higher than the NFIP minimum requirement. These standards are applicable to all structures within town limits regardless of flood zone as indicated by the current FIRMs. The Floodplain Administrator, as the Town Manager's designee, is responsible for the enforcement of the Flood Damage Controls Ordinance and ensures compliance with requirements for substantially damaged or substantially

improved structures, defined as work equaling or exceeding 49 percent of a structure's fair market value. The Town's Building Official leads the Substantial Damage Assessment Teams within the community following any damaging event. Damage Assessment teams perform preliminary and detailed assessments for all affected structures. The data collected during the detailed assessments is entered into FEMA's Residential Substantial Damage Estimator (RSDE) software to determine whether damaged structures meet the substantial damage threshold. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered with another community.

The Town of Port Royal has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforces floodplain regulations. The Town of Port Royal's Flood Damage Prevention Ordinance designates the town manager or designee is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. Completed forms are forwarded to Beaufort County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

Colleton County has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforces floodplain regulations. Colleton County's Flood Damage Prevention Ordinance designates the Colleton County Planning and Development Director, the Floodplain Administrator, Certified Floodplain Manager or the director's designee is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. Damaged assessment information gathered is entered into SCEMD Palmetto Mobile Damage Assessment Tool. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Cottageville has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforces floodplain regulations. The Town of Cottageville's Flood Damage Prevention Ordinance designates the Town Clerk or designee is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. Completed forms are forwarded to Colleton County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Edisto Beach has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforces floodplain regulations through higher adopted standards. The Town of Edisto Beach's Flood Damage Prevention Ordinance designates the Building Code Administrator as the official responsible for the enforcement of this ordinance. The Building Code Administrator leads the Substantial Damage Assessment

team within the community. Damaged assessment information gathered is entered into SCEMD Palmetto Mobile Damage Assessment Tool. Substantial damage occurs when damage of any origin sustained by a structure and the cost of restoring the structure to its before damaged condition would equal or exceed 48% of the market value of the structure before damage occurred or two floods in ten (10) years with average damage at 24% of the structure's value. A cumulative period of five years using the same methodology for repairs, reconstruction, rehabilitation, additions, or other improvements, factors in when determining if a structure must be brought into compliance with the current Flood Damage Prevention Ordinance, currently adopted Building Codes, and current Zoning Ordinance, unless certain exceptions are met. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The City of Walterboro has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforces floodplain regulations. The City of Walterboro's Flood Damage Prevention Ordinance designates the Assistant City Manager is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. Completed forms are forwarded to Colleton County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The City of Williams has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforces floodplain regulations. The City of Williams's Flood Damage Prevention Ordinance designates the Assistant City Manager is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. Completed forms are forwarded to Colleton County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

Hampton County has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforces floodplain regulations. Hampton County's Flood Damage Prevention Ordinance designates the Hampton County Building Official or a designee approved by the County Administrator is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Currently the County contracts SAFEbuilt to lead floodplain management and substantial damage assessment activities. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Brunson has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforces floodplain regulations. The Town of Brunson's Flood Damage Prevention Ordinance designates the Hampton County Building Official is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the

structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. The completed forms are forwarded to Hampton County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Estill has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The Town of Estill's Flood Damage Prevention Ordinance designates the Hampton County Building Official is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. The completed forms are forwarded to Hampton County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Furman has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The Town of Furman's Flood Damage Prevention Ordinance designates the Hampton County Building Official is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. The completed forms are forwarded to Hampton County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Gifford has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The Town of Gifford's Flood Damage Prevention Ordinance designates the Hampton County Building Official is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. The completed forms are forwarded to Hampton County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Hampton has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The Town of Hampton's Flood Damage Prevention Ordinance designates the Hampton County Building Official is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. Completed forms are forwarded to Hampton County. If the community is overwhelmed, additional resources

will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Luray has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The Town of Luray's Flood Damage Prevention Ordinance designates the Hampton County Building Official is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. The completed forms are forwarded to Hampton County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Scotia has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The Town of Scotia's Flood Damage Prevention Ordinance designates the Hampton County Building Official is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. The completed forms are forwarded to Hampton County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Varnville has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The Town of Varnville's Flood Damage Prevention Ordinance designates the Hampton County Building Official or his/her designee is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. The completed forms are forwarded to Hampton County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Yemassee has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The Town of Yemassee's Flood Damage Prevention Ordinance designates the town clerk or their designee is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. Completed forms are forwarded to Beaufort County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

Jasper County has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforces floodplain regulations. Jasper County's Flood Damage Prevention Ordinance designates the floodplain administrator or their designee is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community and performs an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. Damaged assessment information gathered is entered into SCEMD Palmetto Mobile Damage Assessment Tool. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The City of Hardeeville has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The City of Hardeeville's Flood Damage Prevention Ordinance designates the city manager or their designee is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. The completed forms are forwarded to Jasper County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

The Town of Ridgeland has adopted the NFIP Ordinance, adopted the FIRM Rate Map, and enforce floodplain regulation. The Town of Ridgeland's Flood Damage Prevention Ordinance designates the Town administrator or their designee is responsible for enforcement of the ordinance. The position identified leads the Substantial Damage Assessment team within their community. Perform an assessment of damage from any origin to the structure using FEMA's Residential Substantial Damage Estimator (RSDE) software to determine if the damage equals or exceeds fifty (50) percent of the market value of the structure before the damage occurred. The completed forms are forwarded to Jasper County. If the community is overwhelmed, additional resources will be requested through the State Coordinating Office or through an agreement entered into with another community.

SECTION 6: HAZARD MITIGATION STRATEGY

This section presents the hazard mitigation goals and strategies for the counties and municipalities participating in this plan. The goals and strategies from the 2020 plan, Lowcountry Region Natural Hazard Mitigation Plan, were revised based on the information from the above Sections. The update of the 2020 hazard mitigation actions is considered in the revision of these goals and strategies. Lastly, the new actions are presented here for the 2026 Lowcountry Hazard Mitigation Plan.

6.1 UPDATE OF 2020 HAZARD MITIGATION ACTIONS

The 2020 Plan was evaluated to identify what actions have been implemented by the respective counties and municipalities. This process provides information on what impediments caused unsuccessful implementation. This process was completed by the Steering Committee and emergency managers for all counties and municipalities.

Several actions have been completed based on the priorities and resources available to each community. Beaufort County worked with the US Army Corps of Engineers and FEMA to update Flood Insurance Rate Maps in 2021. Additionally, the County centralized information technology system to access pertinent information during a disaster event. The Town of Hilton Head Island completed the installation of Category 5 hurricane shutters and fire sprinklers at fire station facilities, Fire Rescue Headquarters, and Facilities Management buildings. The Town of Edisto Beach made significant progress by completing a Flooding and Sea Level Rise Vulnerability Assessment in 2021. Hampton County targeted the protection of critical facilities by replacing the roof at the B.T. DeLoach Building and Emergency Operations Center in 2023. Multiple counties and municipalities continued the ongoing completion of adopting the most recent building codes, training staff to respond to hazard events, various stormwater drainage studies/ projects, public awareness of hazards via social media and training, data improvements, and resource upgrades.

The full list of hazard mitigation actions from the 2020 plan and their status can be seen in Appendix I. Actions from the 2020 plan that are considered ongoing are further classified as reoccurring, pending, or initiated in the 2026 action plan.

2020 Implementation Impediments

There are similar impediments across jurisdictions in implementing hazard mitigation actions. Some actions were not completed, deferred, or discarded mainly due to lack of funding, change to an alternative action, shortage of personnel, ineffective communication, and political will. Lack of funding leads to the competing actions' prioritization. The available funding can be diverted to the actions of higher or lower priorities. Jurisdictions also had difficulties in staff recruitment and retention. Less staff coupled with less expertise can diminish jurisdictions' capabilities to accomplish the mitigation actions. Additionally, high staff turnover leads to loss of knowledge or potentially loss progress in ongoing projects. Engaging and communicating with the public relating to hazard risk and preparedness can be challenging. Many jurisdictions have established communication procedures with successful results, changes to these procedures may take extended staff hours and draw away from other priorities. Finally, lack of political resolve may lead to unclear policy establishments and implementation of hazard mitigation action.

6.2 UPDATE OF HAZARD MITIGATION STRATEGY

The mitigation strategies below serve as the most recent update and present the forward motion of the counties and participating jurisdictions. This process was completed by the Steering Committee, with the assistance of the LCOG. These goals and strategies are consistent with those found in the previous plan.

Guiding Principles

- Bridging the unique needs and common goals of the four counties and their communities.
- Saving lives and protecting property.
- Taking a regional approach.
- Complementing the State Plan.
- Accessing funding to implement recommendations (projects and policies).

Goals and Strategies

Building from the 2020 plan, these goals and strategies were reviewed and determined to reflect regional and local needs in response to the hazards both before and after their occurrences. They are based on the information gathered throughout the planning process including the socioeconomic condition's analysis, hazards profile and vulnerability assessment, stakeholders and public input, and progress on the actions of the previous plans. The goals and strategies are influenced by:

- *Changes in Community Needs:* Population growth and projections indicate development patterns that could influence the effects of hazards, increasing the demand for services in case of emergency. This trend indicates an increase of vulnerable populations including elderly, low-income, and Hispanics (language proficiency). New technology leads to the need for innovative emergency services and critical facilities. These conditions have continued since the 2020 plan.
- *Changes in Hazard Conditions:* There have been more frequent hurricanes in the past five years including Hurricane Helene, Hurricane Ian, Hurricane Idalia, and Hurricane Debby**.** These hurricanes produced damage to warrant Presidential Disaster Declarations (PDD). With additional threats from rising sea levels and increasing temperatures there is a continuing need to evaluate changes.

- Goal: A broad based statement of intent that establishes the direction for the Lowcountry Natural Hazard Mitigation Plan. Goals state desired outcomes for the overall implementation process.
- Strategy: Considered activities for an overall approach or method for attaining goals.
- Action: A specific approach, or project/program that aims to reduce vulnerability and risk in the impact area involving a specific entity, interest, and funding mechanism. Actions should match hazard mitigation goals.

Below are the six new goals and thirty-one considered activities for the 2026 Lowcountry Hazard Mitigation Plan. The considered activities are used strategically to analyze a comprehensive range of actions that span all types of solutions. Using this method, jurisdictions can select actions based on their own capabilities, as well as the social, technical, and economic feasibility of the action.

Table 6-1: 2026 Hazard Mitigation Goals and Strategies

Goals	Strategies and Considered Activities
1. Protection of Structural Projects, Utilities, and other Critical Facilities and Systems from Natural Hazards	1.1 Continue to protect critical facilities both public and private (roads, bridges, water, sewer, electricity, and others) and critical services (fire, rescue, medical, and others) from natural hazard threats. 1.2 Continue to identify and schedule repairs and other improvements needed to ensure buildings are in adequate condition and with adequate equipment to function in the event of a disaster. 1.3 Inspect and assess utilities' capability and vulnerability to ensure they can handle natural disasters. 1.4 Ensure integrity of dams, levees, seawalls detention/retention basins, channel modification, retaining walls, and storm sewers. 1.5 Determine adequacy of current regional communications infrastructure and address needed improvements.
2. Enhancement of Public Education and Awareness of Natural Hazards	2.1 Develop an ongoing public communications and education program including multiple languages and a website, pamphlets, information packets, and articles in the local media. 2.2 Include information on how to respond to natural hazard threats including mitigation techniques, protective measures, and evacuation preparedness that businesses and homeowners can take. 2.3 Incorporate the use of local television channels, email, and social media, including Facebook ™ and X™ to ensure that as many segments of the population as possible are reached. 2.4 Assistance of targeted, vulnerable population.
3. Improvement of Hazard Prevention Measures Through Policies, Plans, and Regulations.	3.1 Continue efforts to revise, update, and improve plans, codes, zoning, and other mechanisms to address natural hazard mitigation, and expand on present policies to further protect the counties and incorporated municipalities (floodplains, repetitive loss areas, and others). 3.2 Continue to enforce policies and ordinances for zoning, floodplains, flood damage prevention, stormwater management, building codes, beach renourishment, and others. 3.3 Encourage participation in the National Flood Insurance Program (NFIP) and work toward the lowering of the CRS rating. 3.4 Continue to seek grant funding for hazard mitigation related projects and programs. 3.5 Consider more rigorous standards for hazard-resistant construction, increased regulation of construction in hazard-prone areas as well as enhanced enforcement of existing regulations.
4. Enhancement of Emergency Services through Sustained System and Technology Improvements	4.1 Continue to update the Emergency Operation/Response Plan on an annual basis including information on responsible parties and contact information. 4.2 Maintain sufficient and up to date equipment and training for EMS, police, fire, and other departments to ensure prompt responses and the safety of residents. 4.3 Maintain warning systems, evacuation planning, and emergency response training. 4.4 Maintain safe and efficient evacuation routes – continue to cooperate with each other and SCDOT on highways connecting the

Goals	Strategies and Considered Activities
	counties. 4.5 Maintain sufficient and safe shelters for potential needs - should be able to accommodate all members of the area's population, including those with special medical or other needs. 4.6 Maintain the IT capabilities of local governments to ensure continuity of operations in the event of disaster, including supporting the use of centralized technology, located as far inland as possible, and developing a hosted (for instance, the "cloud") storage system. 4.7 Coordinate with the county and regional offices of the various state human services departments. 4.8 Maintain and enhance working relationships among local governments.
5. Protection of Residential, Commercial, and Culturally Significant Properties	5.1 Encourage use of innovative hazard-resistant construction techniques/materials (reinforced, impact-resistant doors, storm-resistant windows, hurricane shutters, and others). 5.2 Advise/assist property owners in retrofitting homes, businesses, and institutional facilities. 5.3 Monitor and maintain trees and branches, in public areas, at risk of breaking or falling during hazards incidents (heavy rain, wind, storm etc.) and damaging property. 5.4 Utilize currently available information and mapping to help determine the areas and magnitude of impacts from flooding and sea level rise. 5.5 Seek grants for protective measures – include elevation and property acquisition for flooding mitigation.
6. Conservation and Preservation of Natural Systems and Natural Resources	6.1 Enhance floodplain protection, habitat preservation, wetland restoration, dune protection, and forest management. 6.2 Encourage renewable energy (solar, wind, hydropower) when possible. 6.3 Protect native species and habitats through wildlife corridors, rehabilitation, and invasive species control. 6.4 Use geographic information science (GIS) and data analysis to track resource use and ecosystem health.

6.3 2026 NEW HAZARD MITIGATION ACTIONS

New hazard mitigation actions are based on changing conditions and the reassessment of goals and strategies of the 2026 Plan. These actions involve a specific approach or project/program aimed at hazard mitigation, involving a specific entity, interest, and funding mechanism. By identifying specific actions, the plan helps participating jurisdictions to engage in distinct actions that will reduce their exposure to future hazard events and disasters. In the event of a large-scale incident, all jurisdictions will need to work together.

Cost-Benefit Analysis

New hazard mitigation actions have been prioritized using a similar approach to the 2020 Plan. Table 6-2 explains scoring criteria used as a cost-benefit tool to further prioritize the actions. These criteria consider

legal, economic, political, and environmental conditions. Each condition was ranked as either a cost or a benefit, and then scores corresponded to a high, medium, or low priority. With the highest score at 27 and the lowest at zero (0), the actions were prioritized as follows:

- High Priority: Scores greater than 20
- Medium Priority: Score between 10-19
- Low Priority: Scores less than 10

Table 6-2: Prioritization Scoring Criteria

Criteria	Numeric Score			
	0	**1**	**2**	**3**
Strategy Effectiveness, in Terms of Affected Structures	No effect on risk or hazard	Affects several structures within the community	Affects many structures within the community	Affects most structures within the community
Percentage of Population Benefitted	Less than 10% benefitted	10% to 15% benefitted	50% to 75% benefitted	Greater than 75% benefitted
Time to Implement	Cannot be implemented	Long term	Within one year	Immediate
Time to Impact	Cannot be implemented	Long term	Within one year	Immediate
Cost to Community	Completely unaffordable	Expensive	Inexpensive	Little to no Cost
Funding Source	No known Funding source is available	Requires outside Funding	Requires budget consideration	Within existing county budget
Cost to Others	Cost to others is unacceptable	Expensive, but manageable	Cost is easily managed by others	No cost to others
Community Support	Opposed by the entire community	Some community opposition	Acceptable only to those affected by the project	Acceptable community wide
Project Feasibility	Not possible	Accomplished with extensive design and planning	Accomplished with some design and planning	Easily accomplished

The cost-benefit review was done in which actions that have maximum benefits from their associated costs are ranked higher in priority than those that have lower benefits from their costs. Action prioritization does not indicate the level of importance. It helps to identify actions that can immediately aid in the mitigation of the most likely and dangerous natural hazards. Action prioritization was assessed based on retaining NFIP compliance. NFIP compliance is based on three basic aspects: flood plain identification and mapping, flood-plain management, and flood insurance. Currently, the only Lowcountry community sanctioned under the NFIP is Smoaks.

2026 New and Ongoing Hazard Mitigation Actions

Considering current socioeconomic conditions, record of hazard incidents, and public input, each jurisdiction identified and proposed specific action(s) that, if accomplished, will reduce vulnerability and risk in the area.

Table 6-3 describes the actions associated with each goal and identifies the mitigation category for each action in that goal. By following the six goals mentioned previously, all mitigation actions reduce current and future vulnerabilities described in the risk assessment. Additionally, the steering committee made a considered effort to ensure the goals established in this plan can be categorized into four Mitigation Types recommended by FEMA and the six CRS categories of Flood Mitigation Activities (Table 6-3). The full list of the 2026 new and ongoing hazard mitigation actions is displayed in Appendix J.

Table 6-3: Goals, Categories, and Descriptions

Goals	Categories of Mitigation Actions	Description
1. Protection of Structural Projects, Utilities, and other Critical Facilities and Systems from Natural Hazards	• Structure and infrastructure projects • Structural flood control projects	These actions involve modifying existing structures and infrastructure to protect them from a hazard or remove them from a hazard area. This could apply to public or private structures as well as critical facilities and infrastructure. This type of action also involves projects to construct manmade structures to reduce the impact of hazards, such as structures that keep flood waters away from an area. Many of these types of actions are projects eligible for funding through the FEMA Hazard Mitigation Assistance program.
2. Enhancement of Public Education and Awareness of Natural Hazards	• Education and awareness programs • Public information	These are actions to advise and educate citizens, elected officials, and property owners about hazards and potential ways to mitigate them. These actions may also include participation in national programs, such as StormReady or Firewise Communities. Although this type of mitigation reduces risk less directly than structural projects or regulation, it is an important foundation. A greater understanding and awareness of hazards and risk among local officials, stakeholders, and the public is more likely to lead to direct actions.

Goals	Categories of Mitigation Actions	Description
3. Improvement of Hazard Prevention Measures Through Policies, Plans, and Regulations.	• Local plans and regulations • Preventive measures	These actions include government authorities, policies, or codes that influence the way land and buildings are developed and built. Typically, these are administered by building, zoning, planning, and/ or code enforcement offices.
4. Enhancement of Emergency Services through Sustained System and Technology Improvements	• Emergency services	These actions are taken before, during, or after an emergency to minimize its impact. These measures are usually the responsibility of city or county emergency management staff and the owners or operators of major or critical facilities. These actions typically include hazard threat recognition, warning and response.
5. Protection of Residential, Commercial, and Culturally Significant Properties	• Property protection	These actions are usually undertaken by property owners on a building-by-building or parcel basis. Including activities such as relocation, building elevation, retrofitting, acquisition, sewer backup protection, or insurance.
6. Conservation and Preservation of Natural Systems and Natural Resources	• Natural systems protection • Natural resource protection	These actions preserve or restore natural areas or the natural functions of floodplain and watershed areas. They are implemented by a variety of agencies, primarily parks, recreation, or conservation agencies or organizations. Actions may focus on natural features (*e.g.*, barrier islands, sand dunes, wetlands, rivers, estuaries) and utilize nature-based approaches.

SECTION 7: PLAN MAINTENANCE

7.1 MONITORING AND EVALUATION

The 2026 Lowcountry Hazard Mitigation Plan will be monitored, evaluated, and maintained by staff at LCOG, in cooperation with the Steering Committee. LCOG will evaluate the Plan annually, or more frequently as conditions change and modifications are needed. The Steering Committee will continue to meet once annually, or as necessary, to coordinate improvements, evaluate changes, and amend the plan as needed, over the next five years. While the mitigation actions will be completed by each individual jurisdiction, LCOG staff will assist with providing data and grant writing, when requested. Appendix K provides details on relevant federal mitigation funding sources.

In coordination with the Steering Committee, LCOG's role is to:

- Facilitate Steering Committee meetings
- Notify the jurisdictions of grant opportunities
- Assist with grant writing
- Update the database of Community Mitigation Actions
- Evaluate changes to Community Mitigation Actions
- Update database of storm/hazard events
- Track changes in development
- Update general mapping
- Update socio-economic data
- Draft notices to the media and public regarding changes to the Plan or related activities

It will be the responsibility of the jurisdictions to integrate hazard mitigation planning principles included in this Plan in other local planning initiatives, such as comprehensive planning and capital improvement programs (CIP). If requested, LCOG will provide technical assistance to local jurisdictions to ensure new initiatives complement this Hazard Mitigation Plan.

7.2 UPDATING

As required by the Disaster Mitigation Act of 2000, the 2026 Lowcountry Hazard Mitigation Plan will be updated every five years. The Plan will be thoroughly reviewed by the planning team. Unless otherwise specified, the planning team includes the same members as the steering committee (Section 1.2). The planning team is comprised of representatives from Beaufort County, City of Beaufort, Town of Bluffton, Town of Hilton Head Island, Town of Port Royal, Colleton County, Town of Edisto Beach, Hampton County, Jasper County, City of Hardeeville, Beaufort-Jasper Water & Sewer Authority, and the Lowcountry Council of Governments. Other jurisdictions can be brought in as necessary.

Table 7-1 provides timeframes, activities, and responsible parties for the plan update over the next five years.

Table 7-1: 5-Year Plan Update Strategy

Timeframe	Activity	Responsible Party
2026-2031	Continue plan implementation	Participating Jurisdictions
2028 – 2nd Quarter	Review planning grant options and prepare for the plan update's grant application.	Planning Team
2029 – 1st Quarter	Review the plan and determine whether or not the components of the plan need to be updated. Different aspects will be discussed. These include but are not limited to: ▪ Stakeholders and public participation – other jurisdictions and/or agencies adding to the planning team members, other stakeholders participating to the plan update, public involvement ▪ Demographic conditions – changes in the community's demographics, changes in the region's development trend ▪ Hazard Identification and Profile – new hazards affecting community, changes in hazards' location and extent, new tool or data to enhance the risk and vulnerability assessment ▪ Mitigation Strategy – modification of goals and strategies ▪ Plan implementation - obstacles or problems in the plan implementation; new local, regional, state, or federal policies influencing hazard mitigation; prioritization of the mitigation actions	Planning Team
2029 – 2030	Update the plan according to the plan review, new data, and FEMA's comments for the current plan	Planning Team, Participating Jurisdictions, Stakeholders, and the Public
2030 – 4th Quarter	Complete the draft final plan and make available to participating jurisdictions and the public for review	LCOG
2031 – 1st Quarter	Submit the final plan to SCEMD for review	LCOG
2031 – 1st Quarter	Submit the final plan to FEMA for final approval	LCOG and SCEMD
2031 – 2nd Quarter	Adopt the plan	Participating Jurisdictions

7.3 CONTINUED PUBLIC INVOLVEMENT

As part of this plan, individual jurisdictions are responsible for year-round activities associated with public information and preparation for hazards. LCOG will facilitate an ongoing discussion for the general public utilizing social media such as Facebook and LinkedIn, that provides tips, information on potential events from the perspective of past regional storms, and other information as it becomes available. The strategy will provide an outlet for engagement from the community about hazard mitigation between plan updates. A web page is also set up on the Lowcountry Council of Governments' website to highlight community aspects of this plan and will be updated as needed. A PDF version of this Plan is also available via the LCOG's website.

APPENDIX A: STEERING COMMITTEE MEETINGS

APPENDIX B: STAKEHOLDER & PUBLIC PARTICIPATION

APPENDIX C: PLAN REVIEW & COMMENTS

APPENDIX D: PUBLIC ASSISTANCE FUNDED PROJECT SUMMARIES

APPEDNIX E: DEFINITIONS OF FEMA FLODD ZONE DESIGNATIONS

APPEDNIX F: FLOOD ZONE MAPS

APPENDIX G: LIST OF CRITICAL FACILITIES

APPENDIX H: LCOG HEAT REPORT

APPENDIX I: 2020 ACTIONS UPDATE

APPENDIX J: 2026 NEW MITIGATION ACTIONS

APPENDIX K: FEDERAL MITIGATION FUNDING SOURCES

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 09/02/2026
From:	Alan Eisenman, Finance Director	
Item Name:	An Ordinance to amend City of Beaufort Ordinance 2025/13 regarding the fiscal year 2025-2026 City of Beaufort budget to provide for the revenues and expenditures of General Fund, Parks and Tourism Fund, State Accommodations Tax Fund, American Rescue Plan Act Fund, Fire Impact Fees Fund, TIF II Fund, Stormwater Fund and Capital Projects Fund - First Reading	
Meeting Date:	September 8, 2026	
Department:	Finance Department	

Background Information:
Introduction:
This budget amendment for fiscal year 2026 includes budget adjustments for year-end actual amounts and addresses capital projects that were budgeted in the fiscal year.

Background:

The State of South Carolina General Assembly, through FY2025 General Appropriations Act Bill H. 5100, allocated $1,500,000 to the City to be directly appropriated to a non-profit organization to be used for a Cyber Security Education Facility. The City received $1,500,000 appropriation from the State and did not spend the funds in fiscal year 2026, therefore the revenue will be requested to be budgeted in fiscal year 2027.

The City experienced business and residential/commercial development growth which resulted in revenue from property tax revenues greater than budget by $1,291,000.

The City's Police Department incurred $267,000 in off-duty personnel expenses above the budgeted amount; however, the City also received an additional $322,000 in off-duty contract revenue, primarily attributable to the implementation of the Wal-Mart security contract during

the fiscal year.

The City recognized an additional $86,500 in expenses associated with fire service agreements with Burton Fire District and Lady's Island/St. Helena Fire District.

Tthe City received $298,000 in franchise fees over the budgeted amount.

The City realized a shortfall of $483,000 in business license revenues and $229,000 in building permit revenues compared to the budgeted amounts, primarily due to lower-than-expected collections through the Municipal Association of South Carolina and the absence of one-time building permit revenues from large residential developments that occurred in the prior fiscal year.

The City received $198,000 in miscellaneous revenue excess of the budgeted amount mostly from a property sale in Beaufort Commerce Park.

The City's General Fund interest revenue was $146,000 greater than the budget amount because of interest rates remaining stable during the fiscal year.

The City Council spent an additional $392,000 in legal fees than was originally budgeted.

The City's restaurant industry growth through hospitality revenue collections exceeded expectations by $222,000.

The City's parking revenues decreased by $196,000 compared to the budgeted amount due to ongoing downtown construction and the continuation of free parking in areas affected by those construction activities.

The City's Parks and Tourism Fund realized $107,000 less in interest revenue than budgeted, as available bond proceeds were drawn down to support the Washington Street Park and Southside Parks projects.

The City's Parks and Tourism Fund received $125,000 more in insurance revenue than budgeted, attributable to additional insurance proceeds related to Hurricane Helene.

The City received an additional $599,000 in state accommodation taxes over the expected amount.

The City recognized $1,303,750 in American Rescue Plan Act federal grant revenue during the fiscal year.

The City received $157,000 less in fire impact fee revenue than budgeted, due to one-time large residential developments occurring in the prior fiscal year.

It is necessary for the City to de-obligate a total of $14,189,139 in revenues and expenses from the Capital Project Fund for various road, stormwater, and building projects that either were not initiated during the fiscal year or did not progress as originally anticipated.

Legal Authority:
S.C. Code Ann. § 5-7-260; Title 5, Chapter 7

Staff Recommendation:
Staff recommends for Council's consideration approval of first reading of the budget amendment. The second reading will take place on October 13, 2026.

Placed on Agenda For:
Action

Attachments:
1. Budget Ordinance Amendment

ORDINANCE 2026/13

AN ORDINANCE TO AMEND CITY OF BEAUFORT ORDINANCE 2025/13 REGARDING THE FISCAL YEAR 2025-2026 CITY OF BEAUFORT BUDGET TO PROVIDE FOR THE REVENUES AND EXPENDITURES OF GENERAL FUND, PARKS AND TOURISM FUND, STATE ACCOMMODATIONS TAX FUND, AMERICAN RESCUE PLAN ACT FUND, FIRE IMPACT FEES FUND, TIF II FUND, STORMWATER AND CAPITAL PROJECTS FUND.

WHEREAS, Section 5-7-260 of the South Carolina Code of Laws requires that a municipal council act by ordinance to adopt a budget and levy taxes, pursuant to public notice; and

WHEREAS, on June 10, 2025, the City of Beaufort (hereinafter "City") adopted Ordinance No. 2025/13 which set the City's FY 2025- 2026 budget and associated expenditures; and

WHEREAS, the State of South Carolina General Assembly, through FY2025 General Appropriations Act Bill H. 5100, allocated $1,500,000 to the City to be directly appropriated to a non-profit organization to be used for a Cyber Security Education Facility; and

WHEREAS, the City received $1,500,000 appropriation from the State and did not spend the funds in fiscal year 2026, therefore the revenue will be requested to be budgeted in fiscal year 2027; and

WHEREAS, the City experienced business and residential/commercial development growth which resulted in revenue from property tax revenues greater than budget by $1,291,000; and

WHEREAS, the City's Police Department incurred $267,000 in off-duty personnel expenses above the budgeted amount; however, the City also received an additional $322,000 in off-duty contract revenue, primarily attributable to the implementation of the Wal-Mart security contract during the fiscal year; and

WHEREAS, the City recognized an additional $86,500 in expenses associated with fire service agreements with Burton Fire District and Lady's Island/St. Helena Fire District; and

WHEREAS, the City received $298,000 in franchise fees over the budgeted amount; and

WHEREAS, the City realized a shortfall of $483,000 in business license revenues and $229,000 in building permit revenues compared to the budgeted amounts, primarily due to lower-than-expected collections through the Municipal Association of South Carolina and the absence of one-time building permit revenues from large residential developments that occurred in the prior fiscal year; and

WHEREAS, the City received $198,000 in miscellaneous revenue excess of the budgeted amount mostly from a property sale in Beaufort Commerce Park; and

WHEREAS, the City's General Fund interest revenue was $146,000 greater than the budget amount because of interest rates remaining stable during the fiscal year; and

WHEREAS, the City Council spent an additional $392,000 in legal fees than was originally budgeted; and

WHEREAS, the City's restaurant industry growth through hospitality revenue collections exceeded expectations by $222,000; and

WHEREAS, the City's parking revenues decreased by $196,000 compared to the budgeted amount due to ongoing downtown construction and the continuation of free parking in areas affected by those construction activities; and

WHEREAS, the City's Parks and Tourism Fund realized $107,000 less in interest revenue than budgeted, as available bond proceeds were drawn down to support the Washington Street Park and Southside Parks projects; and

WHEREAS, the City's Parks and Tourism Fund received $125,000 more in insurance revenue than budgeted, attributable to additional insurance proceeds related to Hurricane Helene; and

WHEREAS, the City received an additional $599,000 in state accommodations taxes over the expected amount; and

WHEREAS, the City recognized $1,303,750 in American Rescue Plan Act federal grant revenue during the fiscal year; and

WHEREAS, the City received $157,000 less in fire impact fee revenue than budgeted, due to one-time large residential developments occurring in the prior fiscal year; and

WHEREAS, it is necessary for the City to deobligate a total of $14,189,139 in revenues and expenses from the Capital Project Fund for various road, stormwater, and building projects that either were not initiated during the fiscal year or did not progress as originally anticipated; and

WHEREAS, it is necessary and proper to appropriate, obligate, and budget funds for the above-referenced items; and

WHEREAS, in compliance with South Carolina law and in the interest of maintaining good accounting practices and transparency in the budget process, it is beneficial and necessary to amend the budget to reflect this additional appropriation of funds.

NOW, THEREFORE, BE IT ORDAINED by the City of Beaufort Council that the FY 2025-2026 City of Beaufort Ordinance 2025/13 is hereby amended by the addition of the following, such that the General Fund FY26 Budget and the Consolidated FY26 Revised Budget are as shown on Exhibits A and B, hereto

SECTION 1. AMENDMENT

General Fund

Revenues	
Intergovernmental	$ (1,500,000)
Property Taxes	1,291,000
Charges for Services	322,000
Franchise Fees	298,000
Licenses and Permits	(712,000)
Miscellaneous	198,000
Interest	146,000
Release of Fund Balance- Redevelopment	(375,000)
Total Revenues	(332,000)
Expenditures	
City Council- Operating- Legal	392,000
Non-Departmental- Fire Services Agreements with Burton and Lady's Island/St. Helena Fire Districts	86,500
Police Department- Personnel- Off Duty	267,000
Transfers Out- Duke Street Project	(375,000)
Total Expenditures	370,500

Parks and Tourism Fund

Revenues	
Other Taxes- Hospitality Fee	$ 222,000
Charges for Services	(196,000)
Interest	(107,000)
Miscellaneous-Insurance	125,000
Total Revenues	44,000
Expenditures	
Transfers Out- Carnegie Interior Project	(200,000)
Total Expenditures	$ (200,000)

State Accommodations Tax Fund

Revenues	
Other Taxes- Accommodations Tax	599,000
Total Revenues	$ 599,000
Expenditures	
Transfers Out- Arsenal Walls Project	(268,639)
Transfers Out- Arsenal Windows Project	(200,000)
Total Expenditures	$ (468,639)

American Rescue Plan Act Fund	
Revenues	
Intergovernmental	1,303,750
Total Revenues	$ 1,303,750
Fire Impact Fee Fund	
Revenues	
Licenses and Permits	(157,000)
Total Revenues	$ (157,000)
TIF II Fund	
Expenditures	
Transfers Out- City Hall and PD/Court Roof Replacement Project	(700,000)
Transfers Out- 1st SC Volunteers Park Construction Project	(250,000)
Transfers Out- PD Building Upfit Project	(150,000)
Total Expenditures	$ (1,100,000)
Stormwater Fund	
Expenditures	
Transfers Out- Bayard Street Project	(398,000)
Total Expenditures	$ (398,000)
Capital Projects Fund	
Revenues	
Intergovernmental- Federal Grant- Bayard Street Project	(707,000)
Intergovernmental- Federal Grant- Charles/Craven Street Project	(5,695,000)
Intergovernmental- Federal Grant- King Street Project	(4,365,500)
Intergovernmental- Federal Grant- Depot Road Project	(180,000)
Release of Fund Balance- Marina Fuel Tanks Project	(700,000)
Transfers In- Duke Street Project	(375,000)
Transfers In- City Hall and PD/Court Roof Replacement Project	(700,000)
Transfers In- 1st SC Volunteers Park Construction Project	(250,000)
Transfers In- PD Building Upfit Project	(150,000)
Transfers In- Arsenal Walls Project	(268,639)
Transfers In- Arsenal Windows Project	(200,000)
Transfers In- Carnegie Interior Project	(200,000)
Transfers In- Bayard Street Project	(398,000)
Total Revenues	$(14,189,139)
Expenditures	
Capital- City Hall and PD/Court Roof Replacement Project	(700,000)
Capital- 1st SC Volunteers Park Construction Project	(250,000)
Capital- PD Building Upfit Project	(150,000)
Capital- Duke Street Project	(375,000)
Capital- Arsenal Walls Project	(268,639)
Capital- Arsenal Windows Project	(200,000)
Capital- Carnegie Interior Project	(200,000)
Capital- Bayard Street Project	(1,105,000)
Capital- Charles/Craven Street Project	(5,695,000)
Capital- King Street Project	(4,365,500)
Capital- Depot Road Project	(180,000)
Capital- Marina Fuel Tank Project	(700,000)
Total Expenditures	$(14,189,139)

SECTION 2. EFFECTIVE DATE

This Ordinance shall be effective upon its enactment by the City Council for the City of Beaufort.

_____
PHILIP E. CROMER, MAYOR

ATTEST:

_____
TRACI GULDNER, CITY CLERK

1ST Reading September 8, 2026

2nd Reading & Adoption _____

Attachments:

A. General Fund FY26 Budget
B. Consolidated FY26 Revised Budget

EXHIBIT A

General Fund FY26 Budget

	Adopted FY26 Budget	Budget Amendment #1	Budget Amendment #2	Budget Amendment #3	Budget Amendment #6	Revised FY26 Budget
Revenues						
Property Taxes	$ 9,969,172	$ -	$ -	$ -	$ 1,291,000	$ 11,260,172
Licenses & Permits	7,817,000	-	-	-	(712,000)	7,105,000
Intergovernmental	4,230,180	1,500,000	-	-	(1,500,000)	4,230,180
Franchise Fees	2,384,440	-	-	-	298,000	2,682,440
Charges for Services	1,720,245	-	-	-	322,000	2,042,245
Fines & Forfeitures	67,000	-	-	-	-	67,000
Miscellaneous	60,000	-	-	-	198,000	258,000
Interest	600,000	-	-	-	146,000	746,000
Transfers In	69,584	-	-	-	-	69,584
Issuance of Capital Lease	833,472	-	-	-	-	833,472
Release of Committed/Assigned Fund Balance	1,024,878	137,900	700,834	10,403	(375,000)	1,499,015
Total General Fund Revenues	$ 28,775,971	$ 1,637,900	$ 700,834	$ 10,403	$ (332,000)	$ 30,793,108
Appropriations						
Non-Departmental	$ 815,171	$ -	$ -	$ -	$ 86,500	$ 901,671
City Council	318,249	-	-	-	392,000	710,249
City Manager	1,006,844	-	4,382	-	-	1,011,226
Finance	1,103,555	-	7,742	-	-	1,111,297
Human Resources	514,604	-	5,389	-	-	519,993
Information Technology	939,137	-	-	-	-	939,137
Municipal Court	690,911	-	15,389	-	-	706,300
Community & Economic Development	1,356,171	-	7,088	-	-	1,363,259
Police Operations	6,272,804	-	189,584	-	267,000	6,729,388
School Resource Officer	734,983	-	-	-	-	734,983
School Crossing Guard	24,945	-	-	-	-	24,945
Victims Rights	123,030	-	-	-	-	123,030
Fire	8,696,627	-	438,468	-	-	9,135,095
Public Works	545,431	-	32,792	-	-	578,223
Streets & Traffic	1,216,546	137,900	-	-	-	1,354,446
Facilities Maintenance	718,115	-	-	10,403	-	728,518
Solid Waste	1,476,050	-	-	-	-	1,476,050
Debt Service	1,847,798	-	-	-	-	1,847,798
Transfers Out	375,000	-	-	-	(375,000)	-
Total General Fund Appropriations	$ 28,775,971	$ 137,900	$ 700,834	$ 10,403	$ 370,500	$ 29,995,608

EXHIBIT B

Consolidated FY26 Revised Budget

Revenues	General Fund	ARPA Fund	Parks & Tourism Fund	Stormwater Fund	State Accommodations Fund	Fire Impact Fund	TIF II Fund	Capital Project Fund	Total
Revenues	$ 28,391,037	$ 1,437,621	$ 5,556,500	$ 1,403,346	$ 1,545,667	$ 48,000	$ 120,000	$ 10,808,259	$ 49,310,430
Transfers In	69,584	-	-	-	-	-	-	4,244,198	4,313,782
Issuance of Capital Lease	833,472								833,472
Release of Committed Fund	1,499,015	153,459	2,561,185	101,853	-	-	720,000	-	5,035,512
Release of Fund Balance	-	-	1,091,325	-	-	-	-	-	1,091,325
Total Revenues	$ 30,793,108	$ 1,591,080	$ 9,209,010	$ 1,505,199	$ 1,545,667	$ 48,000	$ 840,000	$ 15,052,457	$ 60,584,521
Expenditures									
Salaries	$ 12,066,137	$ 97,972	$ 2,172,279	$ 492,602	$ 18,366	$ -	$ -	$ -	$ 14,847,356
Benefits	4,831,804	40,281	947,533	207,146	7,363	-	-	-	6,034,127
Operating	9,295,357	100,000	2,052,032	217,490	1,044,150	-	-	-	12,709,029
Capital	1,746,062	-	345,300	-	31,567	-	740,000	15,052,457	17,915,386
Debt	2,056,248	-	969,496	518,900	-	-	-	-	3,544,644
Transfers Out	-	1,352,827	2,722,370	69,061	69,584	-	100,000	-	4,313,842
Contribution to Fund Balance	797,500	-	-	-	374,637	48,000	-	-	1,220,137
Total Expenditures	$ 30,793,108	$ 1,591,080	$ 9,209,010	$ 1,505,199	$ 1,545,667	$ 48,000	$ 840,000	$ 15,052,457	$ 60,584,521
Net (Deficit) Surplus	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 08/31/2026
From:	Alan Eisenman, Finance Director	
Item Name:	Authorization to allow the City Manager to enter into a Contractual Agreement for Street Sweeping Services	
Meeting Date:	September 8, 2026	
Department:	Finance Department	

Background Information:
Introduction:
On May 7, 2026, the City solicited a request for proposals, RFP 2026-109 Street Sweeping Services.

Background:
The public notice was posted on the City's website, the State of South Carolina Business Opportunities(SCBO) website and was advertised in the Island News. A non-mandatory pre-bid meeting was held on May 11. Questions were received by the May 15 deadline, and answers were posted on May 22. Four bids were received by the submittal deadline of June 4 at 2:00 PM. The bids were opened during a public meeting. The budget for these services is $120,000, $60,000 from the Public Works Streets Fund and $60,000 from the Stormwater Fund.

Acme Sweeping & Striping Beaufort, SC $186,403. $185.00/mile for additional work

Tidewater/Yardnique Savannah, GA $346,944. $75/mile for additional work

Sweeping Corporation of America Charleston, SC $144,256. $125.00/mile for additional work
$141,653. $125.00/mile (negotiated 2% reduction)
$106,074. $125.00/mile (excluding Sea Island Parkway)

Clean Sweep Environmental Bluffton, SC $139,942. $58.75/mile for additional work

On June 15, the selection committee of Bryan Durrance, Linda Roper and Bailey Kato-Dutton met to review the summary and rankings of their independent evaluations. Sweeping Corporation of America scored the highest, followed by Acme Sweeping & Striping, Clean Sweep

Environmental and Tidewater/Yardnique, in that order. Although Clean Sweep Environmental was the lowest bid they are a smaller company of two operators, two trucks and do not currently have any annual contracts. On July 9, the committee including Eric Claussen conducted interview meetings with all four bidders. The committee then re-ranked the bidders and Sweeping Corporation of America, scored the highest, followed by Clean Sweep Environmental, Acme Sweeping & Striping and Tidewater/Yardnique in that order.

The committee decided that the Sweeping Corporation of America (SCA) is the most responsive bidder for this contract, but their bid was $24,256 over budget. A lowest and final offer was then negotiated, and they reduced the annual rate by 2.0% to $141,653. The committee then decided to remove the Sea Island Parkway route from the scope of work and Public Works agreed to perform the work internally, as needed on a monthly or bi-weekly basis. SCA has loaner trucks available if necessary. This reduced the final contract amount by $36,305 for a total of $106,074.

The committee was also impressed by Clean Sweep Environmental. They are a local company and have several as-needed contracts with private residential developments, roads and a recent subcontract with JH Hiers Construction on King Street. The committee recommends an as-needed contract for sweeping service of storm debris and after City events.

The selection committee is unanimous in recommending Sweeping Corporation of America for the annual street sweeping contract and Clean Sweep Environmental for an as-needed contract.

Legal Authority:
City Code of Ordinance- Part 1, Chapter 4, Article A, Section 1-4004, Paragraph 9

Staff Recommendation:
Staff recommends that Council approve the contract to Sweeping Corporation of America for street sweeping services.

Placed on Agenda For:
Action

Attachments:
1. RECOMMENDATION MEMO RFP 2026-109
2. SWEEPING CORP OF AMERICA INCL FINAL BID FORM- Redacted
3. ANNUAL CONTRACT RFP 2026-109 STREET SWEEPING SERVICES SCAofSC
4. CONTRACT RFP 2026-109 STREET SWEEPING SERVICES CLEAN SWEEP

TO: SCOTT MARSHALL

FROM: JAY PHILLIPS

SUBJECT: RFP 2026-109 STREET SWEEPING SERVICES

DATE: AUGUST 26, 2026

CC: BRYAN DURRANCE, LINDA ROPER, BAILEY KATO-DUTTON, ERIC CLAUSSEN, ALAN EISENMAN

On May 7, 2026, the City solicited a request for proposals, RFP 2026-109 Street Sweeping Services. The public notice was posted on the City's website, the State of South Carolina Business Opportunities(SCBO) website and was advertised in the Island News. A non-mandatory pre-bid meeting was held on May 11. Questions were received by the May 15 deadline, and answers were posted on May 22. Four bids were received by the submittal deadline of June 4 at 2:00 PM. The bids were opened during a public meeting. The budget for these services is $120,000, $60,000 from the Public Works Streets Fund and $60,000 from the Stormwater Fund.

Acme Sweeping & Striping	Beaufort, SC	$186,403. $185.00/mile for additional work
Tidewater/Yardnique	Savannah, GA	$346,944. $75/mile for additional work
Sweeping Corporation of America	Charleston, SC	$144,256. $125.00/mile for additional work $141,653. $125.00/mile (negotiated 2% reduction) $106,074. $125.00/mile (excluding Sea Island Parkway)
Clean Sweep Environmental	Bluffton, SC	$139,942. $58.75/mile for additional work

On June 15, the selection committee of Bryan Durrance, Linda Roper and Bailey Kato-Dutton met to review the summary and rankings of their independent evaluations. Sweeping Corporation of America scored the highest, followed by Acme Sweeping & Striping, Clean Sweep Environmental and Tidewater/Yardnique, in that order. Although Clean Sweep Environmental was the lowest bid they are a smaller company of two operators, two trucks and do not currently have any annual contracts. On July 9, the committee including Eric Claussen conducted interview meetings with all four bidders. The committee then re-ranked the bidders and Sweeping Corporation of America, scored the highest, followed by Clean Sweep Environmental, Acme Sweeping & Striping and Tidewater/Yardnique in that order.

The committee decided that the Sweeping Corporation of America (SCA) is the most responsive bidder for this contract, but their bid was $24,256 over budget. A lowest and final offer was then negotiated, and they reduced the annual rate by 2.0% to $141,653. The committee then decided to remove the Sea Island Parkway route from the scope of work and Public Works agreed to perform the work internally, as needed on a monthly or bi-weekly basis. SCA has loaner trucks available if necessary. This reduced the final contract amount by $36,305 for a total of $106,074.

The committee was also impressed by Clean Sweep Environmental. They are a local company and have several as needed contracts with private residential developments, roads and a recent subcontract with JH Hiers Construction on King Street. The committee recommends an as needed contract for sweeping service of storm debris and after City events.

The selection committee is unanimous in recommending Sweeping Corporation of America for the annual street sweeping contract and Clean Sweep Environmental for an as needed contract. Upon your approval, notices of intent to award and sample contracts will be sent to the Sweeping Corporation of America and Clean Sweep Environmental, and the award recommendations will be scheduled for Council approval on September 8.

CITY OF BEAUFORT
SIGNATURE PAGE
STREET SWEEPING SERVICES
RFP NO. 2026-109

SUBMITTER OF PROPOSAL'S NAME: Patrick Bobo - Secretary/CLO of SCA od SC LLC

The undersigned, having become familiar with the existing conditions and the Proposal Scope of Services hereby proposed, agrees to complete the work as described in accordance with the Request for PROPOSAL and Contract Documents.

Submitters warrants that no gratuities, in the form of gifts, entertainment, or otherwise, were offered or given by the **Submitter of PROPOSAL**, to any officer or employee of the City with a view toward securing the contract or securing favorable treatment with respect to any determination concerning the performance of the contract.

This offer is genuine and not made in interest of or on behalf of any undisclosed person, vendor or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; **Submitters** has not directly induced or solicited any other **Submitters** to submit false or sham bid; **Submitters** has not solicited or sought by collusion to obtain for itself any advantage over any other **Submitters** or other **Owner**.

The words "Bidder", "Offeror", "Submitter of PROPOSAL", "Vendor", and "Company" are used interchangeably throughout this solicitation, and are used in place of the person, vendor, or corporation submitting a solicitation.

Submitters has examined copies of all documents and of the following addenda (if applicable):

Addendum No.	Date	
1	5/7/2026	Addendum #4 posted 5/27/2026
2	5/11/2026	Addendum #5 Posted 5/28/2026
3	5/11/2026	Addendum #6 Posted 5/28/2026

Address:
Post Office Box: _____ Zip: _____
Street: 3031 N. Rocky Point Drive West, Ste 730 Zip: 33607
City: Tampa State: Florida
Telephone: 813-771-7041
Email: [redacted]

*Signature: _____ Title: Secretary/CLO

Proposal will not be accepted unless signed in ink (not typed) in the appropriate space by an authorized officer or employee of the bidder.

Printed Name: Patrick Bobo Date: 5/28/2026

Thank you for your interest in our bid opportunities and we welcome you to submit a response. Please be sure to review and comply with all specifications and requirements.

Addendum Description

RESPOSTING RFP WITH DRAFT WATERMARK REMOVED.

Notice Modifications

Notice Information	From Value	To Value
No entries		

Category Modifications

Added Categories
No Categories Added

Removed Categories
No Categories Removed

Added Documents[A]

Document	Size	Uploaded Date	Language
RFP 2026-109 STREET SWEEPING SERVICES.pdf [pdf]	749 Kb	05/07/2026 02:54 PM EDT	English

Thank you for your interest in our bid opportunities and we welcome you to submit a response. Please be sure to review and comply with all specifications and requirements.

Addendum Description

PREBID MEETING MS TEAMS INFORMATION
May 11, 2026, 2:00 p.m.
1911 BOUNDARY STREET
FINANCE DEPT.
EXECUTIVE CONFERENCE ROOM #2

Microsoft Teams meeting
Join: https://teams.microsoft.com/meet/274103766076336?p=DkaqueWxNH3QJl1T0g
Meeting ID: 274 103 766 076 336
Passcode: wW6eS2rr

Notice Modifications

Notice Information	From Value	To Value
No entries		

Category Modifications

Added Categories
No Categories Added

Removed Categories
No Categories Removed

Thank you for your interest in our bid opportunities and we welcome you to submit a response. Please be sure to review and comply with all specifications and requirements.

Addendum Description

EXHIBIT H BI-WEEKLY REPORT
The heading in Exhibit H has been updated from Weekly Report to "Bi-Weekly Report". See the document attached.

Notice Modifications

Notice Information	From Value	To Value
No entries		

Category Modifications

Added Categories
No Categories Added

Removed Categories
No Categories Removed

Added Documents[A]

Document	Size	Uploaded Date	Language
BI-WEEKLY REPORT STREET SWEEPING SERVICES.pdf [pdf]	81 Kb	05/11/2026 04:01 PM EDT	English

Thank you for your interest in our bid opportunities and we welcome you to submit a response. Please be sure to review and comply with all specifications and requirements.

Addendum Description

TO ADD RFP SIGNATURE PAGE DOCUMENT

Notice Modifications

Notice Information	From Value	To Value
No entries		

Category Modifications

Added Categories
No Categories Added

Removed Categories
No Categories Removed

Added Documents[A]

Document	Size	Uploaded Date	Language
ADDENDUM 4 RFP SIGNATURE PAGE RFP 2026-109 STREET SWEEPING SERVICES.pdf [pdf]	99 Kb	05/27/2026 04:33 PM EDT	English

Thank you for your interest in our bid opportunities and we welcome you to submit a response. Please be sure to review and comply with all specifications and requirements.

Addendum Description

The date of the bid opening is extended to June 4, 2026 at 2 PM. The bed opening will be held at Beaufort City Hall, 1911 Boundary St. in the executive conference room number two.

Notice Modifications

Notice Information	From Value	To Value
No entries		

Category Modifications

Added Categories
No Categories Added

Removed Categories
No Categories Removed

Thank you for your interest in our bid opportunities and we welcome you to submit a response. Please be sure to review and comply with all specifications and requirements.

Addendum Description

The due date for bid submissions is extended to Thursday, June 4, 2026, at 2:00 PM. A public bid opening meeting will be held at Beaufort City Hall, 1911 Boundary Street, Executive Conference Room #2 at 2:00 PM.

Virtual Attendance Option

Microsoft Teams meeting
Join: https://teams.microsoft.com/meet/264414657988893?p=dCRyGfsRDIBJWFKB1f
Meeting ID: 264 414 657 988 893
Passcode: t6D7oS7d

Notice Modifications

Notice Information	From Value	To Value
Closing Date	5/28/26 2:00 PM EST/EDT	6/4/26 2:00 PM EST/EDT

Category Modifications

Added Categories
No Categories Added

Removed Categories
No Categories Removed

Added Documents[A]

Document	Size	Uploaded Date	Language
ADDENDUM 6 EXTENSION OF DUE DATE.pdf [pdf]	189 Kb	05/28/2026 10:01 AM EDT	English

Scott Marshall
CITY MANAGER
843-525-7070

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Jay Phillips
PROCUREMENT ADMINISTRATOR
843-525-7071

STREET SWEEPING SERVICES
RFP 2026-109
Addendum 6

This addendum is issued by the City of Beaufort Finance Department. Except as modified by this addendum, all areas of the RFP not specifically mentioned in or affected by this addendum, shall remain unchanged.

The due date for bid submissions is extended to Thursday, June 4, 2026, at 2:00 PM. A public bid opening meeting will be held at Beaufort City Hall, 1911 Boundary Street, Executive Conference Room #2 at 2:00 PM.

Virtual Attendance Option

Microsoft Teams meeting
Join: https://teams.microsoft.com/meet/264414657988893?p=dCRyGfsRDlBJWFKB1f
Meeting ID: 264 414 657 988 893
Passcode: t6D7oS7d

All Bidders shall acknowledge receipt and acceptance of this addendum by signing in the space provided in the RFP Signature Page. Bids submitted without this Addendum may be considered non-responsive.

Scott Marshall
CITY MANAGER
843-525-7070

Jay Phillips
PROCUREMENT ADMINISTRATOR
843-525-7071

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

ETHICS IN PUBLIC CONTRACTING AFFIDAVIT

STATE OF OHIO)

COUNTY OF CUYAHOGA)

Patrick Bobo, being first duly sworn, deposes and says that:

1. He/She is Secretary/CLO (title) for/of SCA of SC (company/business), the Bidder that has submitted the attached Statement of Bids;
2. He/She is legally qualified and capable of signing this affidavit and is authorized to do so by Bidder;
3. He/She is fully informed regarding the preparation and contents of the attached Statement of Bid and of all pertinent circumstances respecting such Bid;
4. Such Bid is genuine and is made without fraud;
5. Neither the said Bidder, nor any of its officers, partners, owners, agents, representatives, employees, or parties in interest has offered or received any kickbacks or inducements from any Bidder, suppliers, manufacturer, or company in connection with the offer, and they have not conferred on any public employee, public member, or public official having official responsibility for this procurement or transaction, any payment, loan, subscription, advance, deposit of money, services, or anything of value as defined in Section 8-13-100 of the South Carolina Code of Laws; and
6. Furthermore, neither the Bidder, nor any of its officers, partners, owners, agents, representatives, employees or parties in interest has any relationship with the City, another person, or organization that interferes with fair competition or that constitutes a conflict of interest with respect to a contract with the City.

5/26/2026
DATE

SCA of SC, LLC
COMPANY/BUSINESS

BY: PBobo
SIGNATURE

Patrick Bobo

Scott Marshall
CITY MANAGER
843-525-7070

Jay Phillips
PROCUREMENT ADMINISTRATOR
843-525-7071

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

PRINTED NAME

SWORN to before me this 26
day of May, 2026

ITS: Patrick Bobo - Secretary/CLO
TITLE

Notary Public for Ohio (state)
My commission expires: 12-11-2027
By: [signature]
(signature)

NONCOLLUSION AFFIDAVIT OF PRIME BIDDER

STATE OF OHIO)

COUNTY OF CUYAHOGA)

Patrick Bobo, being first duly sworn, deposes and says that:

1. He/She is Secretary/CLO of SCA of SC, LLC, the Bidder that has submitted the attached Bid;
2. He/She is fully informed respecting the preparation and contents of the attached Bid and of all pertinent circumstances respecting such Bid;
3. Such Bid is genuine and is not a collusive or sham Bid;
4. Neither the said Bidder nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived, or agreed, directly or indirectly with any other Bidder, company or person to submit a collusive or sham Bid in connection with the Contract for which the attached Bid has been submitted or to refrain from proposing in connection with such Contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other Bidder, company or person to fix the price or prices in the attached Bid or of any other Bidder, or to secure through any other Bid, or to fix any overhead, profit or cost element of the bid price or the bid price of any other Bidder, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Beaufort, SC or any person interested in the proposed contract.

NOTARY PUBLIC STATE OF OHIO
KATHARINE B TRENT BEYERLE
NOTARY PUBLIC, STATE OF OHIO
CUYAHOGA COUNTY
My Comm. Expires December 11, 2027

Scott Marshall
CITY MANAGER
843-525-7070

Jay Phillips
PROCUREMENT ADMINISTRATOR
843-525-7071

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

(signed)

(title)

Secretary/CLO

SWORN to before me this 26th
day of May, 2026

Notary Public for Ohio (state)
My commission expires: 12-11-2027
By: _____
(signature)

NOTARY PUBLIC STATE OF OHIO
KATHARINE B TRENT BEYERLE
NOTARY PUBLIC, STATE OF OHIO
CUYAHOGA COUNTY
My Comm. Expires December 11, 2027

Scott Marshall
CITY MANAGER
843-525-7070

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Jay Phillips
PROCUREMENT ADMINISTRATOR
843-525-7071

SMALL/WOMAN-OWNED/MINORITY BUSINESS ENTERPRISE FORM	
YOUR COMPANY'S CURRENT STATUS	**SUPPLIER BUSINESS CLASSIFICATIONS**
Is this a small business? Yes (No)	A small business is a business which is independently owned and operated, not dominant in its field of operation, and can qualify under criteria concerning number of employees, average annual receipts, or other criteria as outlined by the Small Business Administration. (See CFR Title 13, Part 121, as amended)
Is this a woman-owned business? Yes (No)	A woman-owned business is a business which is at least 51% owned by a woman or women who also control and operate the business.
Is this a minority-owned business? Yes (No) If Yes, please indicate minority group: ___Asian American ____Black American ___Hispanic American ___Native American	A minority-owned business is a business which is at least 51% owned, controlled and operated by socially and economically disadvantaged individuals. The following groups are among those presumed to be socially and economically disadvantaged: Asian Americans, Black Americans, Hispanic Americans, and Native Americans.
Is this a disabled-owned business? Yes (No)	A disabled-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are disabled.
Is this a veteran-owned business? Yes (No)	A veteran-owned business a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans.

Scott Marshall
CITY MANAGER
843-525-7070

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Jay Phillips
PROCUREMENT ADMINISTRATOR
843-525-7071

Is this a disabled veteran-owned business? Yes No	A disabled veteran-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans and disabled.
Are the individuals who own, control and operate this business U.S. citizens? Yes No	
Is this business a non-profit organization? Yes No	
Is this business incorporated? Yes No	

All Bidders shall acknowledge receipt and acceptance of this addendum by signing in the space provided in the RFP Signature Page. Bids submitted without this Addendum may be considered non-responsive.

EXHIBIT I
PRICE SUMMARY FORM

The Undersigned will furnish all labor, equipment, materials and supervision required to perform all work necessary to clean streets at the designated locations within the City's limits according to the scope of work specifications, for the price specified below.

	Monthly Cost	Annual Cost		Monthly Cost	Annual Cost
MAIN	$ 985.15	$11,821.80	BNDRY/GRNLN	$ 527.57	$ 6,330.80
THE POINT	$ 159.60	$ 1,915.20	RIBAUT RD	$ 6,821.00	$ 81,852.00
HIGGINSVILLE	$ 386.65	$ 4,639.80	SPANISH PT	$ 114.95	$ 1,379.40
			SEA IS PKWY	$ 3,025.43	$ 36,305.20

ADDITIONAL WORK PRICING

For special projects that are outside the scope of the contract, charges would be calculated as follows:

Cost per Lane/Curb Mile at $ 125.00 .

I certify that the certifications required by this solicitation are attached hereto, completed, and signed by an authorized official of the company. I further certify that all services on which my firm offered a proposal are available for delivery within the time limits established in this Request for Proposal. I further certify that if this firm is the successful proposer, we will produce evidence of liability, property, and Worker's Compensation insurance for the limits specified in this solicitation.

NAME OF COMPANY: SCA of SC LLC

ADDRESS: 3031 N. Rocky Point Drive West, Ste 730

CITY/STATE/ZIP: Tampa, Florida 33607

TELEPHONE, E-MAIL: [redacted]

AUTHORIZED SIGNATURE: _____ **DATE:** 5/26/2026

PROPOSAL FOR
STREET SWEEPING SERVICES

City of Beaufort, South Carolina
RFP No. 2026-109

Submitted By:
SCA of SC LLC
3031 N. Rocky Point Drive West, Suite 730
Tampa, Florida 33607
[redacted]

Independent operating entity participating within the Sweeping Corporation of America (SCA) network

Submission Date: May 28, 2026

TRANSMITTAL LETTER

City of Beaufort Procurement Department
1911 Boundary Street
Beaufort, South Carolina 29902

RE: RFP No. 2026-109 - Street Sweeping Services

Dear Evaluation Committee:

SCA of SC LLC respectfully submits this proposal in response to the City of Beaufort's Request for Proposals for Street Sweeping Services. SCA of SC LLC is an independent operating entity participating within the Sweeping Corporation of America (SCA) network, a nationally recognized network of sweeping and infrastructure maintenance companies with extensive municipal operational experience.

Founded in 1988, the Sweeping Corporation of America network has developed a reputation for delivering safe, reliable, environmentally responsible, and highly accountable sweeping operations for municipalities, transportation agencies, airports, commercial developments, industrial facilities, and public infrastructure systems throughout the United States.

SCA of SC LLC fully understands the City's expectations regarding route reliability, roadway cleanliness, environmental stewardship, public safety, customer responsiveness, reporting accuracy, and emergency operational support. Our operational strategy has been specifically designed around the City's route structures, required sweeping frequencies, storm response expectations, reporting requirements, customer service obligations, and quality control standards.

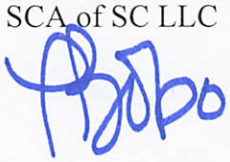
This proposal demonstrates SCA of SC LLC's ability to provide experienced municipal sweeping management, modern regenerative air sweeping equipment, comprehensive quality control procedures, responsive communication systems, storm response support, detailed route documentation, and operational redundancy through the SCA network.

Patrick Bobo, Secretary / Chief Legal Officer, is authorized to make representations on behalf of and bind SCA of SC LLC to a contract. SCA of SC LLC has reviewed the City's RFP requirements and understands that required forms, insurance documentation, the Price Summary Form, and bonding documentation will be submitted as part of the final bid package.

Respectfully submitted,

_____

Patrick Bobo
Secretary / Chief Legal Officer
SCA of SC LLC



EXECUTIVE SUMMARY

SCA of SC LLC proposes to provide comprehensive municipal street sweeping services for the City of Beaufort using experienced personnel, regenerative air sweeping equipment, detailed operational oversight, and established quality control procedures.

The City of Beaufort's street sweeping program is a critical public works function that supports roadway safety, stormwater quality, drainage system performance, infrastructure preservation, and overall community appearance. SCA of SC LLC recognizes that municipal street sweeping is a visible public service requiring reliability, responsiveness, professionalism, and measurable accountability.

Our proposal is tailored to the City's scope of work, including sweeping of designated route groups, curb lines, medians, intersections, traffic calming islands, cross street corners, and public rights-of-way. SCA of SC LLC understands the requirement for regenerative air sweepers, dust suppression, proper disposal of sweep waste, coordination with garbage collection schedules, bi-weekly reporting, customer call response, and prompt response to City-directed re-sweeping.

SCA of SC LLC's approach is built around reliability, environmental stewardship, safety, communication, and operational accountability. Our goal is to provide a street sweeping program that supports the City's public works objectives while presenting Beaufort's streets, corridors, neighborhoods, and public areas in a clean and professional manner.

Key Proposal Strengths

- Experienced municipal and transportation sweeping management personnel.
- Modern regenerative air sweeping equipment with dust suppression capability.
- Backup fleet resources and operational support through the SCA network.
- Established route management, quality control, and corrective action procedures.
- Emergency and storm response capability, including severe weather support.
- Relevant large-scale roadway sweeping experience with state transportation agencies.
- Customer service and reporting procedures aligned with municipal expectations.

COMPANY PROFILE

SCA of SC LLC is an independent operating entity participating within the Sweeping Corporation of America (SCA) network. SCA is a nationally recognized provider of power sweeping and infrastructure maintenance services with experience supporting municipalities, transportation agencies, public infrastructure owners, commercial developments, industrial facilities, and special districts.

The SCA network was founded in 1988 and has developed extensive experience providing municipal roadway sweeping, highway sweeping, parking facility sweeping, construction sweeping, stormwater support services, debris removal, and emergency response operations throughout the United States.

SCA of SC LLC combines the responsiveness of a regional operating company with the operational support, fleet resources, management depth, safety systems, and emergency response capabilities associated with one of the nation's largest sweeping networks.

Core Operating Principles

- Accountability and transparent communication.
- Safe operations and trained equipment operators.
- Route consistency and reliable schedule performance.
- Environmental stewardship and stormwater support.
- Quality assurance and prompt corrective action.
- Flexible response to municipal priorities, weather, and special events.

UNDERSTANDING OF THE PROJECT

SCA of SC LLC understands that the City of Beaufort is seeking a qualified contractor to provide street sweeping services throughout designated route groups within the City for an initial thirty-six month term, with renewal options. The work includes furnishing all labor, equipment, materials, supervision, route coordination, reporting, and disposal necessary to perform the required services.

Service Areas and Scope Requirements

- Main Group
- Spanish Point
- The Point
- Higginsville
- Boundary/Greenlawn Area
- Ribaut Road Corridor
- Sea Island Parkway

SCA of SC LLC understands that the City may add or delete streets or adjust sweeping frequencies with sufficient notice, and that additional sweeping may be requested for special events, parades, storms, and other operational needs.

The RFP requires the Contractor to sweep curbs, median islands, traffic calming islands, intersections, and corners from cross streets intersecting the subject street. Multiple passes must be made when necessary to ensure debris is properly removed in accordance with City standards and best management practices.

SCA of SC LLC also understands the City's requirements related to regenerative air-based sweepers, operational dust suppression systems, proper disposal of sweep waste, coordination with solid waste collection, bi-weekly reporting, monthly customer service call summaries, and re-sweeping within the required response period when directed by the City.

PROGRAM OBJECTIVES

1. Deliver dependable route completion and schedule adherence.
2. Maintain high roadway cleanliness standards in all designated service areas.
3. Minimize disruption to motorists, residents, businesses, and City operations.
4. Support stormwater quality through effective sediment and debris removal.
5. Provide responsive communication, documentation, and corrective action.

OPERATIONAL APPROACH

SCA of SC LLC approaches municipal street sweeping as an essential public infrastructure maintenance service that directly impacts roadway safety, drainage performance, environmental quality, and community appearance. Our operational plan is designed to provide dependable route completion while maintaining flexibility for weather, special events, municipal priorities, and service requests.

SCA of SC LLC will develop detailed route schedules for each designated service group. Scheduling will account for traffic conditions, waste collection days, special events, tourism activity, weather conditions, on-street access limitations, and construction impacts. The objective is to maximize sweeping effectiveness while minimizing disruption to residents, businesses, motorists, and public works operations.

All sweeping services will be performed using regenerative air sweeping equipment equipped with active dust suppression systems. Sweeping operations will target curb lines, gutters, intersections, medians, traffic calming islands, cross street corners, and transition areas. Operators will make multiple passes where needed to achieve acceptable cleaning standards.

Sweeping Methods and Field Practices

- Pre-route review of assigned areas, weather conditions, and known access limitations.
- Use of regenerative air equipment suitable for roadway sediment and debris removal.
- Active dust suppression during operations to reduce fugitive dust.
- Focused curb line cleaning, including medians, islands, and intersection corners.
- Multiple passes when needed to meet City standards and best management practices.

ENVIRONMENTAL AND STORMWATER SUPPORT

SCA of SC LLC recognizes the environmental importance of the City's sweeping program. Effective street sweeping removes sediment, leaves, litter, glass, gravel, dirt, sand, and roadway contaminants before those materials enter drainage structures, stormwater systems, and local waterways.

This is especially important for a coastal community such as Beaufort, where roadway debris and sediment can contribute to drainage issues and pollutant migration. SCA of SC LLC's procedures support the City's efforts to maintain a cleaner roadway network, protect public infrastructure, improve community appearance, and reduce pollutant loading to stormwater systems.

COORDINATION WITH MUNICIPAL OPERATIONS

SCA of SC LLC will coordinate sweeping activities with the City and its waste management contractor to avoid conflicts with garbage, recycling, and green waste collection. Coordination will also occur for special events, parades, emergencies, construction conflicts, and any route adjustments requested by the City.

Effective coordination helps improve sweeping quality by ensuring routes are swept when access is available and waste collection activities are not interfering with curb line cleaning.

STORM AND EMERGENCY RESPONSE

SCA of SC LLC maintains the capability to support storm response and emergency sweeping needs, including severe weather and hurricane-related debris conditions. Emergency response support may include extended operating hours, supplemental staffing, regional fleet support through the SCA network, and accelerated debris removal operations directed by the City.

QUALITY CONTROL PLAN

SCA of SC LLC maintains inspection and quality assurance procedures designed to verify route completion, sweeping effectiveness, equipment performance, operator compliance, and consistency with City standards.

Supervisory personnel will conduct periodic field inspections to evaluate curb cleanliness, debris removal effectiveness, dust suppression performance, route completion, equipment condition, and response to identified concerns. If deficiencies are identified, SCA of SC LLC will initiate corrective action, document the issue, deploy resources as needed, and perform follow-up review.

SCA of SC LLC understands the City's right to require re-sweeping at no additional charge when inspection reveals remaining sweep waste inconsistent with City standards and best management practices. SCA of SC LLC will respond promptly to City-directed corrective actions, including the required 24-hour response standard.

Preventative Maintenance

Equipment reliability is essential to service quality. Preventative maintenance practices include routine inspections, scheduled service, broom inspections and replacement, dust suppression checks, lighting and safety system checks, hydraulic system review, and timely repair of deficiencies.

SAFETY PROGRAM

Safety is integrated into all SCA operations through operator training, equipment inspections, defensive driving practices, PPE requirements, hazard awareness, and compliance with applicable OSHA, DOT, environmental, state, and local requirements. Daily procedures include pre-trip inspections, verification of lights and warning systems, route condition awareness, safe backing practices, and communication of operating hazards.

CUSTOMER SERVICE, COMMUNICATION, AND REPORTING

SCA of SC LLC believes proactive communication is essential to successful municipal service partnerships. SCA of SC LLC will maintain regular communication with City representatives regarding schedules, weather delays, operational concerns, route adjustments, complaints, special events, emergencies, and reporting requirements.

SCA of SC LLC will provide a local telephone number for customer calls during regular business hours. Customer concerns will be logged, reviewed, investigated, responded to, and summarized for City reporting purposes.

Bi-weekly reports will identify streets swept each day and provide an accurate accounting of sweep waste removed. Reports may also include service notes, weather impacts, complaint response information, corrective actions, and operational issues requiring City coordination.

Reporting Elements

- Streets or route groups swept during the reporting period.
- Date of service and daily route completion information.
- Amount of sweep waste removed, as applicable.
- Customer call summary and response information.
- Weather, access, or operational issues affecting route completion.
- Corrective actions or re-sweeping performed at City request.

Communication Commitment

SCA of SC LLC's management team will emphasize prompt, professional communication with the City. Issues that may affect service quality, schedule, safety, access, or public communication will be elevated quickly so the City has clear visibility into operational conditions.

STAFFING AND MANAGEMENT

SCA of SC LLC assigns experienced operational leadership personnel to oversee municipal sweeping operations throughout the City of Beaufort. The proposed structure provides executive oversight, district-level management, and direct local operational supervision.

Name	Title	Role on Contract
Larry Grimaldi	Regional Vice President	Executive oversight, resource coordination, emergency response support, and contract performance management.
Brett Emmerton	District Manager	District-level operational coordination, staffing oversight, scheduling, quality assurance, and safety monitoring.
Jason Pereira	Branch Manager	Daily route supervision, field operations, operator oversight, equipment readiness, communication, and inspections.

SCA of SC LLC's staffing model is designed to ensure reliable route completion, direct supervision, responsive customer service, safe operations, rapid issue resolution, and effective communication with City personnel.

Operators assigned to the program will be trained in proper sweeping procedures, equipment operation, route safety, dust suppression, customer interaction expectations, and reporting requirements.

Management Responsibilities

- Daily operational oversight and route coordination.
- Equipment readiness and backup resource coordination.
- Quality control inspections and corrective action follow-up.
- Safety compliance and operator performance monitoring.
- Customer response and City communication support.
- Emergency and special event coordination.

EQUIPMENT RESOURCES

SCA of SC LLC will utilize regenerative air sweeping equipment suited for municipal roadway sweeping operations. Equipment will be maintained in safe operating condition and equipped with dust suppression systems consistent with the RFP requirements. SCA of SC LLC's fleet management approach emphasizes preventative maintenance, operational readiness, backup resources, and rapid repair response to minimize interruptions.

Year	Chassis Make / Model	Sweeper Model	VIN Number
2023	International MV607	Schwarze A8 Twister	3HAEUMMN6NL149624
2023	International MV607	Schwarze A8 Twister	3HAEUMMN0NL149618
2023	Freightliner M2 106	Schwarze Twister A8TE	3ALACXFC7PDNW0707
2023	International MV607	Schwarze A8 Twister	3HAEUMMN9PL161561
2021	Freightliner M2 106	Schwarze A7 Tornado	3ALACXFC6MDMU3178
2020	Freightliner M2 106	Schwarze A7 Tornado	3ALACXFC0LDLG5770
2020	Freightliner M2	Schwarze M6 Avalanche	3ALACWFC2LDLG5767
2023	Freightliner M2 106	Elgin Broom Bear	3ALACXFC4PDNW0706
2015	Freightliner M2 Cummins	Elgin Eagle	1FVACXCY5FHGH5730
2012	Freightliner M2 106	Elgin Eagle	1FVACXCY1CHBJ1775

Additional support resources include water support trucks, traffic control vehicles, attenuator vehicles, support trucks, and supplemental regional fleet resources available through the SCA network. The availability of backup resources strengthens SCA of SC LLC's ability to maintain continuity of service during equipment downtime, storm response, or elevated service demand.

RELEVANT EXPERIENCE AND REFERENCES

SCA and the SCA network have extensive experience providing roadway sweeping services for municipalities, transportation agencies, commercial developments, industrial facilities, and public infrastructure systems. The following references demonstrate experience managing large-scale sweeping programs requiring schedule reliability, safety compliance, documentation, and operational accountability.

Client / Project	Relevant Scope	Contact	Phone	Email
Missouri Department of Transportation (MoDOT)	Roadway and barrier wall sweeping under multiple active contracts. Approximately 700 miles of roadway swept monthly, including barrier wall sweeping, multi-route coordination, and transportation infrastructure support. Ongoing services since 2023.	Bryan Fleer	[redacted]	
Tennessee Department of Transportation (TDOT)	Interstate and state route sweeping in Memphis, Knoxville, and Nashville. Approximately 2,100 miles swept monthly, including interstate shoulder sweeping, median sweeping, ramp sweeping, and multi-region coordination. Continuous services since 2018.	Tim Colvett		
North Carolina Department of Transportation (NCDOT)	State highway sweeping on various North Carolina routes throughout Guilford County. Approximately 376 roadway miles swept monthly. Ongoing operations since 2023.	Todd Barber		

These references demonstrate SCA's ability to perform complex roadway sweeping programs across large service areas while maintaining schedule discipline, safety compliance, agency coordination, and consistent service delivery.

ENVIRONMENTAL STEWARDSHIP

Street sweeping is an important component of municipal stormwater management. SCA of SC LLC's operations support the City's environmental objectives by reducing sediment loading, litter, organic matter, and other roadway pollutants before those materials enter drainage systems and waterways. Collected sweep waste will be handled and disposed of properly in accordance with applicable requirements.

REQUIRED FORMS AND FINAL SUBMISSION ITEMS

SCA of SC LLC understands that the final submission package must include the required forms and supporting documents identified in the RFP. All required forms will follow this proposal.

- Certificates of Insurance showing present coverage.
- Ethics in Public Contracting Certification.
- Non-Collusion Affidavit.
- Small / Woman-Owned / Minority Business Enterprise Form.
- Non-Resident Taxpayer Affidavit.
- Signed RFP signature page.
- Completed Price Summary Form.
- Bonding capacity letter from surety.

CONCLUSION

SCA of SC LLC appreciates the opportunity to submit this proposal to the City of Beaufort. SCA of SC LLC is committed to delivering a dependable, safe, environmentally responsible, and highly accountable street sweeping program that supports the City's operational, environmental, and community appearance objectives.

Through experienced management, regenerative air equipment, backup fleet resources, quality control procedures, responsive communication, storm response capability, and relevant roadway sweeping experience, SCA of SC LLC is well positioned to successfully perform the services requested under RFP No. 2026-109.

RFP 226-109 STREET SWEEPING SERVICES
FINAL BID FORM: AUGUST 26, 2026

COMPANY		YEAR 1		
SWEEPING CORP OF AMERICA				
	MAIN	11,585.36		
	THE POINT	1,876.90		
	HIGGINSVILLE	4,841.00		
	BOUNDARY/GREENLAWN	6,204.18		
	RIBAUT RD	80,214.96		
	SPANISH PT	1,351.81		
	SEA ISLAND PKWY			
	TOTAL	$ 106,074.22		
	ADDITIONAL WORK/MILE	125.00		

Years 2-3 subject to annual increase based upon the United States Consumer Price Index (CPI) for garbage and trash collection services.

CITY MANAGER
Scott Marshall
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Philip Cromer
Neil Lipsitz
Mitch Mitchell

CITY OF BEAUFORT

1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Standard Agreement Between

City of Beaufort and Sweeping Corporation of America

where the basis of payment is a STIPULATED SUM

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

AGREEMENT made as of the _____ day of **September** in the year **2026.**

BETWEEN the Owner:

CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 29902

and the Contractor:

SWEEPING CORPORATION OF AMERICA OF SOUTH CAROLINA, LLC
3031 N. ROCKY POINT DRIVE WEST, SUITE 730
TAMPA, FL 33607

The Services are:

STREET SWEEPING SERVICES

The Owner and Contractor agree as follows:

ARTICLE 1 - THE DOCUMENTS

The Contract Documents consist of this Agreement (hereinafter "Agreement"; Conditions of the Contract (General, Supplementary and other Conditions); the Request for Proposals 2026-109 (hereinafter "RFP"); the Proposal submitted in response to the RFP (hereinafter "Proposal"); drawings, specifications, Final Bid Form, and/or addenda issued prior to execution of this Agreement; other documents listed in this Agreement; and modifications issued after execution of this Agreement. These form the Contract, and are as fully a part of the Contract as if attached to this Agreement or repeated herein. The Contract represents the entire and integrated agreement between the parties hereto and supersedes prior negotiations, representations, or agreements, either written or oral. An enumeration of the Contract Documents, other than Modifications appears in Article 8.

ARTICLE 2 - THE WORK OF THIS AGREEMENT

Contractor shall provide all goods and services necessary to fully execute the work described in and reasonably inferable from Contract Documents, except to the extent specifically indicated in the Agreement to be the responsibility of others. The following services are specifically indicated as not being a part of the Work of this Agreement: (1) sweeping services for the removal of storm debris which would not have been removed in the normal course of the Contractor's performance of the Work and (2) sweeping services following City events which would not have been removed in the normal course of the Contractor's performance of the Work

CITY MANAGER
Scott Marshall
843-525-7070

COUNCIL MEMBERS:
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ARTICLE 3 - TERM

3.1 The term of this Agreement shall commence on October 1, 2026 and shall expire on midnight of September 30, 2029.

3.2 The term of the Agreement may be renewed for an additional two (2) years upon mutual agreement of the parties to so renew prior to expiration of the term.

ARTICLE 4 - CONTRACT SUM

4.1 The Owner shall pay the Contractor one hundred six thousand, seventy-four dollars and twenty-two cents ($106,074.22) on an annual basis as described in the Proposal and updated Final Bid Form dated August 26, 2026.

4.2 The Owner shall pay the Contractor one hundred twenty-five dollars per mile ($125.00/mile) for any additional work performed at the request of the Owner which was not initially contemplated to be in the scope of this Agreement.

ARTICLE 5 - PAYMENTS

5.1 Payments shall be remitted monthly after an invoice for said service has been submitted and received.

ARTICLE - TERMINATION OR SUSPENSION

6.1 Failure by Contractor to comply with the provisions of the Contract Documents shall constitute default thereof. The Owner shall give to the Contractor written notice of any default. Contractor shall have fifteen days from the receipt of such written notice to cure the default. Upon the Contractor's failure or refusal to cure any such default, Owner shall have the right to terminate the Contract and/or undertake legal proceedings, in law or in equity, to enforce the contract and/or to seek recovery of damages as may be allowed by law. In the event the Owner undertakes any such legal proceeding, it shall be entitled to recover reasonable attorney's fees and costs associated with the same.

6.2 Failure of the Owner to properly account or to timely remit payment for services provided by Contractor in accordance with the provisions of the Contract documents shall constitute default thereof. Contractor shall give to Owner written notice of any default. The Owner shall have 15 days from receipt of such written notice to cure the default. Upon the failure or refusal of the Owner to cure any such default, the Contractor shall have the right to terminate this Agreement. Upon termination, the Contractor shall have the right to undertake legal proceedings, in law or in equity, and to seek recovery of damages, as may be allowed by law, including, but not limited to, reasonable attorney's fees and cost.

CITY MANAGER
Scott Marshall
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Philip Cromer
Neil Lipsitz
Mitch Mitchell

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Standard Agreement Between

City of Beaufort and Sweeping Corporation of America

where the basis of payment is a STIPULATED SUM

ARTICLE 7 - MISCELLANEOUS PROVISIONS

7.1 The Owner's representative is:

BRYAN DURRANCE, INTERIM DIRECTOR OF PUBLIC WORKS
CITY OF BEAUFORT
16 BURTON HILL ROAD
BEAUFORT, SOUTH CAROLINA 29906

7.2 The Contractor's representative is:

PATRICK BOBO
SWEEPING CORPORATION OF SOUTH CAROLINA, LLC
3031 N. ROCKY POINT DRIVE WEST, SUITE 730
TAMPA, FL 33607

7.3 Neither the Owner's nor Contractor's representative shall be changed without ten days' written notice to the other party.

ARTICLE 8 - ENUMERATION OF CONTRACT DOCUMENTS

8.1 The Contract Documents, except for Modifications issued after execution of this Agreement, are enumerated as follows:

8.1.1 The Agreement;

8.1.2 The General Conditions, which are the City of Beaufort General Terms and Conditions as published on the owners' website;

8.1.3 The specifications, which are those stated in the RFP;

8.1.4 The Proposal;

8.1.5 Final Bid Form dated August 28, 2026;

8.1.5 Contractors Certificates of Liability and Workers Compensation Insurance;

8.1.6 Contractor's City of Beaufort Business License; and

8.1.7 Contractor's performance and payment bonds;

CITY MANAGER
Scott Marshall
843-525-7070

COUNCIL MEMBERS:
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Philip Cromer
Neil Lipsitz
Mitch Mitchell

CITY OF BEAUFORT

1911 Boundary Street
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where the basis of payment is a STIPULATED SUM

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CITY OF BEAUFORT

1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Standard Agreement Between

City of Beaufort and Sweeping Corporation of America

where the basis of payment is a STIPULATED SUM

This Agreement is entered into as of the day and year first written above and is executed in at least three original copies, of which one is to be delivered to the Director of Public Works, one to the Contractor for use in the administration of the Agreement, and the remainder to the Owner.

CITY MANAGER (Printed Name)	**SWEEPING CORPORATION OF SOUTH CAROLINA, LLC (Printed Name)**
CITY MANAGER (Signature)	**SWEEPING CORPORATION OF SOUTH CAROLINA, LLC (Signature)**
WITNESS FOR THE CITY (Printed Name)	**WITNESS FOR SWEEPING CORPORATION OF SOUTH CAROLINA, LLC (Printed Name)**
WITNESS FOR THE CITY (Signature)	**WITNESS FOR SWEEPING CORPORATION OF SOUTH CAROLINA, LLC (Signature)**

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT

1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Standard Agreement Between

City of Beaufort and Clean Sweep Environmental

where the basis of payment is AS NEEDED

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

AGREEMENT made as of the _____ day of **September** in the year 2026**.**

BETWEEN the Owner:

CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 29902

and the Contractor:

CLEAN SWEEP ENVIRONMENTAL, LLC
546 PARTRIDGE ROAD
ORANGEBURG, SC 29118

The Project is:

A portion of the Scope of Work described in RFP 2026-109 STREET SWEEPING SERVICES

The Owner and Contractor agree as follows:

ARTICLE 1 - THE DOCUMENTS

The Contract Documents consist of this Agreement (hereinafter "Agreement"); Conditions of the Contract (General, Supplementary, and other Conditions); Request for Proposals 2026-109 (hereinafter "RFP"); the Proposal Submitted in response to the RFP (hereinafter "Proposal"); drawings, specifications, or addenda issued prior to execution of this Agreement; other documents listed in this Agreement; and Modifications issued after execution of this Agreement. These form the Contract and are as fully a part of the Contract as if attached to this Agreement or repeated herein. The Contract represents the entire and integrated agreement between the parties hereto and supersedes prior negotiations, representations, or agreements, either written or oral. An enumeration of the Contract Documents, other than Modifications appears in Article 8.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
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Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

ARTICLE 2 - THE WORK OF THIS AGREEMENT

2.1 The Contractor shall provide on-call street sweeping services to the Owner on an as-needed basis throughout the contract term.

2.2 Services will be provided only upon request from the Owner's authorized representative or the Owner's authorized representative's designee.

2.3 Owner's authorized representative shall contact the Contractor by phone, email, or text message to communicate regarding the requested services, including the location and the required response time.

2.4 Contractor shall respond within the required response time to acknowledge receipt of the request for services and confirm the estimated mileage for the service requested and date and approximate time to complete.

2.5 The Contractor shall maintain accurate records of each service event, including the date and time of work performed, locations serviced, and disposal documentation.

ARTICLE 3 - TERM, DATE OF COMMENCEMENT

3.1 The term of this agreement shall be October 1, 2026, through September 30, 2027, with an option for four, twelve-month extensions upon mutual agreement of the parties prior to the expiration of the original term or any renewal term,.

ARTICLE 4 - CONTRACT SUM

4.1 Owner shall pay the Contractor fifty-eight dollars and seventy-five cents ($58.75) per mile for each completed work order.

4.2 Total annual payments shall not exceed ten thousand dollars ($10,000.00). Total annual payments exceeding ten thousand dollars ($10,000.00) must be approved by City Manager prior to commencing the work.

ARTICLE 5 - PAYMENTS

5.1 Payments shall be remitted within 15 days after the completed tasks have been approved by the Owner's Representative and an invoice for said service has been submitted and received.

ARTICLE 6 - TERMINATION OR SUSPENSION

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

6.1 The Owner may, by written notice to the Contractor, terminate the Agreement completely or partially if the Contractor is in default regarding any provision of the Contract. If the Agreement is terminated by the Owner due to the Contractor's default, the Owner is not liable to the Contractor for any payment to the Contractor for any incomplete or undelivered work.

6.2 The work may be suspended by the Owner.

ARTICLE 7 - NOTICE

The parties' representatives for any notice required to be given herein are as follows:

7.1 The Owner's representative is:

BRYAN DURRANCE
INTERIM PUBLIC WORKS DIRECTOR
CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 2990

7.2 Contractor's representative is:

JORDAN WEATHERS
CLEAN SWEEP ENVIRONMENTAL, LLC
546 PARTRIDGE ROAD
ORANGEBURG, SC 29118

7.3 Neither the Owner's nor the Contractor's representative shall be changed without ten days' written notice to the other party.

ARTICLE 8 - ENUMERATION OF CONTRACT DOCUMENTS

8.1 The Contract Documents, except for Modifications issued after execution of this Agreement, are enumerated as follows:

8.1.1 The Agreement;

8.1.2 The General Conditions, which are the City of Beaufort General Terms and Conditions as published on the Owner's website.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

8.1.3 The Specifications, which are those stated in the RFQ;

8.1.4 The Proposal;

8.1.5 Contractor's Certificates of Liability and Workers Compensation Insurance; and

8.1.6 Contractor's City of Beaufort Business License.

This Agreement is entered into as of the day and year first written above and is executed in at least three original copies, one of which is to be delivered to the Interim Director of Public Works, one to the Contractor for use in the administration of the Agreement, and the remainder to the Owner.

_____	_____
City Manager (signature)	Clean Sweep Environmental, LLC (signature)
_____	_____
City Manager (printed name)	Clean Sweep Environmental, LLC (printed name and position)
_____	_____
Witness for the City (signature)	Witness for Clean Sweep Environmental, LLC (signature)
_____	_____
Witness for the City (printed name)	Witness for Clean Sweep Environmental, LLC (printed name)

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 08/20/2026
From:	Scott Marshall, City Manager	
Item Name:	Resolution acknowledging the transportation needs identified in Beaufort County Ordinance No. 2026/30 and recognizing the importance of addressing those needs for the Public Health, Safety and Welfare of the City of Beaufort	
Meeting Date:	September 8, 2026	
Department:	City Managers Office	

Background Information:
Introduction:
Consideration of a Resolution acknowledging the transportation needs identified by Beaufort County Council in Ordinance No. 2026/30, which placed a Transportation Sales Tax Referendum on the November 3, 2026 General Election ballot. The proposed Resolution recognizes the importance of transportation infrastructure to the public health, safety, and welfare of the City of Beaufort while expressly stating that it is intended solely for informational and educational purposes and does not advocate for or against the pending referendum.

Background:
On June 22, 2026, Beaufort County Council adopted Ordinance No. 2026/30 providing for a countywide referendum to determine whether to impose a one percent transportation sales and use tax to fund transportation improvements throughout Beaufort County. The ordinance followed several months of work by a Transportation Advisory Committee composed of representatives from each County Council district and each municipality within Beaufort County. The committee evaluated transportation needs, received input from local governments and community stakeholders, and recommended a comprehensive list of transportation projects for County Council's consideration.

The adopted ordinance identifies nearly $780 million in proposed transportation improvements, including roadway, intersection, resurfacing, pedestrian safety, bridge, drainage, and other transportation-related projects. Several of the identified projects are located within or directly benefit the City of Beaufort and are included in the ordinance attached to the proposed Resolution as Exhibit A.

While South Carolina law prohibits the use of public resources to advocate for or against a pending ballot question, local governments may provide factual information and educate the public regarding matters that will appear before the electorate. The proposed Resolution is intended to acknowledge Beaufort County's legislative findings regarding countywide transportation needs, recognize the importance of transportation infrastructure to the City of Beaufort's public health, safety, and welfare, and encourage informed civic participation. The Resolution expressly states that it is not intended to advocate for or against the referendum or encourage any particular vote.

Legal Authority:
Section 5-7-250 of the South Carolina Code of Laws authorizes municipalities to adopt resolutions in furtherance of municipal purposes and affairs.

The proposed Resolution acknowledges Beaufort County's legislative findings regarding transportation infrastructure needs and recognizes the importance of addressing those needs to protect the public health, safety, and welfare of the City of Beaufort. The Resolution expressly provides that it is adopted solely for informational and educational purposes and shall not be construed as advocating for, endorsing, or opposing the pending referendum.

Staff Recommendation:
Adopt Resolution No. 2026-14, A Resolution Acknowledging the Transportation Needs Identified in Beaufort County Ordinance No. 2026/30 and Recognizing the Importance of Addressing Those Needs for the Public Health, Safety, and Welfare of the City of Beaufort.

8-19-26 Further action on this item was postponed to a subsequent City Council Regular Meeting.

Placed on Agenda For:
Action

Attachments:
1. Resolution acknowledging transportation referendum needs 8-18-26
2. 2026 Transportation Sales Tax Project List
3. Beaufort County Sales Tax Ordinance 2026/30

CITY OF BEAUFORT, SOUTH CAROLINA

RESOLUTION NO. 2026/14

A RESOLUTION ACKNOWLEDGING THE TRANSPORTATION NEEDS IDENTIFIED IN BEAUFORT COUNTY ORDINANCE NO. 2026/30 AND RECOGNIZING THE IMPORTANCE OF ADDRESSING THOSE NEEDS FOR THE PUBLIC HEALTH, SAFETY, AND WELFARE OF THE CITY OF BEAUFORT

WHEREAS, on June 22, 2026, Beaufort County Council adopted Ordinance No. 2026/30 entitled *"An Ordinance to Levy and Impose a One Percent (1%) Sales and Use Tax, Subject to a Referendum, Within Beaufort County Pursuant to Section 4-37-30 of the Code of Laws of South Carolina 1976, as Amended; to Define the Specific Purposes and Designate the Projects for Which the Proceeds of the Sales and Use Tax May Be Used; to Provide the Maximum Time for Which Such Sales and Use Tax May Be Imposed; to Provide the Estimated Cost of the Projects Funded from the Proceeds of the Sales and Use Tax; to Provide for a County-wide Referendum on the Imposition of the Sales and Use Tax and the Issuance of General Obligation Bonds; and to Provide for Other Matters Relating Thereto;"*; and

WHEREAS, Beaufort County Ordinance No. 2026/30 provides for the placement of a countywide transportation sales and use tax referendum before the qualified electors of Beaufort County at the November 3, 2026 General Election; and

WHEREAS, prior to adopting Ordinance No. 2026/30, Beaufort County established a Transportation Advisory Committee comprised of representatives from each County Council district and each municipality within Beaufort County to evaluate countywide transportation needs, receive input from municipalities and community stakeholders, and develop a recommended list of transportation projects; and

WHEREAS, Beaufort County Council found that the transportation projects identified in Ordinance No. 2026/30 are intended to improve public safety, facilitate economic development, provide needed infrastructure, enhance quality of life, and address present and future transportation needs throughout Beaufort County, including projects located within or directly benefiting the City of Beaufort, as more particularly described in Exhibit A attached hereto; and

WHEREAS, the City Council of the City of Beaufort recognizes that safe, efficient, and reliable transportation infrastructure is fundamental to protecting the public health, safety, and welfare of its residents, businesses, and visitors, facilitating emergency response, supporting economic vitality, and maintaining the quality of life within the City; and

WHEREAS, the City Council further recognizes that many of the transportation infrastructure needs identified through Beaufort County's planning process have existed for many years and will continue to require substantial public investment regardless of the funding mechanism ultimately utilized; and

WHEREAS, the City Council deems it appropriate to acknowledge Beaufort County's legislative findings regarding countywide transportation needs while respecting the right of the qualified electors of Beaufort County to determine, through the referendum process established by law, whether the proposed funding mechanism should be approved; and

WHEREAS, this Resolution is intended solely to acknowledge the transportation needs identified through Beaufort County's legislative process, recognize the importance of transportation infrastructure to the public health, safety, and welfare of the City of Beaufort, and encourage informed civic participation, and is not intended to advocate for or against the referendum or encourage any elector to vote in any particular manner.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Beaufort, South Carolina, in meeting duly assembled, as follows:

Section 1. Legislative Acknowledgment.
The City Council acknowledges the legislative findings adopted by Beaufort County Council in Ordinance No. 2026/30 regarding the countywide transportation infrastructure needs identified therein and recognizes that those needs include numerous projects that will directly or indirectly benefit the residents, businesses, and visitors of the City of Beaufort.

Section 2. Public Health, Safety, and Welfare.
The City Council finds that continued investment in transportation infrastructure—including roadway improvements, resurfacing, bridge improvements, pedestrian facilities, traffic safety enhancements, drainage improvements, and related transportation projects—is important to protecting the public health, safety, and welfare of the City of Beaufort and supporting the continued economic vitality and quality of life of the community.

Section 3. Referendum.
The City Council acknowledges that the transportation sales and use tax referendum established by Beaufort County Ordinance No. 2026/30 has been lawfully placed before the qualified electors of Beaufort County and encourages all eligible voters to become informed regarding the referendum and to exercise their right to vote.

Section 4. Educational Purpose.
This Resolution is adopted solely for informational and educational purposes. Nothing contained herein shall be construed as advocating for, endorsing, opposing, or otherwise encouraging any vote for or against the transportation sales and use tax referendum.

Section 5. Incorporation of Exhibit.
Beaufort County Ordinance No. 2026/30, including the transportation project list incorporated therein, is attached hereto as **Exhibit A** and incorporated herein by reference for informational and educational purposes.

DONE AND RATIFIED by the Mayor and City Council of the City of Beaufort, South Carolina, this 18th day of August, 2026.

CITY OF BEAUFORT, SOUTH CAROLINA

_____
Philip E. Cromer, Mayor

ATTEST:

_____
Traci Guldner, City Clerk

2026 Transportation Sales Tax Project List

Project Name	Estimated Cost	Project Type	District
Ribaut Rd/ Lady's Island Dr- Turn Lane Construction	$4,800,000	Intersection/Safety Improvements	District 4
Traffic Signal Improvements	$19,075,000	Intersection/Safety Improvements	
SC 170/US 278 Diverging Diamond Interchange	$18,054,000	Intersection/Safety Improvements	District 5
Squire Pope/William Hilton Pkwy Improvements	$14,400,000	Intersection/Safety Improvements	District 10
Ribaut Road Corridor Improvement (City of Beaufort)	$28,370,000	Intersection/Safety Improvements	District 4
Lady's Island Dr/Meridian Rd Improvements	$8,164,000	Intersection/Safety Improvements	District 3
US 21 Improvements at Chowan Creek	$3,850,000	Intersection/Safety Improvements	District 3
SC 170/SC 46 Intersection Conversion	$10,237,000	Intersection/Safety Improvements	District 6
SC 462 Realignment	$19,760,000	Intersection/Safety Improvements	District 5
SC 170 Corridor Improvements N.O.B.	$6,200,000	Intersection/Safety Improvements	District 1
Spanish Wells/William Hilton Pkwy Improvements	$39,700,000	Intersection/Safety Improvements	District 10
Savannah Hwy & SC 170 Improvements	$1,020,000	Intersection/Safety Improvements	District 4
Warsaw Island Rd	$4,550,000	Intersection/Safety Improvements	District 3
Bluffton Pkwy/SC46 Roundabout Improvements	$6,000,000	Intersection/Safety Improvements	District 9
B.E Wheatley Dr/Robert Smalls Pkwy Signal	$1,540,000	Intersection/Safety Improvements	District 1
US 278/Sun City Signal Improvements	$2,623,000	Intersection/Safety Improvements	District 5
US 278 & Buck Island Rd	$1,800,000	Intersection/Safety Improvements	District 8
Ribaut Rd/Depot Rd Intersection	$3,750,000	Intersection/Safety Improvements	District 4
Gumtree Rd Improvements	$15,600,000	Intersection/Safety Improvements	District 10
US 278 & Simmonsville Rd	$2,220,000	Intersection/Safety Improvements	District 8
Bluffton Pkwy Improvements	$7,130,000	Intersection/Safety Improvements	Districts 7/9
Gateway to Port Royal (Ribaut Rd)	$19,360,000	Intersection/Safety Improvements	District 4
Gibbet Rd Signal	$4,075,000	Intersection/Safety Improvements	District 6
Grober Hill Rd/Parris Island Gtwy Intersection	$1,190,000	Intersection/Safety Improvements	District 1
High Visibility Crosswalks & RRFBs (Downtown Beaufort)	$2,873,000	Intersection/Safety Improvements	District 2
Short's Landing Signal	$1,320,000	Intersection/Safety Improvements	District 2
Sea Pines Circle	$15,600,000	Intersection/Safety Improvements	District 11
Evans Way/SC 170- Signalized RCI	$7,878,000	Intersection/Safety Improvements	District 6
RI/RO at Bluffton Pkwy/Goethe Rd	$1,220,000	Intersection/Safety Improvements	District 9
Median Closings US 278	$1,345,000	Intersection/Safety Improvements	District 8
Old Jericho Rd Bridge Replacement	$1,710,000	Intersection/Safety Improvements	District 1
Goethe Rd Resurfacing/Traffic Calming	$420,000	Intersection/Safety Improvements	District 9
Main Street Road Improvements	$9,500,000	Intersection/Safety Improvements	District 10
Grober Hill Rd Corridor Improvements	$8,310,000	Intersection/Safety Improvements	District 1
William Hilton Pkwy- Chaplin Corridor	$9,100,000	Intersection/Safety Improvements	District 11
Stardust Ln Signal	$811,000	Intersection/Safety Improvements	District 6
Buckwalter Pkwy (HE McCracken Cir Section)	$4,340,000	Intersection/Safety Improvements	District 7
Joe Frazier Rd Roundabout	$4,642,000	Intersection/Safety Improvements	District 1
Laurel Bay/Joe Frazier Roundabout	$5,326,000	Intersection/Safety Improvements	District 1
Laurel Bay/Bay Pines Roundabout	$4,331,000	Intersection/Safety Improvements	District 1
Shanklin Rd RCI	$690,000	Intersection/Safety Improvements	District 2
Roseida Rd RCI	$850,000	Intersection/Safety Improvements	District 2
ITS Downtown Bridge Design/Construction	$690,000	Intersection/Safety Improvements	District 2
Middle Rd/SC 802 Roundabout Improvements	$1,860,000	Intersection/Safety Improvements	District 2
Guardrail on Middle Rd (B/W Doe Rd & Buck Rd)	$140,000	Intersection/Safety Improvements	District 2
Okatie Highway (SC 170)	$103,840,000	Widening	District 5
Okatie Highway (SC 46)	$44,170,000	Widening	District 6
W Fording Island Road (US 278)	$51,984,000	Widening	District 5
Robert T Smalls Parkway (SC 170)	$4,650,000	Widening	District 3/4
Dirt Roads (See project descriptions)	$12,381,521	Resurfacing/Dirt Road Paving	
Municipal Resurfacing - City of Beaufort (See project descriptions)	$6,721,000	Resurfacing/Dirt Road Paving	
Municipal Resurfacing - Town of Port Royal (See project descriptions)	$1,034,000	Resurfacing/Dirt Road Paving	
Municipal Resurfacing - Town of HHI (See project descriptions)	$8,272,000	Resurfacing/Dirt Road Paving	
Municipal Resurfacing - Town of Bluffton (See project descriptions)	$3,877,500	Resurfacing/Dirt Road Paving	
Daufuskie Island Resurfacing (See project descriptions)	$7,619,437	Resurfacing/Dirt Road Paving	
Trask Parkway (US 17)	$12,542,000	Resurfacing/Dirt Road Paving	District 1
Trask Parkway (US 21)	$46,708,500	Resurfacing/Dirt Road Paving	District 1/2/3/4
Sea Island Parkway (US 21)	$11,700,000	Resurfacing/Dirt Road Paving	District 3
Sam's Point Road (SC 802)	$5,319,300	Resurfacing/Dirt Road Paving	District 2
Parris Island Gateway (US 21)	$12,292,500	Resurfacing/Dirt Road Paving	District 1/4
Savannah Highway (SC 128)	$4,867,200	Resurfacing/Dirt Road Paving	District 1
Robert Smalls Parkway (SC 170)	$42,073,200	Resurfacing/Dirt Road Paving	District 1/3/5/6/7
Buckwalter Parkway	$10,099,700	Resurfacing/Dirt Road Paving	District 7
Bluffton Parkway	$14,661,600	Resurfacing/Dirt Road Paving	District 7/8/9
Fording Island Road (US 278)	$27,096,400	Resurfacing/Dirt Road Paving	District 10
William Hilton Parkway (US 278 Business)	$21,294,000	Resurfacing/Dirt Road Paving	District 10
Total	**$779,627,858**		

ORDINANCE 2026/30

TO LEVY AND IMPOSE A ONE PERCENT (1%) SALES AND USE TAX, SUBJECT TO A REFERENDUM, WITHIN BEAUFORT COUNTY PURSUANT TO SECTION 4-37-30 OF THE CODE OF LAWS OF SOUTH CAROLINA 1976, AS AMENDED; TO DEFINE THE SPECIFIC PURPOSES AND DESIGNATE THE PROJECTS FOR WHICH THE PROCEEDS OF THE SALES AND USE TAX MAY BE USED; TO PROVIDE THE MAXIMUM TIME FOR WHICH SUCH SALES AND USE TAX MAY BE IMPOSED; TO PROVIDE THE ESTIMATED COST OF THE PROJECTS FUNDED FROM THE PROCEEDS OF THE SALES AND USE TAX; TO PROVIDE FOR A COUNTY-WIDE REFERENDUM ON THE IMPOSITION OF THE SALES AND USE TAX AND THE ISSUANCE OF GENERAL OBLIGATION BONDS AND TO PRESCRIBE THE CONTENTS OF THE BALLOT QUESTIONS IN THE REFERENDUM; TO PROVIDE FOR THE CONDUCT OF THE REFERENDUM BY THE BOARD OF VOTER REGISTRATION AND ELECTIONS OF BEAUFORT COUNTY; TO PROVIDE FOR THE ADMINISTRATION OF THE SALES AND USE TAX, IF APPROVED; TO PROVIDE FOR THE PAYMENT OF THE SALES AND USE TAX, IF APPROVED; AND TO PROVIDE FOR OTHER MATTERS RELATING THERETO.

BE IT ENACTED BY THE COUNTY COUNCIL OF BEAUFORT COUNTY, SOUTH CAROLINA, IN MEETING DULY ASSEMBLED:

Section 1. **Recitals and Legislative Findings.** As an incident to the enactment of this ordinance (the "Ordinance"), the County Council (the "County Council") as governing body of Beaufort County, South Carolina ("County") makes the following findings:

1.1 The South Carolina General Assembly has enacted Section 4-37-30 of the Code of Laws of South Carolina 1976, as amended (the "Act"), pursuant to which the County governing body may impose by ordinance a sales and use tax in an amount not to exceed one percent, subject to the favorable results of a referendum, within the County area for a specific purpose or purposes and for a limited amount of time to collect a limited amount of money.

1.2 Pursuant to the terms of Section 4-37-30 of the Code of Laws of South Carolina 1976, as amended, the South Carolina General Assembly has authorized county government to finance the costs of certain projects including, but not limited to, highways, roads, streets, bridges and other transportation-related projects facilities including, but not limited to, drainage facilities relating to the highways, roads, streets, bridges, and other transportation-related projects; either alone or in conjunction with other governmental entities. As a means to furthering the powers granted to the County under the provisions of Section 4-9-30 and Sections 6-21-10, *et.seq.* of the Code of Laws of South Carolina 1976 as amended, the County Council is authorized to form a transportation authority or to enter into a partnership, consortium, or other contractual arrangement with one of more other governmental entities pursuant to Title 4, Chapter 37 of the Code of Laws of the South Carolina 1976, as amended. The County Council has decided to provide funding for highways, roads, streets, bridges, and other transportation-related projects, *inter alia,* without the complexity of a transportation authority or entering into a partnership, consortium, or other contractual arrangements with one or more other governmental entities at this time; provided that nothing herein shall preclude County Council from entering into partnerships, consortiums, or other contractual

arrangements in the future. County Council may utilize such provisions in the future as necessary or convenient to promote the public purposes served by funding highways, roads, streets, bridges, and other transportation-related projects facilities as provided in this Ordinance.

1.3 The County Council finds that a one percent (1%) sales and use tax should be levied and imposed within the County, for the following projects and purpose:

For financing the costs of highways, roads, streets, bridges, and other transportation-related projects facilities related thereto, including, but not limited to, drainage facilities relating to the highways, roads, streets, bridges, and other transportation-related projects.

(the above herein referred to as the "Projects")

For a period not to exceed nine (9) years from the date of imposition of such tax, to fund the Projects at a maximum cost not to exceed $780,000,000 to be funded from the net proceeds of a sales and use tax imposed in the County pursuant to provisions of the Act, subject to approval of the qualified electors of the County in referendum to be held on November 3, 2026. The imposition of the sales and use tax and the use of sales and use tax revenue if approved in the referendum, shall be subject to the conditions precedent and conditions or restrictions on the use and expenditure of sales and use tax revenue established by the Act, the provisions of this Ordinance, and other applicable law. Subject to annual appropriations by County Council, sales and use tax revenues shall be used for the costs of the Projects established in this Ordinance, as it may be amended from time to time, including, without limitation, payment of administrative costs of the Projects, and such sums as may be required in connection with the issuance of bonds, the proceeds of which are applied to pay costs of the Projects. All spending shall be subject to an annual independent audit to be made available to the public.

1.4 The County Council finds that the imposition of a sales and use tax in the County for the Projects and purposes defined in this Ordinance for a limited time not to exceed nine (9) years to collect a limited amount of money will serve a public purpose, provide funding for highways, roads, streets, bridges, and other transportation-related projects facilities including, but not limited to, drainage facilities relating to the highways, roads, streets, bridges, and other transportation-related projects; as provided in this Ordinance to facilitate economic development, promote public safety, provide needed infrastructure, promote desirable living conditions, enhance the quality of life in the County, and promote public health and safety in the event of fire, emergency, and other dangers, and prepare the County to meet present and future needs of the County and its citizens. The County Council further finds that all unprepared food items eligible for purchase with United States Department of Agriculture food coupons shall be exempted from the Sales and Use Tax (as defined below).

Section 2. Approval of Sales and Use Tax Subject to Referendum.

2.1 A sales and use tax (the "Sales and Use Tax"), as authorized by the Act, is hereby imposed in the County, subject to a favorable vote of a majority of the qualified electors voting in a referendum on the imposition of the tax to be held in the County, South Carolina on November 3, 2026.

2.2 The Sales and Use Tax shall be imposed for a period not to exceed nine (9) years from the date of imposition.

2.3 The maximum cost of the Projects to be funded from the proceeds of the Sales and Use Tax shall not exceed, in the aggregate, the sum of $780,000,000 and the maximum amount of net proceeds to be raised by the tax shall not exceed $780,000,000, which includes administrative costs and debt service on bonds issued to pay for the Projects. The estimated principal amount of initial authorization of bonds to be issued to pay costs of the Projects and to be paid by a portion of the Sales and Use Tax is $780,000,000.

2.4 The Sales and Use Tax shall be expended for the costs of the following described Projects, including payment of any sums as may be required for the issuance of and debt service for bonds, the proceeds of which are applied to such Projects, for the following purposes:

For financing the costs of highways, roads, streets, bridges, and other transportation-related projects facilities, and drainage facilities related thereto, which may include, but not limited to the following Projects as listed in the ballot question.

The amount of the maximum total funds to be collected which shall be expended for these Projects and purposes shall be no more than $780,000,000;

2.5 If the Sales and Use Tax is approved by a majority of the qualified electors voting in a referendum to be held in the County on November 3, 2026, the tax is to be imposed on the first day of May 2027, provided the Board of Voter Registration and Elections of Beaufort County shall certify the results not later than November 30, 2026, to the County Council and the South Carolina Department of Revenue ("DOR"). Included in the certification must be the maximum cost of the Projects 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 initial authorization of bonds, if any, to be supported by a portion of the tax.

2.6 The Sales and Use Tax, if approved in the referendum conducted on November 3, 2026 shall terminate on the earlier of:

(1) April 30, 2036; or

(2) the end of the calendar month during which DOR determines that the tax has raised revenues sufficient to provide the greater of either the costs of the Projects as approved in the referendum or the cost to amortize all debts related to the approved Projects.

2.7 Amounts of Sales and Use Tax collected in excess of the required proceeds must first be applied, if necessary, to complete each project for which the tax was imposed. Any additional revenue collected above the specified amount must be applied to the reduction of debt principal of the County on transportation infrastructure debts only.

2.8 The Sales and Use Tax must be administered and collected by DOR in the same manner that other sales and use taxes are collected. DOR may prescribe amounts that may be added to the sales price because of the Sales and Use Tax.

2.9 The Sales and Use Tax is in addition to all other local sales and use taxes and applies to the gross proceeds of sales in the applicable area that is subject to the tax imposed by Chapter 36 of Title 12 of the Code of Laws of South Carolina 1976, as amended, and the enforcement provisions of Chapter 54 of Title 12 of the Code of Laws of South Carolina 1976, as amended. The gross proceeds of the sale of items subject to a maximum tax in Chapter 36 of Title 12 of the Code of Laws of South Carolina 1976, as amended, are exempt from the Sales and Use Tax. The gross proceeds of the sale of food lawfully purchased with United States Department of Agriculture Food Stamps are exempt from the Sales and Use Tax. The Sales and Use Tax also applies to tangible property subject to the use tax in Article 13, Chapter 36 of Title 12 of the Code of Laws of South Carolina 1976, as amended. Pursuant to the Act, the Council has determined to and does hereby exempt from the Sales and Use Tax all unprepared food items eligible for purchase with United States Department of Agriculture food coupons.

2.10 Taxpayers required to remit taxes under Article 13, Chapter 36 of Title 12 of the Code of Laws of South Carolina 1976, as amended, must identify the county in which the tangible personal property purchased at retail is stored, used, or consumed in this State.

2.11 Utilities are required to report sales in the county in which the consumption of the tangible personal property occurs.

2.12 A taxpayer subject to the tax imposed by Section 12-36-920 of the Code of Laws of South Carolina 1976, as amended, who owns or manages rental units in more than one county must report separately in his sales tax return the total gross proceeds from business done in each county.

2.13 The gross proceeds of sales of tangible personal property delivered after the imposition date of the Sales and Use Tax, either under the terms of a construction contract executed before the imposition date, or written bid submitted before the imposition date, are exempt from the Sales and Use Tax if a verified copy of the contract is filed with DOR within six months after the imposition date of the Sales and Use Tax.

2.14 Notwithstanding the imposition date of the Sales and Use Tax with respect to services that are billed regularly on a monthly basis, the Sales and Use Tax is imposed on the first day of the billing period beginning on or after the imposition date.

2.15 The County Council hereby establishes a Citizen's Oversight Committee (the "Oversight Committee") to provide oversight of the Projects described in this Ordinance, to gather input from all areas of the County regarding the general projects to be undertaken with proceeds of the Sales and Use Tax, and to make recommendations to the County Council on matters related to the Sales and Use Tax, including but not limited to, the projects and the prioritization of the Projects. The Oversight Committee will consist of seven (7) members who reflect the interests of all citizens of the County. Three (3) members will be appointed by the County Council; one (1) member will be appointed by the Town Council of Hilton Head Island; one (1) member will be appointed by the Town Council of Bluffton; one (1) member will be appointed by the City Council of the City of Beaufort; and one (1) member will be appointed by the Town Council of the Town of Port Royal. Council members of the County Council and council members of the municipal councils that appoint members to the Oversight Committee are not eligible to serve on the Oversight Committee. Members of the Oversight Committee shall have terms of four (4) years; provided, however, that the three (3) members appointed by the County Council shall have initial

terms of three (3) years. All of the terms of the initial members of the Oversight Committee will commence on January 1, 2027, and members may serve two (2) terms on the Oversight Committee. The Oversight Committee will elect officers; produce minutes following each of its meetings which are to be provided to the public and to all of the county, city and town councils which have appointees on the Oversight Committee; deliver quarterly updates to the County Council; follow all of the requirements of the South Carolina Freedom of Information Act; and meet quarterly beginning in the first quarter of 2027 and continuing throughout the time period during which the Sales and Use Tax is imposed.

Section 3. Remission of Sales and Use Tax; Segregation of Funds; Administration of Funds; Distribution to County; Confidentially.

3.1 The revenues of the Sales and Use Tax must be remitted to the State Treasurer and credited to a fund separate and distinct from the general fund of the State. After deducting the amount of any refunds made and costs to DOR of administrating the tax, not to exceed one percent of such revenues, the State Treasurer shall distribute the revenues and related interest earnings quarterly to the County Treasurer and the revenues must be used only for the purposes stated herein. The State Treasurer may correct misallocations by adjusting subsequent distributions must be made in the same fiscal year as the misallocation. However, allocations made as a result of city or County code errors must be corrected prospectively.

3.2 (a) Any outside agencies, political subdivisions, or organizations designated to receive funding from the Sales and Use Tax must annually submit requests for funding in accordance with procedures and schedules established by the County Administrator. The County Administrator shall prepare the proposed budget for the Sales and Use Tax and submit it to the County Council at such time as the County Council determines. At the time of submitting the proposed budget, the County Administrator shall submit to the County Council a statement describing the important features of the proposed budget.

(b) County Council shall adopt annually and prior to the beginning of each fiscal year a budget for expenditures of Sales and Use Tax revenues. County Council may make supplemental appropriations for the Sales and Use Tax following the same procedures prescribed for the enactment of other budget ordinances. The provisions of this section shall not be construed to prohibit the transfer of funds appropriated in the annual budget for the Sales and Use Tax for purposes other than as specified in the annual budget when such transfers are approved by County Council. In the preparation of the annual budget, County Council may require any reports, estimates, and statistics from any County agency or department as may be necessary to perform its duties as the responsible fiscal body of the County.

(c) Except as specifically authorized by County Council, any outside agency or organization receiving an appropriation of the Sales and Use Tax must provide to County Council an independent audit of such agency's or organization's financial records and transactions and such other and more frequent financial information as required by County Council, all in form satisfactory to County Council.

3.3 DOR shall furnish data to the State Treasurer and to the County Treasurer for the purpose of calculating distributions and estimating revenues. The information which must be supplied to the

County upon request includes, but is not limited to, gross receipts, net taxable sales, and tax liability by taxpayers.

Section 4. Sales and Use Tax Referendum; Ballot Question.

4.1 The Board of Voter Registration and Elections of Beaufort County shall conduct a referendum on the question of imposing a Sales and Use Tax in the area of the County on Tuesday, November 3, 2026, between the hours of 7 a.m. and 7 p.m. under the election laws of the State, mutatis mutandis. The Board of Voter Registration and Elections of Beaufort County shall publish in a newspaper of general circulation the date and purpose of the referendum, including the question that is to appear on the ballot, with the list of Projects and purposes as set forth herein, and the cost of Projects, and shall publish such election and other notices as required by law.

4.2 The referendum question to be on the ballot of the referendum to be held in the County on November 3, 2026, must read substantially as follows:

BEAUFORT COUNTY SPECIAL SALES AND USE TAX

QUESTION 1

I approve a special sales and use tax in the amount of one percent (1%) to be imposed in Beaufort County for not more than nine (9) years, or until a total of $780,000,000 in resulting revenue has been collected, whichever occurs first, to fund the following projects:

For financing the costs of highways, roads, streets, bridges, and other transportation-related projects facilities related thereto including, but not limited to, drainage facilities relating to the highways, roads, streets, bridges, and other transportation-related projects including the following projects and estimated costs:

Project (1) for Intersection and Safety Projects: $326,000,000

Ribaut Road/ Lady's Island Drive- Turn Lane Construction
Traffic Signal Improvements (Countywide)
SC 170/US 278 Diverging Diamond Interchange
Squire Pope Road/William Hilton Parkway Improvements
Ribaut Road Corridor Improvement (City of Beaufort)
Lady's Island Drive/Meridian Road Improvements
US 21 Improvements at Chowan Creek
SC 170/SC 46 Intersection Conversion
SC 462 Realignment
SC 170 Corridor Improvements – (North of the Broad)
Spanish Wells Road/William Hilton Parkway Improvements
Savannah Highway/SC 170 Improvements
Warsaw Island Road
Bluffton Parkway/SC46 Roundabout Improvements
B.E Wheatley Drive/Robert Smalls Parkway Signal
US 278/Sun City Signal Improvements

US 278/Buck Island Road Intersection
Ribaut Road/Depot Road Intersection
Gumtree Road Improvements
US 278/Simmonsville Road
Bluffton Parkway Improvements
Gateway to Port Royal Improvements (Ribaut Road)
SC 46/Gibbet Road Signal
Grober Hill Road/Parris Island Gateway Intersection
High Visibility Crosswalks & Rapid Flashing Beacons (Downtown Beaufort)
SC 802/Short's Landing Road Signal
Sea Pines Circle
Evans Way/SC 170 Signalized Reduced Conflict Intersection
Right-in/Right-out at Bluffton Parkway/Goethe Road
Median Closings US 278
Old Jericho Road Bridge Replacement
Goethe Road Resurfacing/Traffic Calming
Main Street Road Improvements
Grober Hill Road Corridor Improvements
William Hilton Parkway- Chaplin Corridor
SC 46/Stardust Lane Signal
Buckwalter Parkway (HE McCracken Circle Section)
Joe Frazier Road/Middleton Recreation Drive Roundabout
Laurel Bay/Joe Frazier Roundabout
Laurel Bay/Bay Pines Roundabout
US 21/Shanklin Road Reduced Conflict Intersection
US 21/Roseida Road Reduced Conflict Intersection
Coordinated Message Boards for Woods Memorial Bridge (Downtown Beaufort)
Middle Road/SC 802 Roundabout Improvements
Guardrail on Middle Road (between Doe Road & Buck Road)

Project (2) for Widening Projects: $205,000,000

Okatie Highway (SC 170)
Okatie Highway (SC 46)
West Fording Island Road (US 278)
Robert T Smalls Parkway /Neil Road (SC 170)

Project (3) for Resurfacing and Dirt Road Paving Projects: $249,000,000

County Dirt Roads:
Arum Cir N
Briars Creek Road
Comet Lane

Creek View Dr
Dockside Lane
Huspah Creek Dr
Judge Island Dr
Mr. McBryde Lane
Najas Dr
Nyssa Lane
O'Connor Road
Sandstone Cir
Sawgrass Ct
Sparkleberry Dr
Sugar Hill Landing Road
Sweet Grass Dr
Worthington Road
Kline Cir

Municipal Resurfacing - City of Beaufort
Municipal Resurfacing - Town of Port Royal
Municipal Resurfacing - Town of HHI
Municipal Resurfacing - Town of Bluffton
Daufuskie Island Resurfacing:
Cooper River Landing Road
Haig Point Road
Melrose Landing Road
Old Haig Point Road
Pappy's Landing Road
Trask Parkway (US 17)
Trask Parkway (US 21)
Sea Island Parkway (US 21)
Sam's Point Road (SC 802)
Parris Island Gateway (US 21)
Savannah Highway (SC 128)
Robert Smalls Parkway (SC 170)
Buckwalter Parkway
Bluffton Parkway
Fording Island Road (US 278)
William Hilton Parkway (US 278 Business)

YES _____

NO _____

Instructions to Voters: All qualified electors desiring to vote in favor of levying the special sales and use tax shall vote "YES;" and

All qualified electors opposed to levying the special sales and use tax shall vote "NO."

QUESTION 2

I approve the issuance of not exceeding $450,000,000 of general obligation bonds of Beaufort County, maturing over a period not to exceed nine (9) years and payable from the special sales and use tax described in Question 1 above, to fund completion of projects from among the categories described in Question 1 above.

YES _____

NO _____

Instructions to Voters: All qualified electors desiring to vote in favor of the issuance bonds for the stated purposes shall vote "YES;" and

All qualified electors opposed to the issuance of bonds for the stated purposes shall vote "NO."

4.3 In the referendum on the imposition of the Sales and Use Tax in the County, all qualified electors desiring to vote in favor of imposing the tax for the stated purposes shall vote "yes" and all qualified electors opposed to levying the tax shall vote "no". If a majority of the electors voting in the referendum shall vote in favor of imposing the tax, then the tax is imposed as provided in the Act and this Ordinance. Expenses of the referendum must be paid by the County.

4.4 In the referendum on the issuance of bonds, all qualified electors desiring to vote in favor of the issuance of bonds for the stated purposes shall vote "yes" and all qualified electors opposed to the issuance of bonds shall vote "no". If a majority of the electors voting in the referendum shall vote in favor of the issuance of bonds, then the issuance of bonds shall be authorized in accordance with S.C. Constitution Article X, Section 14, Paragraph (6). Expenses of the referendum must be paid by the County.

Section 5. Imposition of Tax Subject to Referendum.

The imposition of the Sales and Use Tax in the County 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 the Sales and Use Tax in the County area in a referendum to be conducted by the Board of Voter Registration and Elections of Beaufort County on November 3, 2026, and the favorable vote of a majority of the qualified electors voting in such a referendum shall be a condition precedent to the imposition of the Sales and Use Tax pursuant to the provisions of this Ordinance.

Section 6. Miscellaneous.

6.1 If any one or more of the provisions or portions hereof are determined by a court of competent jurisdiction to be contrary to law, then that provision or portion shall be deemed severable from the remaining terms or portions hereof and the invalidity thereof shall in no way affect the validity of the other provisions of this Ordinance; if any provisions of this Ordinance shall be held or deemed to be or

shall, in fact, be inoperative or unenforceable or invalid as applied to any particular case in any jurisdiction or in all cases because it conflicts with any constitution or statute or rule of public policy, or for any other reason, those circumstances shall not have the effect of rendering the provision in question inoperative or unenforceable or invalid in any other case or circumstance, or of rendering any other provision or provisions herein contained inoperative or unenforceable or invalid to any extent whatever; provided, however that the Sales and Use Tax may not be imposed without the favorable results of the referendum to be held on November 3, 2026.

6.2 This Ordinance shall be construed and interpreted in accordance with the laws of the State and all suits and actions arising out of this Ordinance shall be instituted in a court of competent jurisdiction in this State.

6.3 The headings or titles of the several sections hereof shall be solely for convenience of reference and shall not affect the meaning, construction, interpretations, or effect of this Ordinance.

6.4 This Ordinance shall take effect immediately upon approval following third reading.

6.5 All previous ordinances regarding the same subject matter as this Ordinance are hereby repealed.

Done this 22nd day of June, 2026.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: Alice G. Howard

Alice G. Howard, Chairman

ATTEST:

Sarah W. Brock

Sarah W. Brock, Clerk to Council

First Reading: May 26, 2026 / 10:0
Second Reading: June 8, 2026 / 8:3
Public Hearing: June 22, 2026
Third Reading: June 22, 2026 / 8:3

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 08/31/2026
From:	Eric Claussen , Assistant City Manager	
Item Name:	Authorization to allow City Manager to enter into Indefinite Delivery Contracts with Five (5) Firms for Civil Engineering and Related Services	
Meeting Date:	September 8, 2026	
Department:	City Managers Office	

Background Information:
Introduction:
On April 16, 2026, the City issued RFQ 2026-106 for Civil Engineering and Related Services under an Indefinite Delivery Contract (IDC) on an as-needed basis. The public notice was posted on the City's website and the State of South Carolina Business Opportunities website and was advertised in the Island News. A non-mandatory pre-bid meeting was held on April 23, questions were due April 30, and answers were posted by May 5. The City received 18 Statements of Qualifications by the May 8, 2026, 2:00 PM deadline, and the submissions were publicly opened during a recorded meeting. The RFQ sought firms capable of providing services including drainage and stormwater engineering, roadway design, traffic impact analysis, surveying, permitting, construction administration, and related professional services. The RFQ allows multiple firms to be selected for an initial one-year term with the option for four additional one-year extensions.

Background:
The selection committee consisted of Eric Claussen, Curt Freese, Brian Ranger, and Bryan Bauer, Beaufort County Engineer. The committee completed independent evaluations using the RFQ criteria: adherence to the required submission format, staff qualifications and experience, and work history with similar projects. The committee met on July 10, 2026, to review the rankings and shortlisted the five highest-ranked firms: Davis & Floyd, McCormick Taylor, Infrastructure Consulting & Engineering (ICE), Kimley-Horn, and GFT Infrastructure.

Interviews were conducted on July 28, 2026, followed by a reevaluation based on the City's specific service needs. Davis & Floyd and McCormick Taylor were rated strongest for drainage and stormwater services, ICE for roadway design, Kimley Horn for traffic analysis and transportation, and GFT Infrastructure for grant research, sales tax, and other consulting services.

The committee also reviewed each firm's fee schedule and determined the proposed rates to be reasonable. Using multiple IDC firms will provide the City with flexible access to specialized expertise and additional capacity as projects arise. Work will be assigned on an as-needed basis, and annual fees must remain within the applicable budgeted amounts unless otherwise approved in accordance with the RFQ. The selection committee unanimously recommends all five firms.

Legal Authority:
Section 5-7-30 of the South Carolina Code

Staff Recommendation:
Staff recommends that City Council authorize the City Manager to enter into Indefinite Delivery Contracts for Civil Engineering and related services with Davis & Floyd, McCormick Taylor, Infrastructure Consulting & Engineering (ICE), Kimley Horn, and GFT Infrastructure, Inc. Each agreement would have an initial one-year term with the option for four additional one-year extensions, subject to approved budgets and the terms of RFQ 2026-106.

Placed on Agenda For:
Action

Attachments:
1. RECOMMENDATION MEMO RFQ 2026-106 CIVIL ENGINEERING IDC
2. RFQ 2026-106 Civil Engineering Services IDC
3. CONTRACT DRAFT D&F RFQ 2026-106 IDC CIVIL ENGINEERING SERVICES
4. DAVIS & FLOYD RFQ 2026-106 IDC
5. CONTRACT DRAFT GFT RFQ 2026-106 IDC CIVIL ENGINEERING SERVICES
6. GFT
7. CONTRACT DRAFT ICE RFQ 2026-106 IDC CIVIL ENGINEERING SERVICES
8. ICE
9. CONTRACT DRAFT KIMLEY HORN RFQ 2026-106 IDC CIVIL ENGINEERING SERVICES
10. KIMLEY HORN
11. CONTRACT DRAFT MT RFQ 2026-106 IDC CIVIL ENGINEERING SERVICES
12. MCCORMICK TAYLOR

TO: SCOTT MARSHALL

FROM: JAY PHILLIPS

SUBJECT: RECOMMENDATION MEMO FOR CIVIL ENGINEERING INDEFINITE DELIVERY CONTRACTS

DATE: AUGUST 31, 2026

CC: ERIC CLAUSSEN, BRIAN RANGER, CURT FREESE, ALAN EISENMAN, BRYAN BAUER, RAUL DOMINGUEZ

On April 16, 2026, the City solicited a request for qualifications, RFQ 2026-106. The public notice was posted on the City's website, the State of South Carolina Business Opportunities website and was advertised in the Island News. A non-mandatory pre-bid meeting was held on April 23. Questions were received by the April 30, and answers were posted on May 5. The city received eighteen submission by the deadline of May 8, at 2:00 PM. The qualification statements were opened during a public meeting at that time.

A Morton Thomas and Associates, North Charles, SC
Alliance Consulting Engineers, Bluffton, SC
Bolten & Menke, Mrytle Beach, SC
Bowman Consulting Group, Ltd, Charleston, SC
Coleman Company, Inc., Savannah, GA
Davis & Floyd, Inc, Beaufort, SC
GFT Infrastructure, Inc.
Infrastructure, Consulting & Engineering, Bluffton SC
J Bragg Consulting, Inc.
Keck & Wood, Inc., North Charleston, SC
Kimley-Horn, Charleston, SC
Lochmueller Group, Bluffton, SC
Meade & Hunt, North Charleston, SC
McCormick Taylor, Columbia, SC
Rummel, Klepper & Kahl, North Charleston, SC
Stantec Consulting Services, Inc., North Charleston, SC
Seamon, Whiteside & Associates, Inc.
Weston & Sampson, Charleston, SC

The selection committee of Eric Claussen, Curt Freese, Brian Ranger and Bryan Bauer, Beaufort County Engineer completed independent evaluations based on the criteria stated in the RFQ, adherence to the required format, staff qualifications and experience, and work history with similar projects and met on July 10 to review the score rankings. Davis & Floyd scored the highest followed by McCormick Taylor, Infrastructure, Consulting & Engineering, Kimley-Horn and GFT Infrastructure, Inc. On July 28, interviews were conducted with these firms and were then reevaluated based upon specific

service needs of the city, drainage and stormwater, roadway design, traffic impact and transportation, and other services, grant research, sales tax, etc. Davis & Floyd and McCormick Taylor scored the highest for drainage and stormwater related services, Infrastructure, Consulting & Engineering for roadway design, Kimley-Horn for traffic analysis and transportation, and GFT Infrastructure for grant research, sales tax and other consulting services. The selection committee has reviewed the fee schedules from these firms and determined them to be reasonable.

The selection committee is unanimous in recommending Davis & Floyd, McCormick Taylor, Infrastructure, Consulting & Engineering, Kimley-Horn and GFT Infrastructure, Inc. for engineering and consulting indefinite delivery contracts of one-year terms with four addition one-year extensions. With your approval, intent to award notices and contract drafts with be sent and the recommendations will be scheduled for council approval on September 8.

CITY OF BEAUFORT
REQUEST FOR QUALIFICATIONS

CIVIL ENGINEERING AND RELATED SERVICES

INDEFINITE DELIVERY CONTRACT

RFQ NO. 2026-106

DUE: May 8, 2026, at 2:00 PM

REQUEST FOR
PROFESSIONAL ENGINEERING SERVICES
INDEFINITE DELIVERY CONTRACT
RFQ NO. 2026-106

The City of Beaufort, South Carolina, is soliciting qualifications statements (QS) for Civil Engineering and related services from licensed, insured, bonded, experienced, and reputable engineering firms on an "as needed" basis, Indefinite Delivery Contract (IDC)

- Issue Date: April 16, 2026
- Pre-Bid Meeting: April 23, 2026, 2:00 PM, 1911 Boundary Street, 1st Floor, Planning Conference Room
- Questions Due: April 30, 2026, 4:00 PM
- Answers Due: May 5, 2026, 4:00 PM
- Submissions Due: May 8, 2026, 2:00 PM
- Public Bid Opening: May 8, 2026, 2:00 PM, 1911 Boundary Street, 2nd Floor, Executive Conference Room #2

Contractors intending to submit Statements of Statements of Qualifications (SQ) (SQ) must register on Bidnet Direct through the Procurement Department webpage at https://www.cityofbeaufort.org/165/Procurement "Current Bid Opportunities for Contractors".

All notifications including addendums and important updates will be sent from Bidnet Direct. Contractors are encouraged to submit qualification through Bidnet Direct prior to the due date and time. Sealed Statements of Statements of Qualifications (SQ) (SQ) may also be submitted by email addressed to procurement@cityofbeaufort.org, including one portable document format (pdf) file as an attachment. After sending the Statements of Qualifications (SQ) by email, submitter must send a separate email without an attachment to advise that a submission has been made. The Procurement Administrator will reply by email to confirm receipt of the Statements of Qualifications (SQ). Statements of Qualifications (SQ) received by email will not be opened until the deadline.

It is the submitter's responsibility to ensure timely delivery of the Statements of Qualifications (SQ). Statements of Qualifications (SQ) received after the submission due date shall not be accepted. All Statements of Qualifications (SQ) received as a result of this RFQ shall be binding on the submitter for ninety (90) calendar days following the submission due date.

Any Statements of Qualifications (SQ) submitted as a result of this RFQ shall be binding on the offeror for ninety (90) calendar days following the specified opening date. Any Statements of Qualifications (SQ) for which the offeror specifies a shorter acceptance period may be rejected.

All communication prior to the contract award must be made through the Procurement Administrator at procurement@cityofbeaufort.org. Submitters are specifically directed not to contact any other City personnel for meetings, conferences, or technical discussions related to this request unless otherwise stated. Failure to adhere to this policy may be grounds for rejection of your Statements of Qualifications (SQ).

Submitters are cautioned that any statement made by City staff that materially changes any portion of this RFQ shall not be relied upon unless they are subsequently ratified by a formal written amendment to this RFQ. Any revisions to this RFQ will be issued and distributed as an addendum.

Proprietary and/or Confidential Information

Submissions are public document under the South Carolina Freedom of Information Act (FOIA), except to information that may be treated as confidential as an exception to disclosure under the FOIA. If you cannot agree to this standard, please do not submit your bid or Statements of Qualifications (SQ).

All information that is to be treated as confidential and/or proprietary must be clearly identified, and each page containing confidential and/or proprietary information, in whole or in part, must be stamped and/or denoted as confidential, in bold font of at least 12-point type, in the upper right-hand corner of the page. All information not so denoted and identified shall be subject to disclosure by the City.

If the Submitter discovers any ambiguity, conflict, discrepancy, omission or other error in the RFQ, Submitter shall immediately notify the City of such error in writing and request modification or clarification of the document. The Submitter is responsible for clarifying any ambiguity, conflict, discrepancy; omission or other error in the RFQ or it shall be deemed waived.

The City of Beaufort reserves the right to reject any or all Statements of Qualifications (SQ), or any parts thereof, waive informalities, negotiate terms and conditions, and to select the firm that best meets the needs of the City of Beaufort and its employees.

The City reserves the right to seek Statements of Qualifications (SQ) clarification from any proposer to assist in making decisions. The City reserves the right to amend the RFQ at any time before the specified due date for Statements of Qualifications (SQ).

Compliance with the South Carolina Illegal Immigration Reform Act

Any company entering into a service contract with the City of Beaufort must certify to the City of Beaufort that the Company intends to verify any new employees' status, and require any sub-consultants performing services under the service contract to verify their new employees' status, per the terms of the South Carolina Illegal Immigration Reform Act, and as set out in Title 41, Chapter 8 of the Code of Laws of South Carolina, 1976.

Policy Concerning Minority and Woman Owned Business Enterprises

Intent

Businesses owned and operated by women and minority persons, in general, have been historically restricted from full participation in the nation's free enterprise system to a degree disproportionate to other businesses.

The City believes it is in the community's best interest to assist minority and woman owned businesses to develop fully, in furtherance of City's policies and programs which are designed to promote balanced economic and community growth.

The City, therefore, wishes to ensure that minority and woman owned businesses (M/WBEs) are afforded the opportunity to fully participate in the City's overall procurement process and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Goal for Participation

The City adopts the State of South Carolina's goal for participation of M/WBEs: ten percent (10%) of annual controllable procurement expenditures which are defined as agreements between the City and a Company to provide or procure labor, materials, equipment, supplies and services to, for or on behalf of the City. However, a specific expectation has not been set for this RFQ.

South Carolina Title VI

The awarded contractor, subrecipient or subcontractor shall not discriminate based on race, color, national origin or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of contract, which may result in the termination of the contract or any other remedy as the recipient deems necessary.

The City of Beaufort reserves the right to reject any or all bids; to waive any informality or irregularity not affected by law; to evaluate, in its absolute discretion, the submissions and to award the contract according to the firm that will best serve the interests of the City; or to not award the contract if the City determines that it is not in its best interest to do so.

Statements of Qualifications (SQ) submissions that are not signed will not be accepted as complete and shall not be considered and must be signed in the appropriate space(s) by an authorized officer or employee of the firm.

Statements of Qualifications (SQ) should be prepared in the format as described under "Submission Requirements." The Statements of Qualifications (SQ) submissions should respond directly to each specific item at the level of detail in which each is presented.

The words "Submitter", "Bidder", "Proposer", "Vendor", "Contractor", and "Firm" are used interchangeably throughout this RFQ, and are used in place of the person, vendor, or corporation submitting a bid.

Statements of Qualifications (SQ) received after the due date and time will not be accepted. All submissions shall be binding for ninety (90) calendar days following the specified opening date. Any Statements of Qualifications (SQ) for which the offeror specifies a shorter acceptance period may be rejected.

Proprietary and/or Confidential Information

All submissions are public documents under the South Carolina Freedom of Information Act (FOIA), except for information that must be treated as confidential as an exception to disclosure under the FOIA. If you cannot agree to this standard, please do not submit your qualification.

All information that is to be treated as confidential and/or proprietary must be clearly identified, and each page containing confidential and/or proprietary information, in whole or in part, must be stamped and/or denoted as confidential, in bold, in a font of at least 12-point type, in the upper right-hand corner of the page. All information not so denoted and identified shall be subject to disclosure by the City.

If the submitter discovers any ambiguity, conflict, discrepancy, omission or other error in the RFQ, submitter shall immediately notify the City of such error in writing and request modification or clarification of the document. The submitter is responsible for clarifying any ambiguity, conflict, discrepancy; omission or other error in the RFQ or it shall be deemed waived.

The City of Beaufort reserves the right to reject any or all Statements of Qualifications (SQ), or any parts thereof, waive informalities, negotiate terms and conditions, and to select the submission that best meets the needs of the City of Beaufort.

Compliance with the South Carolina Illegal Immigration Reform Act

Any Contractor entering into a service contract with the City of Beaufort must certify to the City of Beaufort that the Contractor intends to verify any new employees' status, and require any sub-consultants performing services under the service contract to verify their new employees' status, per the terms of the South Carolina Illegal Immigration Reform Act, and as set out in Title 41, Chapter 8 of the Code of Laws of South Carolina, 1976.

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Intent

Businesses owned and operated by women and minority persons, in general, have been historically restricted from full participation in the nation's free enterprise system to a degree disproportionate to other businesses.

The City believes it is in the community's best interest to assist minority and woman owned businesses to develop fully, in furtherance of City's policies and programs which are designed to promote balanced economic and community growth.

The City, therefore, wishes to ensure that minority and woman owned businesses (M/WBEs) are afforded the opportunity to fully participate in the City's overall procurement process and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Goal for Participation

The City adopts the State of South Carolina's goal for participation of M/WBEs: ten percent (10%) of annual controllable procurement expenditures which are defined as agreements between the City and a Vendor to provide or procure labor, materials, equipment, supplies and services to, for or on behalf of the City. However, a specific expectation has not been set for this RFQ.

South Carolina Title VI

The awarded contractor, subrecipient or subcontractor shall not discriminate based on race, color, national origin or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of contract, which may result in the termination of the contract or any other remedy as the recipient deems necessary.

I. INTRODUCTION

The City of Beaufort, South Carolina, is soliciting qualifications statements (QS) for Professional Civil Engineering and related services from licensed, insured, bonded, experienced, and reputable engineering firms on an "as needed" basis, Indefinite Delivery Contract (IDC), including a maximum, not to exceed the budgeted contract amount per year. The work shall consist of surveying, plans review and approval, designing, preparing plans and bid documents, securing permits and managing construction.

Technical Areas of Interest:

- Drainage and stormwater related engineering services
- Roadway design and related engineering services
- Traffic Impact Analysis

More than one firm may be selected, and the desired contract term is for a period of one year, with an option to renew for four additional one-year terms. Firms may be chosen as specialty consultants for specific disciplines under the above general categories.

Firms interested in providing these services must prepare and submit a statement of qualifications in accordance with the procedures in this RFQ. The City will review the Qualification Statements (QS) and will consider only those that have demonstrated the capability of such Engineering Services.

II. GENERAL SCOPE OF SERVICES

1. All submitters must be able to provide all supervision, manpower, materials, equipment and supplies necessary to complete any scope of work outlined. The services to be provided may include but are not limited to the following:
   a) Surveying, geotechnical testing, and traffic studies.
   b) Drainage easement and/or right-of-way investigation, property research, appraisal and negotiations.
   c) Evaluations, analysis, reports, recommendations, cost and time estimates.
   d) Design, preparation of contract and/or record documents.
   e) All phases of permitting, including but not limited to OCRM, DHEC, and encroachment permitting.
   f) Construction administration.

g) Professional management throughout all phases of the project including but not limited to, periodic progress reports/meetings, proper processing of invoices for services, timely processing of project correspondence, field inspections and investigation.
h) Other types of professional and non-professional services of a nature consistent with the intent of this RFQ as directed by the City.

2. The awarded firm(s) must be readily available within 24 hours when the City is in need of engineering services.
3. The awarded firm(s) must be able to meet deadlines and manage multiple tasks in a fast-paced environment.
4. Awarded firm(s) may be called upon to attend public meetings and explain or present projects to various boards and commissions.
5. The awarded firm(s) will coordinate services with the City staff when needed.
6. The terms of the agreement are for an initial one-year contract with optional additional four, one-year extensions.
7. Annual contract amounts must be in line with associated budget amounts for these services. Exceptions to the annual budget amounts must be approved by change order.

III. SUBMISSION REQUIREMENTS

I. **Required content of qualifications**: The detailed requirements set forth in the Qualification Format are recommended. Failure by any Submitter to respond to a specific requirement may result in disqualification. Submitters are reminded that qualifications will be considered exactly as submitted. Points of clarification will be solicited from the submitters at the discretion of the City. Qualifications determined not to be in compliance with provisions of this RFQ and the applicable law and/or regulations will not be accepted. In addition to the information required as described below, Submissions may include supplemental information that may be useful in evaluating the qualifications. This information may include documents such as a firm profile or marketing materials.

All costs incurred by the Submitter associated with RFQ preparations and subsequent interviews and/or negotiations, which may or may not lead to execution of a contract, shall be the responsibility entirely and exclusively by the submitter.

II. **Qualifications format**: The qualifications format requirements were developed to aid Submitters in their qualifications' development. They also provide a structured format for reviewers to systematically evaluate several qualifications. These directions apply to all qualifications submitted.

The purpose of the Qualifications is to demonstrate the technical capabilities, professional , past project experiences, and knowledge within this industry. Submitter's qualification must address all the points outlined as required in the following order.

a. **Transmittal Letter**: A transmittal letter must be submitted with a Submitter's qualifications which shall include:
   i. The RFQ subject and RFQ number.

ii. Name of the firm responding, including mailing address, e-mail address, telephone number, and names of contact person.
iii. The name of the person or persons authorized to make representations on behalf of the Submitter, binding the firm to a contract.
iv. An executive summary stating the submitter's understanding of the project, design approach and opinion on why the submitter's firm should be chosen. Submissions should include any general information the submitter wishes the City to consider about the qualification.
v. An affirmative statement that the submitter has read and agrees to the General Terms and Conditions and will adhere to them as a component of the contract documents.

b. **Firm's Summary of Qualifications:** In this section, the submitter should provide a narrative designed to convince the selection committee of the submitter, and advantages to the City in selecting them to provide the required services. At a minimum, this narrative should include:

i. The submitter's specialized experience and technical competence of the firm and key personnel who will be directly involved in the work.
ii. The submitter's ability to perform the work in the given time frame considering their current and planned workload.
iii. A summary of the submitter's general business expertise including the financial strength of the firm.
iv. A summary of the submitter's recent, current and projected workload.
v. An executive summary stating the submitter's understanding of the scope of services and opinion as to why the submitter's firm should be chosen. Include any general information the firm wishes the City to consider.

c. **Key Personnel:**

i. The submission should clearly outline the background and experience of the key personnel. Key personnel consist of those members from the engineering firm who will be participating in any City engineering projects. If possible, please complete the Architect-Engineering Form SF330 found at https://www.gsa.gov/reference/forms. Once the City issues a contract, no change in key personnel will be permitted without prior written approval from the designated City representative.

ii. Provide the following information for each proposed team member where applicable:
1. Name
2. Job title
3. Professional Discipline
4. South Carolina license number
5. Specific duties assigned on this IDC
6. Recent experience with Engineering projects

d. **Work History and References**:

i. Provide a brief description of local government engineering projects for which the Submitter provided IDC Engineering Services within the past three (3) years and those presently being provided. Limit information to five (5) projects. Firms must exhibit considerable relevant experience in the technical areas of interest and should emphasize both the experience and capability of particular personnel, who will perform the work. All such descriptions should include:
   1. Customer.
   2. Project location.
   3. Project scope and description.
   4. Include cost estimates to actual project cost, including percentage of variation from initial estimate and percentage of design and engineering fees applied.
   5. Name and contact information for reference with knowledge of the work on the specified project.

e. Sub-Consultants/Contractors:

i. Provide the firm(s) and, if possible, the names and of all sub-consultant(s) that will be part of the Submitter's team and identify the specific work the sub-consultant will perform. Once the City issues a contract, no change in sub-consultants will be permitted without prior written approval from the City.

f. Required Forms:

i. Qualifications must include the following required forms.
   1. Certificates of Insurance showing present coverage as described in the "Insurance" section of the General Terms and Conditions.
   2. Ethics in Public Contracting Certification
   3. Non-Collusion Affidavit
   4. Small / Woman-Owned / Minority Business Enterprise Form
   5. Non-Resident Taxpayer Affidavit (S.S. Department of Revenue I-312)
   6. RFQ Signature page (must be signed in ink)

g. Other Information to Provide:

i. List any lawsuits or arbitration proceedings that have been initiated by or against your company in the past five years. Briefly describe the nature of the action and the outcome.

h. QUALIFICATIONS EVALUATIONS

The City will evaluate bid proposals based on the factors outlined below. The City reserves the right to disqualify any bid proposal for, but not limited to; person or persons it deems as non-responsive and/or non-responsible. The City reserves the right to conduct investigations into the qualifications of the Bidder as it deems appropriate.

- Adherence to required submission format (maximum 20 points)

- Staff Qualifications and Experience (maximum points 40)
- Work History with similar projects (maximum points 40)

Interviews will be conducted with the highest-ranked firms to determine the most qualified. A fee schedule will then be requested by the firm determined to be the most qualified and negotiations will be conducted. If negotiations fail, the process will move to the next most qualified firm.

The awarded firm acknowledges that the total amount of fees charged per year must not exceed the annual budget amount without prior approval by the City Manager. The City reserves the right to cease contract negotiations if it is determined that the submitter cannot perform services specified in their response.

CITY OF BEAUFORT
RFQ SIGNATURE PAGE
PROFESSIONAL CIVIL ENGINEERING AND RELATED SERVICES
INDEFINITE DELIVERY CONTRACT
RFQ NO. 2026-106

SUBMITTER'S NAME: _____

The undersigned, having become familiar with the existing conditions and the Qualification Scope of Services hereby proposed, agrees to complete the work as described in accordance with the Request for and Contract Documents.

Submitter warrants that no gratuities, in the form of gifts, entertainment, or otherwise, were offered or given by the **Submitter**, to any officer or employee of the City with a view toward securing the contract or securing favorable treatment with respect to any determination concerning the performance of the contract.

This offer is genuine and not made in interest of or on behalf of any undisclosed person, vendor or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; **Submitter** has not directly induced or solicited any other **Submitter** to submit false or sham bid; **Submitter** has not solicited or sought by collusion to obtain for itself any advantage over any other **Submitter** or other **Owner**.

The words, "Bidder", "Submitter", "Submitter", "Vendor", and "Company" are used interchangeably throughout this solicitation, and are used in place of the person, vendor, or corporation submitting a solicitation.

Submitter has examined copies of all documents and of the following addenda (if applicable):

Addendum No.	Date
_____	_____
_____	_____
_____	_____

Address: Post Office Box:_____ Zip:_____
Street:_____ Zip:_____
City:_____ State:_____
Telephone:_____ Fax:_____
Email:_____

*Signature:_____ Title:_____

Qualifications will not be accepted unless signed in ink (not typed) in the appropriate space by an authorized officer or employee of the bidder.

Printed Name:_____ Date:_____

ETHICS IN PUBLIC CONTRACTING AFFIDAVIT

STATE OF _____)

COUNTY OF _____)

_____, being first duly sworn, deposes and says that:

1. He/She is_____(title) for/of _____ (company/business), the Submitter that has submitted the attached Statement of Qualifications;
2. He/She is legally qualified and capable of signing this affidavit and is authorized to do so by Submitter;
3. He/She is fully informed regarding the preparation and contents of the attached Statement of Qualification and of all pertinent circumstances respecting such Qualification;
4. Such Qualification is genuine and is made without fraud;
5. Neither the said Submitter, nor any of its officers, partners, owners, agents, representatives, employees, or parties in interest has offered or received any kickbacks or inducements from any offeror, suppliers, manufacturer, or subCompany in connection with the offer, and they have not conferred on any public employee, public member, or public official having official responsibility for this procurement or transaction, any payment, loan, subscription, advance, deposit of money, services, or anything of value as defined in Section 8-13-100 of the South Carolina Code of Laws; and
6. Furthermore, neither the Submitter, nor any of its officers, partners, owners, agents, representatives, employees or parties in interest has any relationship with the City, another person, or organization that interferes with fair competition or that constitutes a conflict of interest with respect to a contract with the City.

_____ _____

DATE COMPANY/BUSINESS

BY:_____

SIGNATURE

_____

PRINTED NAME

SWORN to before me this _____ ITS:_____

day of _____, 20_____ TITLE

Notary Public for _____(state)

My commission expires: _____

By:_____(signature)

NON-COLLUSION AFFIDAVIT OF PRIME SUBMITTER

STATE OF _____)

COUNTY OF _____)

_____, being first duly sworn, deposes and says that:

1. He/She is _____of _____, the Submitter that has submitted the attached qualification;
2. He/She is fully informed respecting the preparation and contents of the attached qualification and of all pertinent circumstances respecting such qualification;
3. Such Qualification is genuine and is not a collusive or sham qualification;
4. Neither the said Submitter nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived, or agreed, directly or indirectly with any other Submitter, company or person to submit a collusive or sham Qualification in connection with the Contract for which the attached Qualification has been submitted or to refrain from proposing in connection with such Contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other submitter, company or person to fix the price or prices in the attached Qualification or of any other submitter, or to secure through any other qualification, or to fix any overhead, profit or cost element of the bid price or the bid price of any other submitter, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Beaufort, SC or any person interested in the proposed contract.

_____
(signed)

_____
(title)

SWORN to before me this _____
day of _____, 20_____

Notary Public for _____(state)
My commission expires: _____
By:_____
(signature)

SMALL/WOMAN-OWNED/MINORITY BUSINESS ENTERPRISE FORM	
YOUR COMPANY'S CURRENT STATUS	**SUPPLIER BUSINESS CLASSIFICATIONS**
Is this a small business? Yes No	A small business is a business which is independently owned and operated, not dominant in its field of operation, and can qualify under criteria concerning number of employees, average annual receipts, or other criteria as outlined by the Small Business Administration. (See CFR Title 13, Part 121, as amended)
Is this a woman-owned business? Yes No	A woman-owned business is a business which is at least 51% owned by a woman or women who also control and operate the business.
Is this a minority-owned business? Yes No If Yes, please indicate minority group: ___Asian American _____Black American ___Hispanic American ___Native American	A minority-owned business is a business which is at least 51% owned, controlled and operated by socially and economically disadvantaged individuals. The following groups are among those presumed to be socially and economically disadvantaged: Asian Americans, Black Americans, Hispanic Americans, and Native Americans.
Is this a disabled-owned business? Yes No	A disabled-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are disabled.
Is this a veteran-owned business? Yes No	A veteran-owned business a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans.
Is this a disabled veteran-owned business? Yes No	A disabled veteran-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans and disabled.
Are the individuals who own, control and operate this business U.S. citizens?	Yes No
Is this business a non-profit organization?	Yes No
Is this business incorporated?	Yes No

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT

1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Standard Agreement Between

City of Beaufort and Davis & Floyd, Inc.

where the basis of payment is a STIPULATED SUM

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

AGREEMENT made as of the _____ day of **August** in the year 2026**.**

BETWEEN the Owner:

CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 29902

and the Contractor:

DAVIS & FLOYD, INC.
2712 BULL STREET, SUITE A
BEAUFORT, SC 29902

The Project is:

RFQ 2026-106 CIVIL ENGINEERING SERVICES, INDEFINITE DELIVERY CONTRACT

The Owner and Contractor agree as follows:

ARTICLE 1 - THE DOCUMENTS

The Contract Documents consist of this Agreement (hereinafter "Agreement"); Conditions of the Contract (General, Supplementary, and other Conditions); Request for Qualifications, 2026-106 (hereinafter "RFQ"); the Proposal Submitted in response to the RFQ (hereinafter "Proposal"); drawings, specifications, or addenda issued prior to execution of this Agreement; other documents listed in this Agreement; and Modifications issued after execution of this Agreement. These form the Contract and are as fully a part of the Contract as if attached to this Agreement or repeated herein. The Contract represents the entire and integrated agreement between the parties hereto and supersedes prior negotiations, representations, or agreements, either written or oral. An enumeration of the Contract Documents, other than Modifications appears in Article 8.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

ARTICLE 2 - THE WORK OF THIS AGREEMENT-

The contractor shall enter into this agreement to provide civil engineering and related services as needed, except to the extent specifically indicated in the Agreement to be the responsibility of others.

ARTICLE 3 - TERM, DATE OF COMMENCEMENT

3.1 The term of this agreement shall be October 1, 2026, through September 20, 2027, with an option for four, twelve-month extensions upon mutual acceptance each year under agreed upon terms and conditions..

ARTICLE 3 - CONTRACT SUM

4.1 The Owner shall pay the Contractor on a fee basis not to exceed one hundred thousand dollars ($100,000.00). Total annual payments exceeding one hundred thousand dollars ($100,000.00) must be approved by City Council prior to commencing the work.

ARTICLE 5 - PAYMENTS

5.1 Payments shall be remitted after completed tasks have been approved by the Owner's Representative and an invoice for said service has been submitted and received.

ARTICLE 6 - TERMINATION OR SUSPENSION

6.1 This Agreement may be terminated by the Owner or Contractor prior to assignment of tasks.

6.2 The Owner may, by written notice to the Contractor, terminate the Agreement completely or partially if the Contractor is in default regarding any provision of the Contract. If the Agreement is terminated by the Owner due to the Contractor's default, the Owner is not liable to the Contractor for any payment to the Contractor for any incomplete or undelivered work.

6.2 The work may be suspended by the Owner.

ARTICLE 7 - NOTICE

The parties' representatives for any notice required to be given herein are as follows:

7.1 The Owner's representative is:

ERIC CLAUSSEN

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

ASSISTANT CITY MANAGER
CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 2990

7.2 Contractor's representative is:

MICHAEL HORTON
DAVIS & FLOYD, INC.
2712 BULL STREET, SUITE A
BEAUFORT, SC 29902

7.3 Neither the Owner's nor the Contractor's representative shall be changed without ten days' written notice to the other party.

ARTICLE 8 - ENUMERATION OF CONTRACT DOCUMENTS

8.1 The Contract Documents, except for Modifications issued after execution of this Agreement, are enumerated as follows:

8.1.1 The Agreement;

8.1.2 The General Conditions, which are the City of Beaufort General Terms and Conditions as published on the Owner's website.

8.1.3 The Specifications, which are those stated in the RFQ;

8.1.4 The Proposal;

8.1.5 Contractor's Certificates of Liability and Workers Compensation Insurance;

8.1.6 Contractor's City of Beaufort Business License;

This Agreement is entered into as of the day and year first written above and is executed in at least three original copies, one of which is to be delivered to the Assistant City Manager, one to the Contractor for use in the administration of the Agreement, and the remainder to the Owner.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

_____	_____
City Manager (signature)	Davis & Floyd, Inc. (signature)
_____	_____
City Manager (printed name)	Davis & Floyd, Inc. (printed name and position)
_____	_____
Witness for the City (signature)	Davis & Floyd, Inc. (signature)
_____	_____
Witness for the City (printed name)	Davis & Floyd, Inc. (printed name)

DAVIS & FLOYD

PLAN | DESIGN | ENGINEER

CITY OF BEAUFORT

CIVIL ENGINEERING AND RELATED SERVICES INDEFINITE DELIVERY CONTRACT

RFQ NO. 2026-106 | MAY 8, 2026

DAVIS & FLOYD

PLAN | DESIGN | ENGINEER

May 14, 2026

Jay Phillips
Procurement Administrator
City of Beaufort
1911 Boundary Street
Beaufort, South Carolina 29902

RE: RFQ No. 2026-106 | Civil Engineering and Related Services Indefinite Delivery Contract

Dear Mr. Phillips and Selection Committee:

Davis & Floyd, Inc. (D|F) submits this Statement of Qualifications to provide Civil Engineering and Related Services to the City of Beaufort under an Indefinite Delivery Contract. D|F's Beaufort office, located at 2712 Bull Street, Suite A, Beaufort, South Carolina 29902, will serve as the primary office for this contract and will be supported by D|F's full range of disciplines and resources firmwide. This location provides direct access to staff who understand the City's infrastructure, regulatory environment, and day-to-day needs, while also leveraging the capabilities of the broader firm. Andrew Klosterman, PE will serve as the primary point of contact and project manager. He can be reached at aklosterman@davisfloyd.com and (843) 379-2222.

Based locally in Beaufort, Andrew provides immediate accessibility and consistent coordination with City staff. He will lead task order execution, maintain communication across assignments, and support meetings, site visits, and field coordination. I will serve as principal-in-charge and am authorized to make representations on behalf of D|F and bind the firm contractually.

We understand the City requires a responsive engineering partner capable of supporting a wide range of projects on an as-needed basis. These services include drainage and stormwater improvements, roadway design, traffic-related services, permitting, and construction administration. This contract requires the ability to manage multiple assignments concurrently, respond quickly to requests, and maintain consistent communication with City staff.

We provide a broad spectrum of in-house services, including civil engineering, water resources, transportation, surveying, and construction-phase services. This structure allows our team to deliver projects from initial evaluation through construction with efficient coordination and reduced delays. Our team's experience with on-call contracts and IDCs supports organized task order delivery, clear communication, and reliable schedule management.

Our Beaufort-based team brings direct knowledge of local permitting processes, environmental constraints, and infrastructure conditions. Our experience working in the Lowcountry supports practical solutions that address drainage limitations, tidal influence, and constructability considerations while maintaining compliance with local and state requirements.

We bring experience supporting grant-funded projects, including coordination of funding requirements, progress reporting, and schedule tracking. This experience is paired with the ability to communicate project information clearly to the public and support outreach efforts associated with infrastructure improvements.

This same approach carries through each assignment. We emphasize responsiveness, communication, and accountability with our team structured to manage multiple task orders, provide timely updates, and maintain consistent progress.

We have reviewed the General Terms and Conditions included in the RFQ and agree to adhere to them as part of the contract documents. Our team is prepared to support the City of Beaufort with reliable service and consistent delivery across all assignments under this contract.

Respectfully Submitted,

Davis & Floyd, Inc.

Michael Horton, PE, CFM
Chief Engineering Officer & Executive Vice President
mhorton@davisfloyd.com

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01

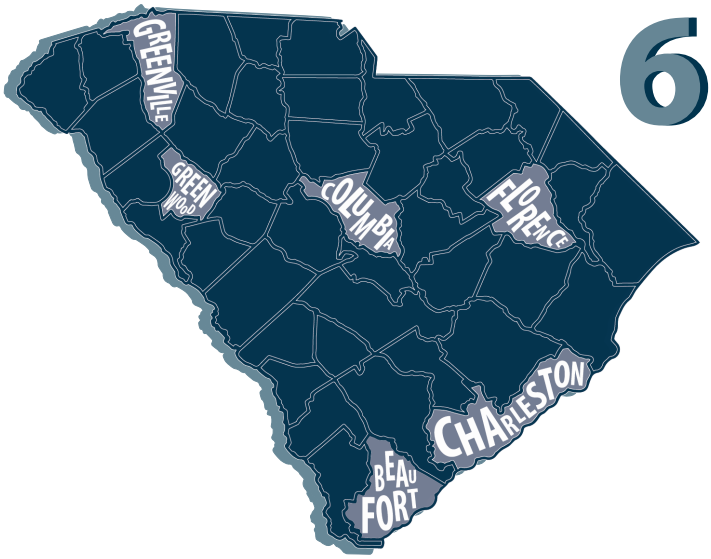
FIRM'S SUMMARY OF QUALIFICATIONS

SECTION 01: FIRM'S SUMMARY OF QUALIFICATIONS

DAVIS & FLOYD, INC.

D|F has provided innovative engineering, planning, construction, consulting, and management solutions throughout South Carolina for 72 years. Headquartered in Greenwood, SC, we have strategically expanded our physical presence regionally across the state with branch offices in Beaufort, Charleston, Columbia, Florence, and Greenville to better serve our clients.

As proud South Carolinians, we love what we do. It means more that we are not only afforded the opportunity to conceptualize, design, and construct creative solutions for clients, but also able to provide these services within the communities we love and the neighborhoods where we live, work, and play.



6 OFFICES

72 YEARS OF EXPERIENCE

160+ EMPLOYEES

It is advantageous to utilize a local firm involved with local agencies. Having an extended presence in the region gives us an advantage in maintaining sensitivity to the local politics, policy, public impressions, demographics, and regional business climate, all of which factor into leading a successful project from planning to completion.

OUR SERVICES

- LANDSCAPE ARCHITECTURE
- CIVIL SITE
- CONSTRUCTION ENGINEERING & INSPECTION
- ENVIRONMENTAL
- HIGHWAY
- HYDROLOGY & HYDRAULICS
- STRUCTURAL
- SURVEY
- WATER/ WASTEWATER
- SUPPORT SERVICES

SPECIALIZED EXPERIENCE AND TECHNICAL COMPETENCE OF THE FIRM & KEY PERSONNEL

D|F provides specialized experience and technical competence across the full range of services required for this IDC. With 72 years of experience delivering infrastructure projects throughout South Carolina, we bring a strong understanding of municipal engineering needs, regulatory requirements, and project delivery expectations. Our firm routinely supports local governments through on-call and IDCs, providing responsive service across multiple concurrent assignments while maintaining consistent quality and communication.

Our technical capabilities align directly with the City's areas of interest, including drainage and stormwater engineering, roadway design, traffic-related services, permitting, construction administration, and more. Our team has extensive experience addressing Lowcountry challenges such as flat terrain, tidal influence, limited outfalls, and complex permitting requirements.

Key personnel assigned to this contract bring the experience necessary to deliver these services effectively. Michael Horton, PE, CFM, will serve as principal-in-charge and provides leadership in water resources engineering, floodplain management, and complex drainage design. His experience supports development of practical solutions that address both regulatory requirements and long-term system performance. Andrew Klosterman, PE, will serve as project manager and primary point of contact. Based in Beaufort, Andrew provides local knowledge and direct accessibility to City staff, leading day-to-day coordination, task order management, and project delivery. He is supported by a multidisciplinary team of engineers, designers, and technical staff with experience in roadway design, stormwater systems, permitting, surveying, and construction-phase services.

This combination of technical expertise and local presence allows us to respond quickly, manage multiple assignments efficiently, and deliver solutions that are both technically sound and practical to implement. Our team's experience with grant-funded projects, public coordination, and regulatory agencies further supports the City's ability to advance projects while meeting funding requirements and maintaining communication with stakeholders.

Below is a summary of our in-house services that align with this IDC along with additional capabilities that support project delivery.

Civil Site Engineering

Our civil site engineering department has a documented history of providing on-call engineering services for federal, state, and local government agencies. This experience has allowed us to become familiar with the needs and challenges of aging infrastructure and limited funding. For on-call programs, we effectively manage, communicate, and implement the requirements of the project plan as well as support you in accomplishing your project objectives.

You will likely require design support services on a wide variety of project types. Once a project scope is provided, our project manager, Andrew Klosterman, PE, and select support staff will start designing your project. Because our project team has relevant experience with recent, similar scopes of work, we will provide an effective and efficient design.

Andrew will work closely with you to review budgets and set reasonable schedules that meet your needs and expectations. Our design team will collaborate internally throughout the project's duration so the design respects your project budget. We will provide benchmark submittals to keep the overall project schedule on track.

D|F Planscape™

As a leading pioneer in creating integrative spaces with well-thought-out site design, we recognized the need for a packaged set of services—surveying, planning, design, and permitting—to lay the groundwork for site design and careful preservation of resources. We established D|F Planscape™, our Landscape Architecture and Planning group, to create resilient, sustainable designs that highlight a site's unique character, maximize its land potential, and protect the integrity of the surrounding environment. We design with a focus on a community's values and needs, ecological sustainability, and future development, delivering projects that will endure for the benefit of future generations.

Stormwater Design

We bring decades of experience delivering stormwater and water resources solutions to cities, counties, and state agencies across South Carolina. For this project, our team will perform all stormwater design and analysis in

accordance with City of Beaufort and other applicable local requirements. We understand the importance of balancing regulatory compliance, site function, and long-term resilience in every design.

Our water resources team offers a broad range of services tailored to support both new development and infrastructure improvements. These services include 1D/2D modeling, asset management, and advanced hydrologic and hydraulic analysis for bridges, roadways, and large-scale drainage systems. We regularly conduct FEMA floodplain studies, inundation mapping, and flood risk assessments to support effective flood control and stormwater planning.

In addition, we support stormwater capital improvement programs, site and resiliency planning, and integration of green infrastructure and low-impact development strategies. Our team also manages permitting efforts, easement acquisition, sediment and erosion control planning under SCDES guidelines, and GIS mapping to help streamline implementation.

Roadway Design

Our transportation design group has extensive roadway design experience in county road improvements, multilane widening, intersection improvements, and new locations. Our professionals are experienced in a multitude of design standards and environmental regulations and will apply this knowledge to completing a project in a timely and cost-effective manner. In addition to the many SCDOT projects that D|F has led or participated in, we also have performed on-call services for over 20 counties, several municipalities, and multiple private developers. Roadway plans will be prepared with detail and accuracy in accordance with SCDOT design manuals and guidelines.

As with most transportation projects, we will perform the design starting with the development of preliminary plans where we have conducted environmental studies and prepared reports, defined major impacts, and obtained an approved alignment. Once completed, we will progress to obtain approved right-of-way plans in order to begin the right-of-way acquisition process and start finalizing utility impacts. Final construction plan production will continue to finalize all right-of-way impacts, traffic control plans, specifications, and other bid items needed to bid the project.

Traffic Services

Bryan Webb, PE, PTOE, RSP_{2I}, is an expert in traffic and transportation engineering and planning. He has the knowledge, skills, and expertise to offer economical, innovative, and practical traffic solutions. Together, we will develop a balanced system management approach in all traffic design/operational analysis and staging solutions for assigned projects within the City of Beaufort. The balanced approach would be tailored to the size, type, and complexity of the project, but could include travel demand management strategies, model options, and traffic operational and capacity improvements as well as signal design/analyses and signing and pavement marking improvements. Traffic modeling and analysis will be done using SYNCHRO and SimTraffic modeling software.

Surveying Services

Throughout our 72-year history, D|F has maintained complete surveying services that have been the mainstay of our engineering operations. Our experienced team of local, in-house professional surveyors and technicians use the latest technology in surveying equipment for surveys such as boundary, topographic, or photogrammetric. Many of our design projects commence with a topographic survey and include site surveys, linear surveys for utility installations, wetland surveys, hazardous materials surveys, staking for geotechnical borings, and construction layout. We utilize both GPS survey technology and conventional total station.

Construction Engineering

We provide construction services to manage the construction phase of projects. Active involvement by our project manager through all phases of construction promotes maximum continuity and opportunity for successful implementation of the project design through the completion of construction.

Close daily coordination among the contractor, us, and you is imperative. Our staff will be in constant communication with the contractor to determine its schedule and plans for the upcoming weeks. With this consistent communication, many of the field problems can be resolved, maximizing project efficiency.

Structural Engineering

Our team's structural engineering experience extends across diverse projects from essential facilities and educational institutions to public parks and recreation developments. We apply innovative, reliable, and creative approaches for designing essential infrastructure.

Utility Coordination

Utility coordination begins with PUPS/811 coordination, research of available utility maps and plans, data collection, and relocation plans and reports. The next step involves coordination with local locate services and utility companies to identify the types, sizes, materials, and locations of the utilities on the front end of projects as well as potential conflicts with planned infrastructure improvements. We determine prior rights and prepare preliminary and final utility reports as necessary with any relocation designs, agreements, and other specification requirements needed to construct the project.

Permitting Experience

Our established relationships with both local and state agencies will serve you well as projects are reviewed and permitted by them. We understand the rules and regulations required for both encroachment permits and land disturbance permits. Our knowledge of the regulations helps expedite the review process. Our permitting experience includes interaction with the following agencies:

- Local Municipalities
- OSE
- SCDES
- SCDES-BCM
- SCDOT
- SC Office of State Fire Marshal
- State Historic Preservation Office
- USACE
- City of Beaufort Fire Department
- Dominion
- Sparklight
- Brightspeed

Experience with On-Calls/IDQs

Our documented history of providing on-call engineering services includes surveying, civil site engineering, water resources engineering, and environmental engineering design for federal, state, and local government agencies. This experience allows us to be familiar with the needs and challenges of these agencies as they struggle with aging infrastructure and limited funding.

As with any on-call program, our strategy is to effectively manage, communicate, and implement the requirements of the project plan as well as support clients in accomplishing project objectives. By working with many South Carolina government agencies and municipalities, like yours, we understand the special requirements of providing solutions that benefit state agencies.

ABILITY TO PERFORM THE WORK IN THE GIVEN TIME FRAME CONSIDERING CURRENT & PLANNED WORKLOAD

D|F has the staff capacity, internal structure, and experience necessary to perform the work required under this contract within established time frames while maintaining budget expectations. Our firm routinely supports on-calls and IDCs for municipalities, counties, and state agencies, managing multiple concurrent assignments with consistent communication, schedule control, and quality delivery.

This contract requires experienced personnel who can complete assignments on time while proactively addressing challenges that may arise. Our approach is centered on regular communication, presenting solutions rather than problems and delivering projects without requiring extensive oversight. Our team relies on experienced staff who anticipate and prevent common project challenges, supporting efficient delivery and minimizing delays.

Although D|F operates six offices statewide with approximately 160 staff, we function as one integrated team. This allows us to quickly allocate additional resources when needed to meet project deadlines. Leadership meets weekly to evaluate staffing and project demands, allowing advanced planning of schedules and adjustment of resources to maintain progress. This allows us to respond to internal and external challenges while maintaining project schedules.

Our proposed team has worked together on similar assignments and is prepared to begin work immediately without delay. We will provides the required services through in-house staff, allowing for efficient coordination and reduced reliance on outside resources. Depth within our team provides backup support for key roles, maintaining continuity

and schedule adherence across all assignments. Our team's experience delivering similar contracts throughout South Carolina supports a clear understanding of expectations and allows projects to move forward efficiently.

We have a proven record of delivering projects that meet established schedules and budgets. This experience, combined with a structured project delivery approach and available staffing resources, supports our ability to manage workload effectively and meet project deadlines.

As this contract is structured as an IDC, specific timelines will vary based on individual task orders. We will approach each assignment with a defined scope, schedule, and deliverables, working closely with City staff to establish expectations and maintain progress. Our team is committed to providing responsive service and delivering each assignment in a timely and efficient manner.

The following highlights several representative projects that demonstrate our ability to meet established schedules while maintaining alignment with project budgets.

PROJECT	BUDGET	BID	PROJECTED COMPLETION DATE	ACTUAL COMPLETION DATE
City of Beaufort Southside Park - Phase 1	$6.6M	$4.8M	12/2024	12/2024
Coastal Carolina University Shift Western End of University Boulevard	$6.3M	$4.5M	09/2026	Est. 09/2026
Pickens County Asphalt Pavement and CMRB Pavement Repair	$5,050,000	$4,814,307	02/2022	02/2022

SUBMITTER'S GENERAL BUSINESS EXPERTISE INCLUDING THE FINANCIAL STRENGTH OF THE FIRM

D|F provides multidisciplinary engineering, planning, and design services that support projects from initial evaluation through construction. Our firm offers a broad range of in-house capabilities, including civil engineering, water resources, transportation, surveying, landscape architecture, and construction-phase services. This integrated approach allows us to deliver coordinated solutions, streamline project execution, and maintain consistency across all phases of work.

Financial Strength of the Firm

D|F has over $20M in annual billings. Our banking relationship is primarily with County Bank, a local financial institution in which we have consistently maintained a low to mid seven-figure balance for many years. R. Thornwell Dunlap, III, president of the bank, can be contacted for a reference at 864-942-1517. Our Dun & Bradstreet, Inc. number is 04-755-7244.

SUBMITTER'S RECENT, CURRENT, AND PROJECTED WORKLOAD

While we do not operate under a fixed annual project capacity, we maintain the staffing depth and project management systems necessary to support multiple assignments at once. Our dedicated team is experienced in balancing concurrent projects and reallocating resources strategically to maintain responsiveness.

We are well-positioned to provide the City of Beaufort with timely, high-quality engineering services and are prepared to meet your schedules and budgets. Our familiarity with the City of Beaufort region, staff, and procedures further enhances our ability to collaborate efficiently and address priorities without delay.

If workload demands increase, we have additional, well-qualified staff available who can be reassigned to maintain progress without compromising quality. To support proactive resource management and accountability, our team holds weekly discipline-specific and cross-discipline coordination meetings to review staffing capacity, upcoming

deliverables, and any anticipated needs. This structure will allow us to remain responsive, transparent, and aligned with the City of Beaufort throughout the life of a project. We have included a workload chart below of our key staff who will be engaged for this IDC.

TEAM MEMBER & ROLE	CURRENT PROJECTS	AVAILABILITY
MICHAEL HORTON, PE, CFM *Principal-in-Charge*	City of Charleston US 17 Spring/Fishburne Drainage Improvements, SCOR Chestnut Street Stormwater Improvements, SCOR Town of Cheraw Drainage Improvements	30%
ANDREW KLOSTERMAN, PE *Program Manager & Point of Contact*	Beaufort County Dirt Road Contract #56, Foundry Row, Cherokee Farms Phase II	70%
RYAN LYLE, PE *Civil Engineering Project Manager*	Buckwalter Soccer Complex, Beaufort Memorial Hospital Bluffton, Chechessee Creek Club	70%
GREG MUELLER, PE, CFM *Hydrologic & Hydraulics Project Manager*	Florence SCIIP Funded Drainage Improvements, Crooked Creek Watershed Study, SCDOT Design-Build Package 18	50%
LINDSEY KEZIAH, PE *Transportation & Traffic Project Manager*	Miles Jamison Road Widening, Coastal Carolina University Shift Western End of University Boulevard	70%
JOHN GRAY, PLS *Survey Project Manager*	Multiple Short-Term Projects	70%
FLEETWOOD HASSELL, PE *Environmental Engineering Project Manager*	SC Tire, Nucor 3-Acre Laydown Yard, Barnwell Landfill Expansion, North Augusta Transfer Station, Gastonia Asphalt Plant, Cheraw Drainage, Irby Mine, DJJ Metals	60%
ELIZABETH SANDERS *Construction Engineering & Inspection Project Manager*	Beaufort County Dirt Road Contract #55, Ridgeland High School Athletics Facility, Cherokee Farms Phase II, Beaufort Memorial Hospital Bluffton/Hilton Head	30%
ERIKA MUELLER, PLA, ENV SP *Landscape Architecture Project Manager*	West Ashley Bikeway and Pedestrian Improvements, The Tommesenia Floyd Nature-Based Stormwater Memorial Park, Ridgeland-Hardeeville High School, Alljoy Boat Landing, Edisto Youth Recreation Center	45%
JASON HETRICK, PE, CFM *Water Quality, Environmental Services & H&H Quality Management*	City of Beaufort Stormwater On-Call, City of Beaufort Stormwater Plan Reviews, SCOR Charles/Craven/Port Republic/ Carteret Drainage, City of Columbia Manse Street Stream Restoration Project, Town of Nichols Stormwater Resilience Project	65%
KIMBERLY SITTA *Environmental Services*	City of Beaufort Stormwater On-Call, Southside Park Improvements, SCOR Charles/Craven/Port Republic/Carteret Drainage	70%
WILLIAM DOVELL *Subsurface Utility Engineering*	US 321 over Crane Creek, S-165 – Old Wire Road Bridge, Duke Street Streetscape, King Street Drainage Improvements	60%
JOHN HAMILTON, PE *Geotechnical Engineer*	Carolina Crossroads Phases 4 and 5, I-26 Widening MM 137 to MM 145, US 17/Main Road Connector Segment A Roadway Design-Build	55%

EXECUTIVE SUMMARY STATING THE SUBMITTER'S UNDERSTANDING OF THE SCOPE OF SERVICES & OPINION AS TO WHY THE SUBMITTER'S FIRM SHOULD BE CHOSEN

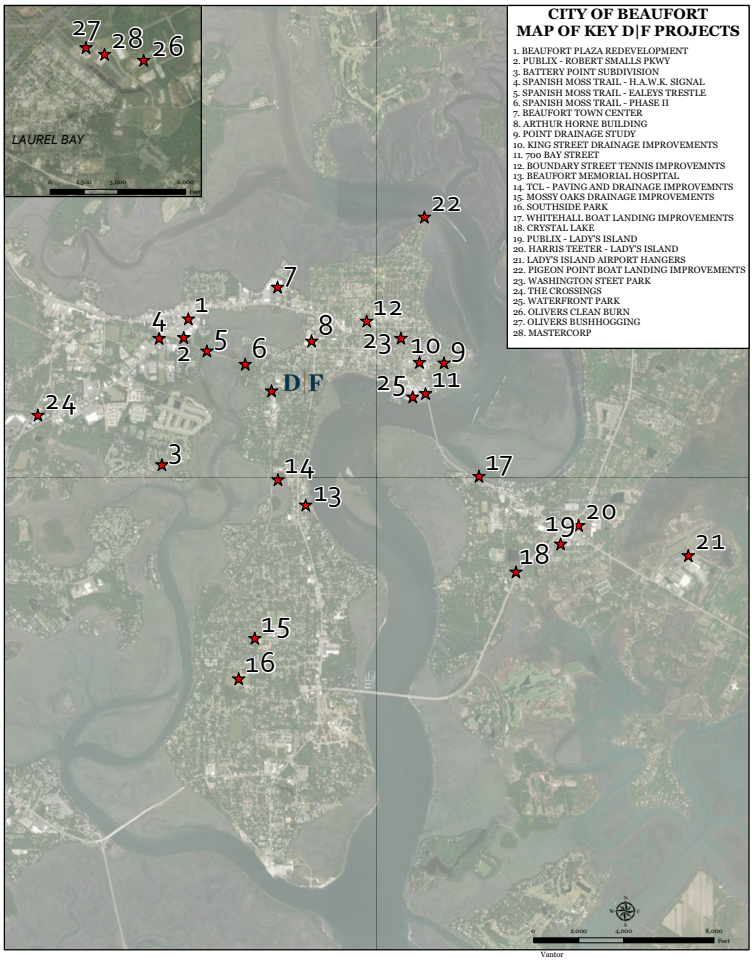
D|F understands the City of Beaufort requires a responsive, locally based engineering partner capable of supporting a wide range of projects under an IDC. These services include drainage and stormwater improvements, roadway design, traffic-related services, permitting, and construction administration, all delivered on an as-needed basis. Success under

this contract depends on the ability to respond quickly, define clear scopes, manage multiple assignments, and maintain consistent communication with the City staff and public.

D|F is uniquely positioned to support these needs. With an office located within the City of Beaufort, our team provides immediate accessibility and strong understanding of local infrastructure, regulatory processes, and community priorities. Over the past decade, we have delivered both public and private projects throughout the City, including Spanish Moss Trail improvements, Whitehall Boat Landing, and commercial developments such as Publix and Harris Teeter. This experience provides a working knowledge of the City's expectations and supports efficient project delivery from planning through construction.

Our multidisciplinary team offers a broad range of in-house services, allowing projects to be delivered with streamlined coordination and consistent quality. Our firm's experience with diverse funding sources supports the City's ability to advance projects while meeting funding requirements and maintaining schedules. We also provide support with public outreach, assisting in communicating project information clearly and effectively to stakeholders.

We maintain an ongoing working relationship with the City and are committed to supporting its continued growth and infrastructure needs. The combination of local presence, technical expertise, responsive service, and proven delivery provides a clear advantage to the City of Beaufort. To the right, a map highlights a selection of major projects completed within City limits, illustrating the depth and relevance of D|F's experience in and around Beaufort.



02

KEY PERSONNEL

SECTION 02: KEY PERSONNEL

We have 72 years of experience providing design services for the public. This experience allows us to understand the full impact of design decisions and how they affect the end user. We have assembled a team of licensed professionals and support personnel with specialized experience and qualifications to deliver the services necessary to meet the City of Beaufort's requirements and project goals.

Our team includes local staff members based in Beaufort, many of whom have prior experience working directly with the City of Beaufort and its staff. This familiarity provides an understanding of the City's processes, standards, and expectations, allowing projects to move forward efficiently with clear communication and coordination. Our team will be responsible for the step-by-step execution of each assignment from start to finish, maintaining continuity and accountability throughout the project lifecycle.

The qualifications, licenses, and certifications for key personnel are included on their resumes, located later in this section. The structure of our project team and roles of each member are outlined in the organizational chart following this page.

Davis & Floyd's professionalism, knowledge, experience, and dedication to community-focused solutions have had a lasting impact on the City of Charleston.

- Steve Kirk, PE, City of Charleston

Since 2009, Davis & Floyd has completed over 30 projects of differing complexities for the City of Sumter in municipal projects ranging from sitework for buildings and recreational complexes, to water and sewer plant projects, and professional engineering services for studies and general consulting matters. They have been a valued partner of the City demonstrating their expertise as a professional engineering services firm.

- Al Harris (ret.), City of Sumter

Davis & Floyd has effectively managed numerous projects, ensuring adherence to timelines, budgets, and quality standards.

- Lacrecia Bilbrey, City of Anderson

The firm's knowledge of applicable regulations, expertise in engineering, relationships with state agencies, as well as their knowledgeable staff has resulted in a very positive project experience.

- Linda Roper, City of Beaufort

ORGANIZATIONAL CHART

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE	
		TOTAL:	DAVIS & FLOYD:
MICHAEL HORTON, PE, CFM	Principal-In-Charge | Water Resources Engineering	30	31

FIRM NAME	OFFICE LOCATION - CITY & STATE					
DAVIS & FLOYD	Beaufort, SC	Charleston, SC	Columbia, SC	Florence, SC	Greenville, SC	Greenwood, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
MEng, Hydrology and Hydraulics, Clemson University, 1994 BS, Civil Engineering, Clemson University, 1993	Professional Engineer: SC 19075; GA 27587 Certified Floodplain Manager (CFM)

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

- American Council of Engineering Companies of South Carolina
- American Society of Civil Engineers South Carolina Section
- SC Association of Stormwater Managers
- South Carolina Association of Hazard Mitigation
- Association of State Floodplain Managers
- Southeast Stormwater Association
- Clemson University Glenn Department of Civil Engineering Advisory Board
- Charleston Regional Development Alliance
- SC Civil Engineer of the Year by the South Carolina Section of the American Society of Civil Engineers, 2017

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
KING STREET DRAINAGE IMPROVEMENTS	Beaufort, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Principal-in-charge of drainage improvements project to improve conditions along King Street in Beaufort through upgraded infrastructure and construction of a new pump station for the City. The project was initially conceptualized through The Point Drainage Study prepared by D|F for the City and has been funded through SCIIP for design and construction. D|F provided services encompassing grant support and project management and preliminary design through construction-phase closeout. In addition to complexities related to the analysis and design of the new pump station, utility conflicts, and geographic hurdles, the project includes constraints on project submittals and completion dates related to SCIPP funding requirements. D|F proposed multiple phased construction/construction contracts in order to support the City with their desire to leverage available grant funding to the greatest extent by June 1, 2026.

B

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
US 17 SPRING/FISHBURNE DRAINAGE IMPROVEMENTS	Charleston, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Principal-in-charge for this over $150M multi-phased project to alleviate frequent and damaging flooding conditions along Septima Clark Parkway and neighboring city streets within a 500-acre drainage basin located in the historic Charleston peninsula. Engineer of record for several prior phases of this 20+ year multidisciplinary project and continues executive coordination and oversight of the current design updates and construction of the large stormwater pump station building.

C

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
THE POINT & DOWNTOWN DRAINAGE STUDY	Beaufort, SC	2022	N/A

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Principal-in-charge of drainage study and master plan to analyze and assess the capacity and condition of drainage infrastructure over 155 acres of the City of Beaufort's downtown Point and surrounding drainage basins. The project included attention to community perceptions of flooding and problem areas and development of a web-based flood reporting tool to support community members' documentation of historic flood concerns and damage that along with the City's historic data, allowed D|F's team to pinpoint areas of focus to gather data for analysis. Hydrologic and hydraulic modeling was completed and analyzed to form the baseline for conceptualized drainage improvements and such improvements were prioritized to meet the City's desire to realize significant improvements to their drainage network and flood conditions through both maintenance priorities and, secondarily, construction recommendations. This method, along with D|F's support to the City with potential funding approaches, has allowed the City to utilize the roadmap for improvements provided through the study in order to quickly and effectively address drainage concerns, while also leveraging funding for grant-qualified projects.

D

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
MEDICAL DISTRICT TUNNEL EXTENSION	Charleston, SC	2024	2024

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Principal-in-charge for this award-winning project in the Medical District in downtown Charleston. The 27-acre Ehrhardt Street watershed within this district experienced frequent flooding, impacting emergency access and safety for the patients, staff, and public. SCOR awarded $10M in CDBG-MIT funding to the city for stormwater improvements in this vulnerable area. D|F developed a stormwater management solution to address these issues. Key components included extending the existing stormwater tunnel system 900' to Ehrhardt Street, adding a 54" vertical drop shaft with a vortex structure to convey the stormwater runoff into the tunnel efficiently, and constructing a near-surface drainage system to allow for efficient runoff collection and conveyance to the drop shaft and tunnel. This complex project required careful utility coordination and technical expertise, including tunneling through challenging soil conditions beneath existing structures. The result is a stormwater system reduces flooding, improves emergency access, and enhances safety, ultimately protecting lives and supporting community resilience.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE TOTAL:	YEARS OF EXPERIENCE DAVIS & FLOYD:
ANDY KLOSTERMAN, PE	Program Manager | Civil Engineering	21	3

FIRM NAME	OFFICE LOCATION - CITY & STATE					
DAVIS & FLOYD	Beaufort, SC	Charleston, SC	Columbia, SC	Florence, SC	Greenville, SC	Greenwood, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
BS, Civil Engineering, Clemson University, 2004 BS, Physics, Presbyterian College, 2004	Professional Engineer: SC 28230

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

- American Society of Civil Engineers
- National Society of Professional Engineers

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
BEAUFORT COUNTY DIRT ROADS - MULTIPLE CONTRACTS	Beaufort, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Lead engineer for project that consisted of paving 24 dirt roads totaling over 16 miles. Provided surveying, engineering, permitting, and construction management services. Designs included road, drainage outfalls, utility relocations, and intersection improvements. Individuals OCRM and SCDOT were obtained for each road.

B

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
BRUCE EDGERLY PARK PARKING AND DRAINAGE IMPROVEMENTS	Beaufort County, SC	2024	2025

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project manager who oversaw the design and permitting of parking and drainage improvements to serve the new inclusive playground in downtown Port Royal. Performed the project for the Beaufort County Engineering Department.

C

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
BOUNDARY STREET TENNIS COURTS, PARKING, AND DRAINAGE IMPROVEMENTS	Beaufort, SC	2022-2023	2023

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project manager who oversaw the design, permitting, and construction administration for a popular tennis complex in downtown Beaufort. The team demolished the deteriorated facility and constructed eight new competition-level courts. The scope of work also included installing new parking and drainage BMPs to treat the generated stormwater runoff.

D

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
RIDGELAND HIGH SCHOOL ATHLETIC IMPROVEMENTS	Ridgeland, SC	2023-2024	2025

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project manager who recently completed the design, permitting, and bidding of new baseball and softball fields and tennis court complex at the Ridgeland High School Campus. In addition to the athletic fields, significant security, parking, and drainage improvements were implemented to serve the school.

E

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
SPANISH MOSS TRAIL, PHASE II AND NORTH STREET EXTENSION	Beaufort County, SC	2012-2013	2014

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

D|F lead engineer working as Andrew Engineering who completed project consisting of designing and permitting approximately 2 miles of multiuse pathway in northern Beaufort County. Project also included a hawk pedestrian signal at a major road crossing, new trestle crossing Battery Creek, and box culvert installed at a critical area crossing.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE TOTAL:	YEARS OF EXPERIENCE DAVIS & FLOYD:
RYAN LYLE, PE	Civil Project Manager | Civil Engineering	22	3

FIRM NAME	OFFICE LOCATION - CITY & STATE					
DAVIS & FLOYD	Beaufort, SC	Charleston, SC	Columbia, SC	Florence, SC	Greenville, SC	Greenwood, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
BS, Civil Engineering, Clemson University, 2003	Professional Engineer: SC 28235

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

- American Society of Civil Engineers
- National Society of Professional Engineers

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
HOLY TRINITY CAMPUS REDEVELOPMENT	Beaufort, SC	2023	2023

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Developed a city block master plan and phasing strategy. Phase 1 gymnasium project, completed in 2023, included demolition of aging infrastructure, parking relocation, utility upgrades, fire sprinkler main installation, storm drainage improvements, recreation field relocation, student drop-off circulation, and pedestrian sidewalk and crosswalk enhancements.

B

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
FIRST PRESBYTERIAN CHURCH EDUCATION BUILDING IMPROVEMENTS	Beaufort, SC	Ongoing	N/A

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Designed and permitted parking lot improvements, driveway relocations, pedestrian crosswalks, and ADA-compliant sidewalks. Utility upgrades and fire protection improvements are currently under design.

C

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
ST. ANNE AND ST. JUDE CATHOLIC CHURCH	Sumter, SC	2022	2023

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Master planned a 50-acre campus with multiple buildings, recreation fields, access, and utilities. Phase 1 included construction of the church sanctuary, parking, utilities, and sidewalks, completed in 2023.

D

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
WHITE HALL BOAT LANDING	Beaufort, SC	2018	2019

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project manager for project consisting of the design and permitting of site improvements to boat landing. Worked closely with the county to permit the project with USACE, OCRM, and SCDOT.

E

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
CRYSTAL LAKE PARK	Lady's Island, SC	2017	2017

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project manager for the design and permitting of the phased site improvements to the park. Project involved providing a new walking path and parking improvements.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE TOTAL:	YEARS OF EXPERIENCE DAVIS & FLOYD:
GREG MUELLER, PE, CFM	Hydrology & Hydraulics Project Manager | Water Resources	21	3

FIRM NAME	OFFICE LOCATION - CITY & STATE					
DAVIS & FLOYD	Beaufort, SC	Charleston, SC	Columbia, SC	Florence, SC	Greenville, SC	Greenwood, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
MS, Civil & Environmental Engineering, Emphasis on Water Resources Management, University of Wisconsin – Madison, 2007 BS, Civil, Environmental Engineering, & Spanish, University of Wisconsin – Madison, 2003	Professional Engineer: SC 42041; NC 057884; GA PE051746; TN 117199; WI 40435-6 Certified Floodplain Manager (CFM)

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

- American Society of Civil Engineers
- American Water Resources Association
- Tennessee Valley Authority Significant Continuous Improvement Award–Melting Pot Award, 2022

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
KING STREET DRAINAGE IMPROVEMENTS	Beaufort, SC	**Ongoing**	**Ongoing**

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Hydraulic engineer and permit liaison who assisted the project manager in coordinating permit applications. Responsibilities included performing 2D hydraulic modeling to evaluate downstream velocities and stage changes and actively participating in PCSWMM modeling and scoping for revisions to the Federal Street outfall design.

B

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
CROOKED CREEK WATERSHED STUDY	Bennettsville, SC	**2025**	**N/A**

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project manager and engineer of record for the Crooked Creek Watershed Study in Marlboro County, SC, which aims to reduce the frequency of flooding in Bennettsville, SC. D|F performed 2D hydraulic modeling of the Crooked Creek System and advised on potential solutions to reduce the frequency of flooding by increasing Crooked Creek conveyance and changing reservoir operation for Lake Wallace and/or Burnt Factory Pond upstream of the city.

C

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
HAZEL FARM ROAD/GAY DRIVE IMPROVEMENTS	Lady's Island, SC	**Ongoing**	**Ongoing**

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Hydrology & Hydraulics engineer for the Hazel Farms Road/Gay Drive Improvements project, supporting the design of a modern roundabout and roadway upgrades in Beaufort to improve safety, traffic flow, and multimodal access to Lady's Island. Addressed drainage challenges caused by the loss of a proposed stormwater pond site and impacts to an existing pond by developing alternative stormwater management solutions. Designed systems to meet regulatory requirements, reduce flooding risk, and support sustainable infrastructure while contributing to congestion relief along US 21.

D

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
FLORENCE COUNTY SCIIP-FUNDED PROJECTS	Florence, SC	**Ongoing**	**Ongoing**

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Engineer of record for four drainage improvement projects in Florence County. Responsible for overseeing modeling, design, and permitting for this ARPA-funded SCIIP drainage project aimed at alleviating localized flooding in Florence.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE	
		TOTAL:	DAVIS & FLOYD:
LINDSEY KEZIAH, PE	Transportation & Traffic Project Manager | Transportation Engineering	20	18

FIRM NAME	OFFICE LOCATION - CITY & STATE					
DAVIS & FLOYD	Beaufort, SC	Charleston, SC	Columbia, SC	Florence, SC	Greenville, SC	Greenwood, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
BS, Civil Engineering, Cum Laude, University of South Carolina, 2008	Professional Engineer: SC 30344; GA PE054930

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

- ACEC-SC Future Leaders Program (2019-2020)
- ACEC Emerging Leaders Board Member
- APWA SC
- WTS SC

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
I-26 PALMETTO COMMERCE INTERCHANGE	Charleston, SC	2022	2025

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Lead roadway engineer for this $52M project responsible for the design of the ramps and connection along Weber Boulevard. Palmetto Commerce Interchange is a new interchange for I-26 in North Charleston designed to SCDOT and FHWA guidelines. The project included a detailed environmental assessment, two new traffic signals, new shared-use path, design of four new ramps and road extension of Weber Boulevard, extensive floodplain study, hydrologic & hydraulic analysis, right-of-way acquisition, utility coordination, and public involvement.

B

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
EAST ANDREWS DRAINAGE IMPROVEMENTS	East Andrews, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project manager responsible for managing the design of roadway updates for new stormwater pipe crossings. Leads the effort to submit NW 14, CSX, SCDOT Encroachment, SCDES NOI, and CZC permits. Due to grant conditions, this is a fast-paced project in which the schedule is paramount.

C

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
HAZEL FARM ROAD/GAY DRIVE IMPROVEMENTS	Lady's Island, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Transportation engineer for the Hazel Farms Road/Gay Drive Improvements project, supporting the design of a modern roundabout and roadway enhancements in Beaufort to improve safety, traffic flow, and access to Lady's Island. Contributed to geometric design, multimodal accommodations including sidewalks and bike paths, and roadway upgrades to SCDOT standards. Addressed site constraints to enhance connectivity, improve pedestrian mobility, and provide congestion relief along the US 21 corridor.

D

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
CHARLESTON COUNTY TRANSPORTATION COMMITTEE PROJECTS	Charleston County, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project manager and lead roadway engineer for Charleston TST and CTC road-related projects involving surveying, roadway design, sidewalks/multiuse paths, dirt-to-paved, drainage studies and improvements, turn lanes, and intersection improvements. Provided plan production that included roadway design, vertical and horizontal alignments, roadway drainage, cross sections, estimated quantities, and pavement marking plans.

E

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
BRICK CHIMNEY ROAD IMPROVEMENTS PHASE 1 & 2	Georgetown, SC	Phase 1: 2020; Phase 2: Ongoing	Phase 1: 2023; Phase 2: Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project manager, client/agency liaison, and lead roadway engineer who led the design and study for drainage improvements, paving, and alignment adjustments for the right-of-way corridor. Led meetings with county and agencies to discuss and select options from the four drainage design alternatives generated by the D|F team. Continuously coordinates with county and leads design effort as project develops.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE TOTAL:	YEARS OF EXPERIENCE DAVIS & FLOYD:
JOHN GRAY, PLS	Survey Lead Project Manager | Survey	23	3

FIRM NAME	OFFICE LOCATION - CITY & STATE					
DAVIS & FLOYD	Beaufort, SC	Charleston, SC	Columbia, SC	Florence, SC	Greenville, SC	Greenwood, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
BA, Sociology, Wofford College, 2003 Land Surveying Diploma – Technical College of the Lowcountry	Professional Land Surveyor: SC 26954

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

- South Carolina Society of Professional Land Surveyors

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
COLLETON COUNTY FIRE STATION #34	Colleton County, SC	2015	2015

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

D|F staff working as Andrews Engineering provided surveying, civil engineering, and permitting services for multiple fire stations located throughout Colleton County. Routinely assisted in providing site layout options to minimize cost and maximize land use. Civil engineering services for each station consisted of providing SWPPP, paving, and drainage plans as well as permitting the well and septic systems as needed.

B

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
COLLETON COUNTY SURVEYS	Colleton County, SC	Ongoing	N/A

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

D|F staff working as Andrews Engineering recently provided boundary, tree, and topographic surveying services for the directors of the Colleton County Capital Projects and Economic Alliance. The tracts range in size from 6 to 15 acres and are scattered throughout the county.

C

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
BARNWELL RESOURCES	Beaufort, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project manager overseeing data collection, processing of field data, and platting of finished surveys for certification and yearly inspection reports for SCDES.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE TOTAL:	YEARS OF EXPERIENCE DAVIS & FLOYD:
FLEETWOOD HASSELL, JR., PE	Environmental Project Manager | Environmental Engineering	14	8

FIRM NAME	OFFICE LOCATION - CITY & STATE					
DAVIS & FLOYD	Beaufort, SC	Charleston, SC	Columbia, SC	Florence, SC	Greenville, SC	Greenwood, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
MBA, The Citadel, 2016 BS, Civil & Environmental Engineering, University of South Carolina, 2010	Professional Engineer: SC 34522; NC 060256; GA PE053831

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

- AHERA EPA Certified Asbestos Inspector No. BI-01180
- 40-Hour HAZWOPER Training
- SCDES Sediment and Erosion Control (CEPSCI)

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
CDBG NORTH CHARLESTON SIDEWALKS	North Charleston, SC	2022	2022

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Engineer assisting the City of North Charleston with the Early Notice and Public Review of a proposed activity in a 100-year floodplain for the construction of a sidewalk and demolition of six structures.

B

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
MEDICAL DISTRICT TUNNEL EXTENSION	Charleston, SC	2024	2024

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Project engineer responsible for completing the Environmental Assessment Determination in accordance with the Housing and Urban Development (HUD) Regulation 24 CFR Part 58 for the City of Charleston. The City of Charleston, through CDBG-Mitigation funds from SCOR, planned to alleviate precipitation-driven and tidally influenced flooding within the Medical District by upgrading the stormwater infrastructure. Responsibilities included completion of a Phase I Environmental Site Assessment (ESA), Section 106 Review with the State Historic Preservation Office (SHPO) and the Indian Tribes, Public Notices, performance of an 8-step process, records review, correspondence with state and federal regulatory officials, and a report detailing the findings. EA determined that the project would not result in a significant impact on the quality of the human environment.

C

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
MOUNT PLEASANT PUBLIC WORKS OPERATIONS CENTER	Mount Pleasant, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Assisted with due diligence research for identifying impacted groundwater location from a petroleum release from an underground storage tank. Identified area of the site that formerly operated as a landfill. Assisted with the design and layout of the transfer station.

D

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
MAGNOLIA PUD WATER & SEWER DESIGN	Charleston, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Engineer responsible for stormwater runoff quality for Phase II of the 180+ acre Planned Unit Development (PUD). Duties include selection of the appropriate Manufactured Treatment Device (MTD) to allow for sufficient removal and treatment of contaminants (total suspended solids and nutrients) in accordance with local and state regulations from the stormwater prior to discharge into the Ashley River. Coordinated permitting efforts with the City of Charleston and SCDES-OCRM.

E

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
117-ACRES AT LOBECO	Beaufort, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Engineer and project manager working with the Beaufort County Economic Development Corporation (BCEDC) to develop full site certification document for submission to SCDOC that will be used to sell and develop this approximately 117-acre industrial park. Previous studies identified the potential for on-site contamination and we are working with SCDES to enroll the property in a Voluntary Cleanup Contract (VCC). Additional studies include property survey, wetlands delineation and plat, threatened and endangered species, cultural resources studies, geotechnical study, general transportation and utility assessments, and proposed site development plan with engineer's estimate.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE TOTAL:	YEARS OF EXPERIENCE DAVIS & FLOYD:
ELIZABETH SANDERS	CEI Project Manager | Construction, Engineering & Inspection	16	1

FIRM NAME	OFFICE LOCATION - CITY & STATE					
DAVIS & FLOYD	Beaufort, SC	Charleston, SC	Columbia, SC	Florence, SC	Greenville, SC	Greenwood, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
BS, Civil Engineering, The Citadel, 2009	

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

- Beaufort Regional Civil Engineers Club
- SCDOT Leadership Education and Development 2023

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
KING STREET DRAINAGE IMPROVEMENTS	Beaufort, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Elizabeth oversees project construction management for stormwater infrastructure aimed at mitigating chronic flooding in historic downtown Beaufort. She coordinates with the contractors, City of Beaufort, and consultants to maintain project timelines, quality standards, and safety protocols. She is responsible for project construction execution and oversight, ensuring compliance with engineered plans, environmental regulations, and safety standards.

B

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
BLUFFTON COMMUNITY HOSPITAL – BMH	Bluffton, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

She coordinates with civil engineers, contractors, and regulatory agencies to manage utility tie-ins and stormwater infrastructure installation, preconstruction, and closeout procedures. She also conducts routine inspections and documentation of BMPs and construction observations.

C

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
BEAUFORT COUNTY DIRT ROAD PAVING	Beaufort County, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Elizabeth leads CEI team oversight for Beaufort County's Dirt Road Paving program, covering multiple rural roads across Sheldon, Burton, Lady's Island, and St. Helena Island, ensuring quality assurance, contract compliance, and field documentation. She facilitates preconstruction meetings, progress meetings, and punch list walkthroughs with county staff. She ensures timely resolution with field conflicts and coordinates daily with inspectors, surveyors, and material testing personnel to verify conformance with plans, specifications, and SCDOT standards.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE TOTAL:	YEARS OF EXPERIENCE DAVIS & FLOYD:
ERIKA MUELLER, PLA, ENV SP	Landscape Architecture Project Manager | Landscape Architecture	12	2

FIRM NAME	OFFICE LOCATION - CITY & STATE					
DAVIS & FLOYD	Beaufort, SC	Charleston, SC	Columbia, SC	Florence, SC	Greenville, SC	Greenwood, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
MS, Landscape Architecture, Clemson University, 2014 Barcelona Architecture Center, 2013 MBA, University of Massachusetts, 1999 BA, American Studies, Smith College, 1990	Professional Landscape Architect: SC 1511

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

- American Society of Landscape Architects (ASLA)
- South Carolina American Society of Landscape Architects (SCASLA)
- I'On Design Committee - Landscape Architect
- ENV SP
- LA Ladies - Founding Member

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
WASHINGTON STREET PARK	Beaufort, SC	2025	2026

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Landscape architect responsible for the design and redevelopment of a beloved neighborhood park. The reenvisioned park remains a vibrant gathering place, transformed into a more accessible and functional community hub while preserving its historic and environmental character. The project includes the new open-air arts pavilion, expanded play areas with ADA-compliant equipment, sports courts, and improved pedestrian access and circulation. Sustainable features that enhance the park's ecological function include the native plantings, rain garden, and preservation of historic live oaks that shade and frame the park.

B

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
THE TOMMESENIA FLOYD NATURE-BASED STORMWATER MEMORIAL PARK	Nichols, SC	2025	2026

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Landscape architect for the planning, design, and construction of a nature-based stormwater park in the Town of Nichols. In response to devastating flooding from Hurricane Matthew, the community received a $2.9M American Rescue Plan Act (ARPA) grant to fund this project through SCOR ARPA Funded Stormwater Infrastructure Program. D|F was selected to collaborate with the Town of Nichols and engage the public in creating a master plan and cost analysis that addressed stormwater retention and created educational opportunities for the community. Park elements include a 1.25-acre stormwater pond with boardwalk and fishing piers, rain gardens, trails, recreational equipment, educational signage, and other green infrastructure.

C

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
FOLLY BEACH PEDESTRIAN PATH DESIGN	Folly Beach, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Landscape architect responsible for design, construction documentation, cost estimating, and project management of a new pedestrian path network along city streets. Working closely with city administrators, D|F utilized available mapping, photographs, and surveys to develop layouts, typical sections, landscape buffers, and paving materials for path design within the SCDOT right-of-way. From conceptual ideas through construction permitting, this connective infrastructure project utilized low-impact design strategies to provide residents and visitors with a safe, inviting way to move through downtown and access the beach.

D

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
WEST ASHLEY BIKEWAY	Charleston, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH DAVIS & FLOYD ✓

Landscape architect involved in the streetscape redesign of urban gateway project to provide safe and convenient travel for pedestrians and bicyclists and improved mobility for vehicles. The plan for new sidewalks/multiuse paths, traffic signals, intersection upgrades, and median plantings is set on the site where heavily trafficked intersections merge. Coordinated between city and county officials and transportation consulting firm to assure needs and goals of the project are satisfied.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE	
		TOTAL:	MCCORMICK TAYLOR, INC.
JASON HETRICK, PE, CFM	Water Quality & H&H Quality Management | Water Resources	24	24

FIRM NAME	OFFICE LOCATION - CITY & STATE
McCORMICK TAYLOR	Columbia, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
BS, Environmental Engineering, University of Delaware, 2002	Professional Engineer: SC 31595; Certified Floodplain Manager: US-19-10938

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
US 21/178 BYPASS CORRIDOR IMPROVEMENTS	Orangeburg County, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH MCCORMICK TAYLOR ✓

Jason, project manager and lead hydro engineer, is leading the engineering and design services for SCDOT's corridor improvements on US 21/178 Bypass. The project includes widening the highway for approximately 1.5 miles to five lanes with curb and gutter and bike and pedestrian accommodations throughout as well as upgrading an existing culvert to a small bridge structure through a 2D HEC-RAS Model and conversion of the roadway drainage from open section to closed section.

B

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
SAND RIVER (HITCHCOCK WOODS) STORMWATER IMPLEMENTATION PLAN	Aiken, SC	2022	2022

ROLE & BRIEF DESCRIPTION — PERFORMED WITH MCCORMICK TAYLOR ✓

Jason, project manager, developed a stormwater implementation plan to eliminate erosion of the Sand River for the City of Aiken. Work included hydrologic and hydraulic modeling and development of 22 conceptual stormwater BMPs. Jason prepared advertisement documents for a $15.5M stormwater project that included a continuous monitoring adaptive control (CMAC) OPTI system and a passive park overtop two stormwater vaults that store up to 25-acre-feet of runoff. Additionally, Jason helped the city apply for funding through the 319 Grant and SRF Loan and then managed the grant requirements throughout the project.

C

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
CHARLES/CRAVEN STREET AND PORT REPUBLIC/ CARTERET STREET DRAINAGE IMPROVEMENTS	Beaufort, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH MCCORMICK TAYLOR ✓

Jason, contract manager, is overseeing the design and hydrologic/hydraulic modeling of storm drain improvements along Charles Street and Port Republic Street for the City of Beaufort. Funded by a grant from SCOR, the project includes new and enlarged storm drain pipe, new drainage inlets and drainage structures, and check valves to limit tidal water intrusion into the system. The project is being designed following SCDOT design standards and processes and includes roadway resurfacing, utility coordination, utility relocation, curb replacement, and sidewalk reconstruction with ADA improvements.

D

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
STORMWATER ON-CALL	City of Beaufort, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH MCCORMICK TAYLOR ✓

Jason is serving as contract manager for a stormwater on-call contract with the City of Beaufort. In this role, he provides drainage, stormwater, and erosion control plan review for all developments occurring within the City's jurisdiction to ensure compliance with the Southern Lowcountry Stormwater Design Manual, including closeout inspections upon construction completion. He also assists with complaint investigations when community members contact the City with drainage issues. Additionally, Jason has overseen the development of several advertisement packages and permitting for the dredging and regrading of tidal storm drain outfalls within a neighborhood as well as the development of advertisement packages and permitting for stormwater pond rehabilitation projects.

E

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
OTTER CIRCLE DRAINAGE IMPROVEMENTS	Beaufort, SC	2025	N/A

ROLE & BRIEF DESCRIPTION — PERFORMED WITH MCCORMICK TAYLOR ✓

Jason was the project manager leading the preparation of the plans, cost estimate, specifications, and associated NPDES and SCDES BCM CZC applications for the removal of accumulated sediment and debris from within the Otter Circle stormwater pond as well as improvements to the drainage facility in the vicinity of the pond. Work includes placing a drainage pipe in front of 1149 Otter Circle, cleaning existing grass swales upstream from this location to ensure positive conveyance, and extending the storm drain outfall. Completed a topographic survey, environmental survey, hydrologic and hydraulic modeling, NOI and SWPPP development, and FEMA floodplain coordination.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE	
		TOTAL:	MCCORMICK TAYLOR, INC.
KIMBERLY SITTA	Environmental Services | Environmental Engineering	11	3

FIRM NAME	OFFICE LOCATION - CITY & STATE
McCORMICK TAYLOR	Charleston, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
MS, Environmental Studies, College of Charleston, 2017 BS, Environmental Science, University of North Carolina Wilmington, 2013	Certified Erosion Prevention and Sediment Control Inspector: #15863 Certified Stormwater Plan Reviewer: #648

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
OTTER CIRCLE POND AND CHANNEL CLEANING AND DREDGING	Beaufort, SC	2025	N/A

ROLE & BRIEF DESCRIPTION — PERFORMED WITH MCCORMICK TAYLOR ✓

Kim, environmental scientist, led the permitting process for the removal of accumulated sediment debris from a stormwater pond located within the Otter Circle neighborhood, extension of the outfall pipe into a tidal marsh, associated dredging of the outfall area, and regrading of roadside ditches to reestablish positive conveyance.

B

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
CHARLES/CRAVEN STREET AND PORT REPUBLIC/ CARTERET STREET DRAINAGE IMPROVEMENTS	Beaufort, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH MCCORMICK TAYLOR ✓

Kim, environmental scientist, is leading the permitting process for a drainage improvement project in Beaufort, which is funded by SCOR. The permit package includes the USACE Nationwide permit, SCDES Critical Area Permit, Coastal Zone Consistency Certification, SCDES NPDES Permit, SCDOT Encroachment Permit, and FEMA no-rise certification. She has also led the coordination with USACE, SCDES, SCDES Bureau of Coastal Management, and City of Beaufort. Additionally, during the design process, Kim assisted with the project's public outreach and helped write the public involvement plan.

C

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
SOUTHSIDE PARK IMPROVEMENTS	Beaufort, SC	2024	Phase 1: 2024

ROLE & BRIEF DESCRIPTION — PERFORMED WITH MCCORMICK TAYLOR ✓

Kim, environmental scientist, assisted with the environmental delineation and permitting process for the Southside Park Project. She delineated wetlands within the project limit and developed a USACE Jurisdictional Determination. In the event there are impacts to the resources, she will facilitate the permit package. Kim also prepared the OCRM and CZC packages for this project.

D

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
STORMWATER ON-CALL	City of Beaufort, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH MCCORMICK TAYLOR ✓

Kim is serving as lead environmental scientist for a stormwater on-call contract with the City of Beaufort. In this role, she is providing erosion control plan review for all developments occurring within the City's jurisdiction to ensure compliance with the Southern Lowcountry Stormwater Design Manual, including closeout inspections upon construction completion. Additionally, Kim has overseen the development of several environmental delineations and permitting for the dredging and regrading of tidal storm drain outfalls as well as the development of advertisement packages and permitting for stormwater pond rehabilitation projects.

E

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
FORTUNE SPRINGS STORMWATER IMPROVEMENT PROJECT	Winnsboro, SC	Ongoing	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH MCCORMICK TAYLOR ✓

Kim, environmental scientist, is leading the permitting process for a nature-based stormwater improvement project at Fortune Springs Park, which is funded by SCOR. The permit package includes three USACE Nationwide Permits, a 401 Water Quality Certification, a SCDES NPDES Permit, and a SCDOT Encroachment Permit. Kim has also led the coordination with the USACE, SCDES, and Town of Winnsboro. Additionally, during the design process, she assisted with the project's public outreach.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE	
		TOTAL:	ESP ASSOCIATES, INC.
WILLIAM DOVELL	Subsurface Utility Engineering | Civil Engineering	23	5

FIRM NAME	OFFICE LOCATION - CITY & STATE
ESP	Charleston, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
BS, Geography, Appalachian State University, 2001	

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

- Certified Utility Locator

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
KING STREET DRAINAGE PROJECT	City of Beaufort, SC	2025	Ongoing

ROLE & BRIEF DESCRIPTION — PERFORMED WITH ESP ✓

Project manager for a Quality Level B (QL-B) and Quality Level A (QL-A) SUE investigation for the design upgrades of approximately 1,500 feet along King Street in downtown Beaufort. The QL-B SUE Investigation was completed within the project limits and included locations of existing water, sewer force main, telephone, cable television, and fiber optic communications and electrical systems. Following completion of the QL-B SUE investigation, QL-A test hole locations were selected where conflicts with critical utilities were present. Multiple QL-A SUE test holes were successfully completed to aid conflict avoidance for the completion of the design of the new drainage system. Coordination with the City of Beaufort and SCDOT was required to conduct the test holes successfully. This project was completed on time and within budget.

B

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
DUKE STREET STREETSCAPE PROJECT	City of Beaufort, SC	Ongoing	TBD

ROLE & BRIEF DESCRIPTION — PERFORMED WITH ESP ✓

Project manager for a Quality Level B SUE investigation in support of the streetscape project along Duke Street in Beaufort. The extent of the subsurface utility investigation included approximately 2,250 feet of Duke Street from approximately 100 feet west of Ribaut Road to approximately 100 feet east of Bladen Street, including approximately 25 feet of each intersecting street. The QL-B SUE investigation included the use of radio-frequency EM and GPR technologies to map buried infrastructure within the route. Infrastructure successfully mapped included electrical, gas, telecommunications, sanitary sewer, stormwater, and potable water. The final product included detailed maps of all detectable buried infrastructure and obstructions in the project area.

C

PROJECT NAME	LOCATION	YEAR COMPLETED	
		PROFESSIONAL SERVICES:	CONSTRUCTION:
CHERRY POINT ROAD AT SC 170 INTERSECTION IMPROVEMENT PROJECT	Beaufort County, SC	2024	2024

ROLE & BRIEF DESCRIPTION — PERFORMED WITH ESP ✓

Project manager for a Quality Level B (QL-B) SUE investigation for the widening of Cherry Point Road and upgrades, including turn lanes along SC170 at Cherry Point Road in Okatie. The project was ultimately for Beaufort County to improve safety and access to the Okatie Elementary School and surrounding area. The QL-B SUE Investigation was completed within the project limits and included locations of existing water, sewer force main, natural gas, telephone, cable television, and fiber optic communications and electrical systems. Following completion of the QL-B SUE investigation, ESP provided GIS field sketches and photos to the engineering and survey team for accurate location and depiction within the site survey. This project was completed on time and within budget.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

NAME	ROLE IN THIS CONTRACT	YEARS OF EXPERIENCE TOTAL:	YEARS OF EXPERIENCE FME CONSULTANTS
JOHN HAMILTON, PE	Geotechnical Engineering | Geotechnical Engineering	18	18

FIRM NAME	OFFICE LOCATION - CITY & STATE
FME CONSULTANTS	Columbia, SC

EDUCATION - DEGREE & SPECIALIZATION	CURRENT PROFESSIONAL REGISTRATION(S) - STATE & DISCIPLINE
BS, Civil Engineering, University of South Carolina, 2008	Professional Engineer: SC 30374; NC 042410

OTHER PROFESSIONAL QUALIFICATIONS - PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.

RELEVANT PROJECTS

A

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
US 17/MAIN ROAD CONNECTOR SEGMENT-A ROADWAY DESIGN-BUILD	Charleston County, SC	**Ongoing**	**N/A**

ROLE & BRIEF DESCRIPTION — PERFORMED WITH FME ✓

John managed FME's geotechnical services and led geotechnical analysis and design efforts for the Main Road interchange bridge and associated ramps in addition to the roadway work along US 17. FME provided geotechnical analysis and design, PDA testing, and construction support services for this Design-Build.

B

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
MILES JAMISON ROAD WIDENING	Dorchester County, SC	**Ongoing**	**N/A**

ROLE & BRIEF DESCRIPTION — PERFORMED WITH FME ✓

John led FME's geotechnical services provided for Dorchester County's widening of Miles James Road from Old Trolley Road to Ladson Road. He was responsible for overseeing FME's subsurface investigation, geotechnical analysis and design, and development of pavement design, site-specific seismic response analysis, roadway engineering geotechnical, and bridge geotechnical reports. FME conducted subsurface investigation, geotechnical analysis and design, geophysical testing, and pipe inspections for the widening of a stretch of Miles Jamison Road to five lanes with bicycle and pedestrian accommodations.

C

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
S-76 (MIDWAY ROAD) - CRESTVIEW & HARRIET	Anderson County, SC	**Ongoing**	**N/A**

ROLE & BRIEF DESCRIPTION — PERFORMED WITH FME ✓

John provided project management of and oversaw FME's geotechnical subsurface exploration and laboratory testing for the proposed roadway improvements. The project includes intersection improvements, realignment of the existing roadway section, and construction of two culverts.

D

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
WOODRUFF ROAD PARALLEL	Greenville County, SC	**2024**	**N/A**

ROLE & BRIEF DESCRIPTION — PERFORMED WITH FME ✓

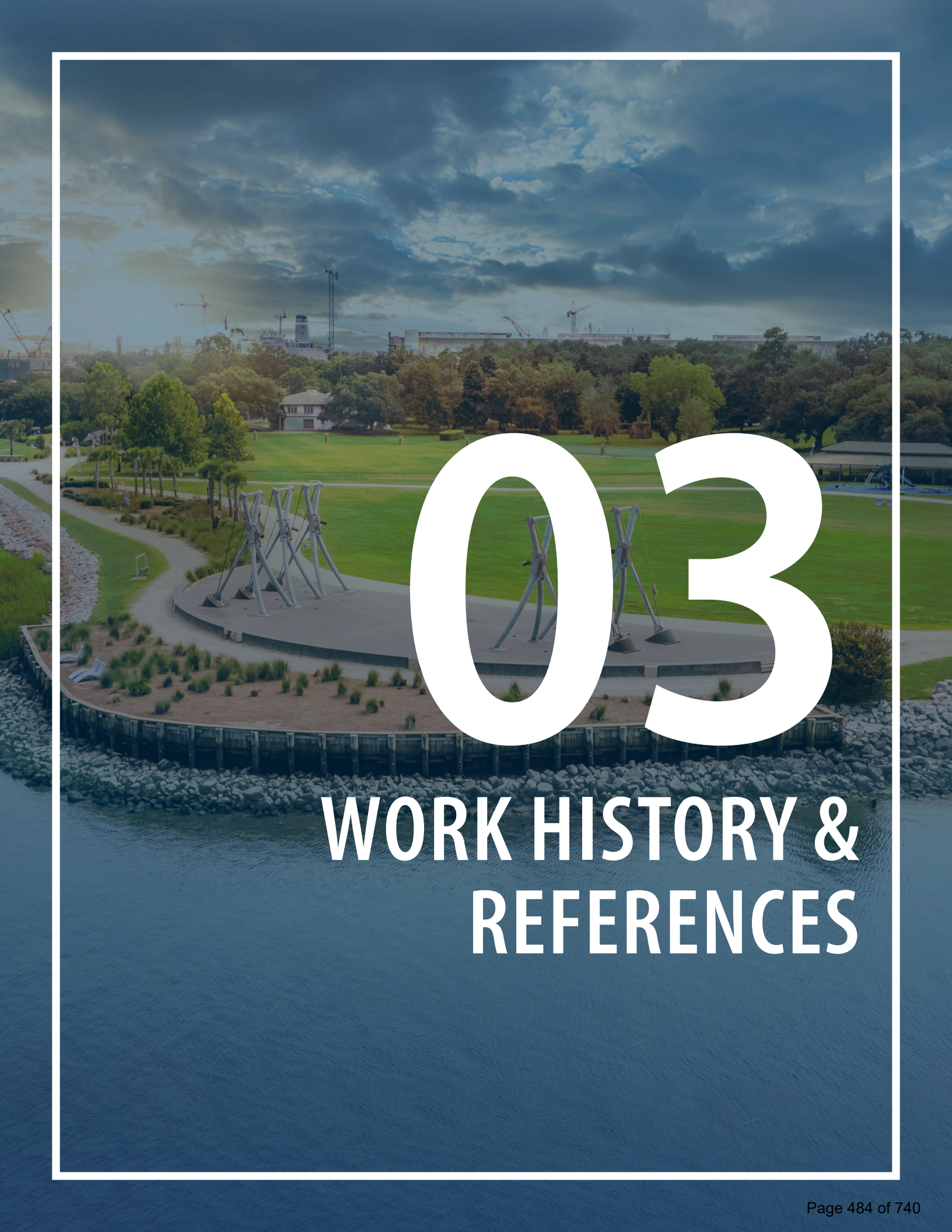
John coordinated the development of the boring plan for the final subsurface investigation, performed geotechnical analyses of subsurface findings, and was the primary author of FME's geotechnical reports. FME performed subsurface investigation, in-situ testing, geophysical testing, deep foundations, retaining structure, slope stability analysis, seismic and geostructural analysis/design, and laboratory testing for the Woodruff Road congestion relief project.

E

PROJECT NAME	LOCATION	YEAR COMPLETED PROFESSIONAL SERVICES:	YEAR COMPLETED CONSTRUCTION:
SC3 (MARLBORO AVENUE) WIDENING	Barnwell County, SC	**2023**	**N/A**

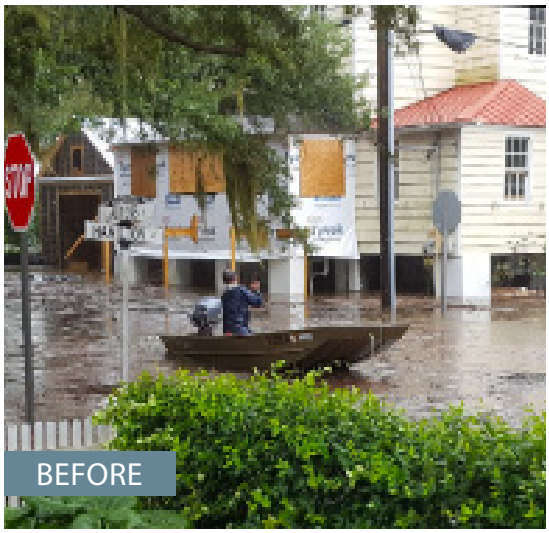
ROLE & BRIEF DESCRIPTION — PERFORMED WITH FME ✓

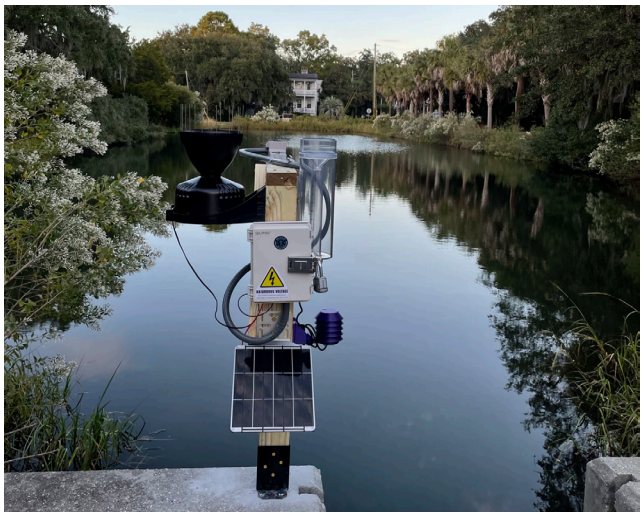
John performed geotechnical analysis of subsurface findings and developed recommendations for the proposed roadway embankments. Working as a subconsultant under SCDOT's Transportation Alternatives Design On-Call contract, FME provided geotechnical services for 5 miles of proposed corridor improvements and pedestrian accommodations along SC 3 (Marlboro Avenue). These improvements to the existing two-lane corridor included wider travel lanes, paved medians, sidewalks, and bike lanes.

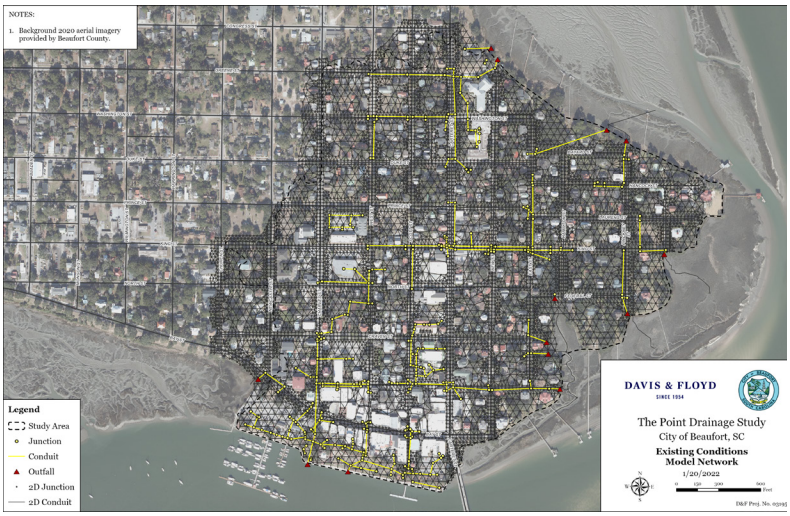


03

WORK HISTORY & REFERENCES







THE POINT & DOWNTOWN DRAINAGE STUDY

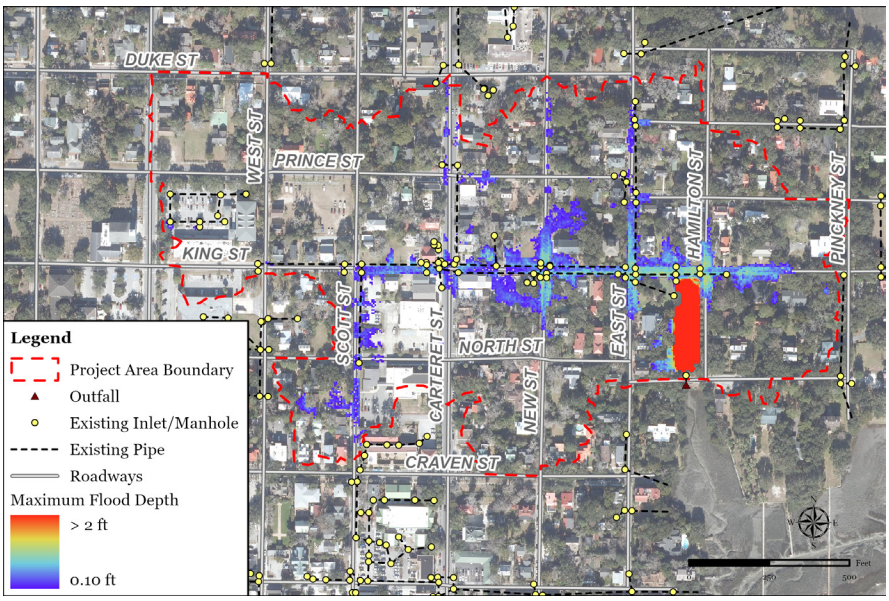
CLIENT
City of Beaufort

LOCATION
Beaufort, SC

CLIENT REFERENCE
Brian Ranger
(843) 812-4160
branger@cityofbeaufort.org

COST
$258,200 - No Variation

D|F completed a drainage study to support the City of Beaufort's goal of achieving long-term coastal community resiliency within The Point/Downtown study area. Flooding during intense rainfall events severely impacts much of this historic area and tidal influence from the surrounding Beaufort River along with sea-level rise has compounded these conditions, making flooding an unfortunate way of life for the community. Before developing solutions, our team implemented real-time remote monitoring equipment and advanced hydrologic and hydraulic models to better understand the observed flood conditions and evolving environment. Using these tools, we developed cost-effective and sustainable flood mitigation strategies that formed the basis of a comprehensive capital improvement plan, providing both a prioritized infrastructure roadmap and a financing strategy to turn conceptual solutions into reality. This project was recognized with ACEC-SC National Finalist and State Finalist Awards.



KING STREET DRAINAGE IMPROVEMENTS

CLIENT
City of Beaufort

LOCATION
Beaufort, SC

CLIENT REFERENCE
Brian Ranger
(843) 812-4160
branger@cityofbeaufort.org

COST
$2M - No Variation

King Street Drainage Improvements project began as a conceptualized project resulting from the City of Beaufort Point Master Plan. The City of Beaufort hired D|F to improve drainage along King Street from West Street to Hamilton Street and within the tidally influenced pond located upstream of Federal Street. Improvements include a new stormwater collection and conveyance system and an improved tidal outfall. We provided project management; data gathering; preliminary and final design; permitting services; preparation of construction drawings, specifications, and contract documents; and construction-phase engineering and inspection for the RIA SCIIP-funded project.

We assisted the City with receiving multiple grant awards for conceptual projects included in the Point Master Plan as well as applying for and ultimately receiving SCIIP funding for the King Street Drainage Improvements project. We provided support in preparing project-critical federal grant terms and conditions for inclusion in the City's consultant and construction documents to meet SCIIP/RIA funding requirements.

To accommodate project delivery limitations under the RIA-administered SCIIP funding requirements, we advanced the design and permitting of the collection and conveyance system as a standalone construction package. The project is currently under construction and includes new stormwater conveyance and tidal outfall improvements. Based on evolving funding priorities and technical considerations, the proposed pump station was removed from the final scope of work.

A key lesson learned from this project was the importance of ongoing community feedback in guiding project decisions. Input from residents played a critical role in refining the scope, ultimately helping the City prioritize drainage improvements while removing the previously proposed pump station from the final design.

SOUTHSIDE PARK - PHASES 1 & 2

CLIENT
City of Beaufort

LOCATION
Beaufort, SC

CLIENT REFERENCE
Linda Roper
(843) 525-7084
lroper@cityofbeaufort.org

COST
Phase 1: $441,750. 7.22% of variation from initial estimate
Phase 2: TBD

Southside Park was originally a passive park containing the dog park, restrooms, abandoned community building, and picnic pavilion. The City wanted to improve the park for the community by including the new pavilion with audio/video connections, 2-to-5-year-old playground, 5-to-12-year-old playground, swing benches, walking trails, lawn areas, and security cameras.

In 2022, the City selected D|F for Phase 1 – Playground Area of the Southside Park. Services included preliminary planning, committee meetings, construction plans, permitting, bidding assistance, and construction administration. Completion of Phase 1 was in December 2024.

In March 2025, the City selected D|F to complete the final phase of Southside Park. This phase will include the enhanced streetscape, disc golf course, multiuse festival lawn, renovated dog parks, created wetland habitat and drainage areas, and improved walks with a connection to Waddell Road.

DUKE STREET STREETSCAPE

CLIENT
City of Beaufort

LOCATION
Beaufort, SC

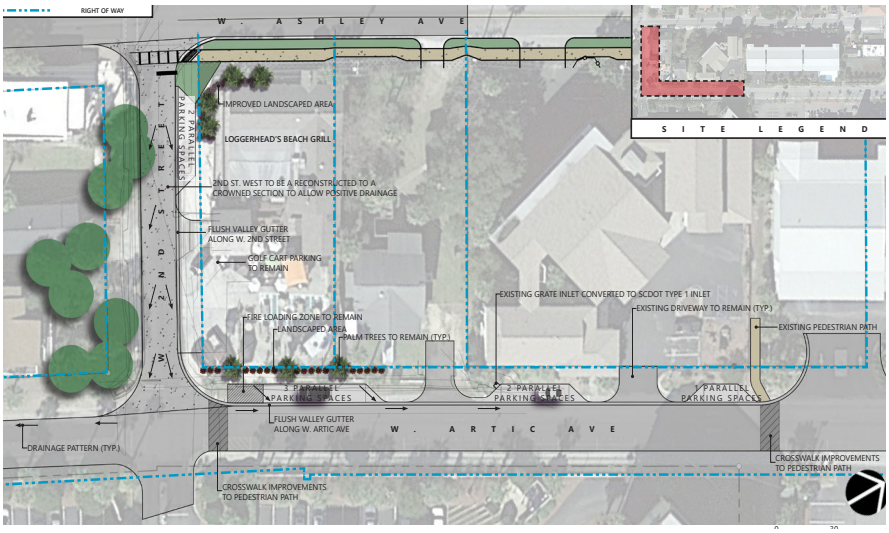
CLIENT REFERENCE
Brian Ranger
(843) 812- 4160
branger@cityofbeaufort.org

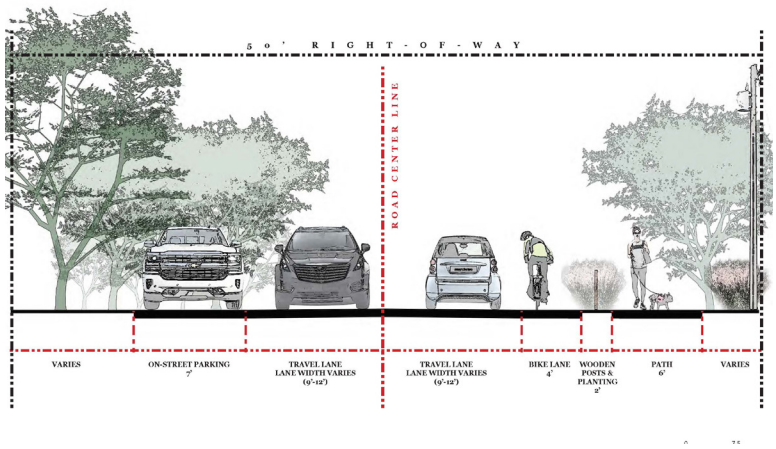
COST
$1.5M - No Variation

D|F provided design and permitting services for the Duke Street Streetscape project from Ribaut Road to Bladen Street. The project included roadway and pedestrian improvements such as sidewalks, on-street parking, landscaping, stormwater infrastructure, and street lighting to enhance both functionality and aesthetics along the corridor.

The project combined elements originally identified as Phase 1, including sidewalk improvements, parking enhancements, and landscaping with Phase 2 components such as stormwater infrastructure and street lighting into a single, cohesive effort. This integrated approach improved coordination, reduced redundancies, and streamlined overall project delivery.

D|F developed comprehensive construction documents and coordinated closely with stakeholders throughout the permitting process, including stormwater and utility coordination. The design addressed roadway widening, drainage conveyance, pedestrian accessibility, and streetscape enhancements while reflecting the character of the surrounding area.





FOLLY BEACH PEDESTRIAN PATH DESIGN

CLIENT
City of Folly Beach

LOCATION
Folly Beach, SC

CLIENT REFERENCE
Eric Lutz
(843) 708-9982
elutz@follybeach.gov

COST
$827,000 - No Variation

The City of Folly Beach, a popular tourist destination, experiences a significant influx of pedestrians during the summer months, yet lacks permanent pedestrian facilities throughout much of the city, particularly along residential side streets. Building on the success of a previous pilot project, the city contracted with D|F to design new pedestrian paths along 2nd Street East from East Indian Avenue to East Arctic Avenue and along East Hudson Avenue from Center Street to 5th Street East near Pirates Cove Playground. These routes are located within an approximately 50'-wide right-of-way owned and maintained by SCDOT with a requirement to incorporate pervious materials into the design.

The project presented several challenges, including existing right-of-way encroachments from residential landscaping, fences, and other homeowner-installed improvements that had not been formally approved as well as considerations related to the potential elimination of on-street parking. To address these factors, we utilized available mapping, photographs, and survey data to develop conceptual designs that included proposed layouts, typical sections, landscape buffers, and paving materials for the multiuse paths. These concepts were refined through coordination with city staff and elected officials, ultimately resulting in a revised design that was adopted as the city's preferred alternative.

04

SUB-CONSULTANTS/ CONTRACTORS

SECTION 04: SUB-CONSULTANTS/CONTRACTORS

D|F has carefully selected a team of subconsultants to complement our in-house capabilities and support the full range of services required for this project. These firms were chosen based on their technical expertise, responsiveness, and proven ability to deliver high-quality results. Each subconsultant brings specialized knowledge that strengthens our overall team and supports efficient project delivery.

MCCORMICK TAYLOR, INC. - Water Quality, Environmental Services, and H&H Quality Management

McCormick Taylor, Inc. is a full-service consulting firm specializing in transportation services for municipal, local, state, and federal planning and transportation agencies. With over 400 employees in 17 offices, their specialized expertise includes integrated land use and transportation plans and corridor plans; traffic analysis and engineering; transit services planning; master and comprehensive planning and zoning ordinance preparation; development of standardized performance measures and guidance; landscape architecture and streetscape designs; communications, visualization, and community involvement programs; environmental studies and permitting; cultural resource analyses; and project management.

They are also experienced in managing multidisciplinary teams of professionals focused on the delivery of high-profile, public projects. Their approach comes from hands-on planning and design experience in urban, suburban, small-town, and rural settings. With the assistance of their in-house communications, visualization, and graphic design professionals, they are adept at transforming complex, technical information into clear messaging for the general public.

Their expertise in the communications and public involvement fields has resulted in members of their firm becoming Subject Matter Experts (SMEs) who are called upon to deliver training and course instruction to Metropolitan Planning Organizations (MPOs), Departments of Transportation (DOTs), and other government entities around the country.

Jason Hetrick, PE, CFM and Kim Sitta will be supporting D|F on this IDC.

ESP ASSOCIATES, INC. - Subsurface Utility Engineering

ESP Associates, Inc. (ESP) is a multidisciplinary firm serving various phases of project development and has been in business for more than 39 years. Through civil engineering, planning, testing and inspections, geo-environmental, surveying, and water resource management services, they are a partner in their clients' success. ESP has the resources and talent to meet your project requirements. They are passionate about creating and improving public spaces and local infrastructure to improve the lives of the communities who utilize them and facilitate their future growth and potential.

ESP's subsurface utility engineering (SUE) division applies the latest technology and methods to map underground utilities for design and construction projects. In addition to investment in non-destructive vacuum excavation equipment and geophysical/remote-sensing devices like ground-penetrating radar, ESP employs professional staff with more than 200 combined years of experience performing SUE services. Their high-tech equipment and qualified professional staff allow ESP to provide clients with accurate and efficient subsurface utility mapping in accordance with ASCE Standard 38-22.

William Dovell will be supporting D|F on this IDC.

F&ME CONSULTANTS, INC. - Geotechnical Engineering

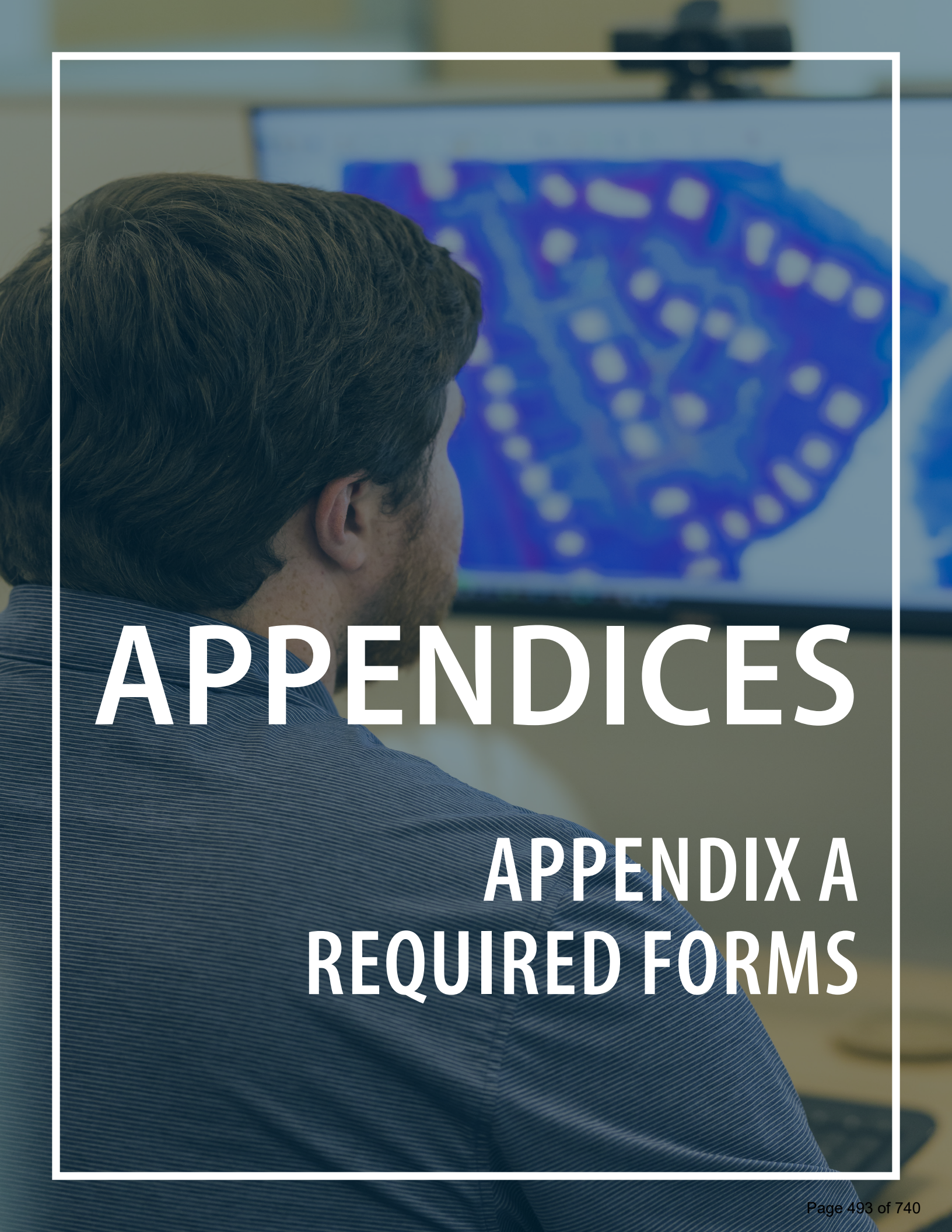
F&ME Consultants, Inc. (FME) is a South Carolina-owned and operated firm offering a comprehensive range of geotechnical, environmental, materials sampling and testing, and construction services. Established in 1980 and headquartered in Columbia, South Carolina, FME has offices in Columbia, Beaufort, and Florence, as well as an operations center in Chester County. For nearly 45 years, they have built a reputation as a trusted consultant with the technical expertise and resources to implement innovative solutions on a range of projects.

FME's in-house team of licensed engineers, geologists, and technicians has performed geotechnical explorations and design throughout Beaufort County ranging from pavement design to foundation design for structures. FME's team has a comprehensive understanding of the prevailing geology as well as the major factors that influence geotechnical design.

Since inception, they have been committed to providing a high level of service for the many challenges clients face in the design and construction of a variety of projects. Their clients have come to appreciate their solution-based approach, delivered with principals and associates actively involved in performing and reviewing all stages of project work.

FME has a successful history providing quality services to a diverse client base that includes counties, municipalities, state agencies, federal agencies, educational institutions, and private developers as well as industry and design-build contractors. They offer clients traits earned only through years of direct experience on projects involving a wide range of scopes, budgets, and unique challenges. FME has a reputation of being a practical problem-solver with a solution-based approach that provides economical and technically sound solutions. They take pride in working with clients and providing solutions regardless of the size of the project.

John Hamilton, PE will be leading the support for D|F on this IDC. Additional support will be provided by Alex Chandler, PE and Andy Whitfield, PE.



APPENDICES

APPENDIX A
REQUIRED FORMS

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 2/25/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Marsh & McLennan Agency, LLC Company
870 South Pleasantburg Drive
Greenville SC 29607

CONTACT NAME:
PHONE (A/C, No, Ext): **FAX (A/C, No):**
E-MAIL ADDRESS: macertsreq@marshmma.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Zurich American Insurance Company	16535
INSURER B : Travelers Property Casualty Co of Amer	25674
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED DAVISFLOYD
Davis & Floyd, Inc.
Benchmark Holdings, Inc.
PO Box 428
Greenwood SC 29648

COVERAGES **CERTIFICATE NUMBER:** 141415078 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC X OTHER: $0 Deductible	Y	Y	GLO008104610	3/1/2026	3/1/2027	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
A	**AUTOMOBILE LIABILITY** X ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [ ] HIRED AUTOS ONLY [ ] NON-OWNED AUTOS ONLY X $0 Ded for X Liability	Y	Y	BAP008104710	3/1/2026	3/1/2027	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$ 1,000,000 $ $ $ $
B	X **UMBRELLA LIAB** X OCCUR **EXCESS LIAB** [ ] CLAIMS-MADE [ ] DED X RETENTION $ 10,000			CUPC061043926NF	3/1/2026	3/1/2027	EACH OCCURRENCE AGGREGATE 	$ 10,000,000 $ 10,000,000 $
A	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	Y	WC008104510	3/1/2026	3/1/2027	X PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$0 Deductible $ 1,000,000 $ 1,000,000 $ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Auto Physical Damage Deductibles $250.00 Comprehensive; $500 Collision; Except $1,000 Comprehensive & Collision for Tractors Only.
Hired Auto Physical Damage is ACV or cost to repair, whichever is less; $100 Comprehensive Deductible/$500.00 Collision Deductible

The Certificate Holder is included as Additional Insured under the General Liability if required per written contract. The General Liability applies as primary and non-contributory to the additional insured's own liability coverage if required by written contract. A Waiver of Subrogation applies in favor of the Certificate Holder under the General Liability if required by written contract. The certificate holder is included as additional insured under Auto Liability if required by written
See Attached...

CERTIFICATE HOLDER

For Information Only

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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CITY OF BEAUFORT
RFQ SIGNATURE PAGE
PROFESSIONAL CIVIL ENGINEERING AND RELATED SERVICES
INDEFINITE DELIVERY CONTRACT
RFQ NO. 2026-106

SUBMITTER'S NAME: Davis & Floyd Inc.

The undersigned, having become familiar with the existing conditions and the Qualification Scope of Services hereby proposed, agrees to complete the work as described in accordance with the Request for and Contract Documents.

Submitter warrants that no gratuities, in the form of gifts, entertainment, or otherwise, were offered or given by the **Submitter**, to any officer or employee of the City with a view toward securing the contract or securing favorable treatment with respect to any determination concerning the performance of the contract.

This offer is genuine and not made in interest of or on behalf of any undisclosed person, vendor or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; **Submitter** has not directly induced or solicited any other **Submitter** to submit false or sham bid; **Submitter** has not solicited or sought by collusion to obtain for itself any advantage over any other **Submitter** or other **Owner**.

The words, "Bidder", "Submitter", "Submitter", "Vendor", and "Company" are used interchangeably throughout this solicitation, and are used in place of the person, vendor, or corporation submitting a solicitation.

Submitter has examined copies of all documents and of the following addenda (if applicable):

Addendum No.	Date	Addendum No.	Date
1	4/21/2026	5	5/7/2026
2	4/23/2026	6	5/7/2026
3 & 4	4/23/2026	7	5/11/2026
		8	5/13/2026

Address: Post Office Box: _____ Zip: _____
Street: 2712 Bull Street, Suite A Zip: 29902
City: Beaufort State: South Carolina
Telephone: (843) 379-2222 Fax: _____
Email: mhorton@davisfloyd.com

*Signature: _____ Title: Chief Engineering Officer/ Executive Vice President

Qualifications will not be accepted unless signed in ink (not typed) in the appropriate space by an authorized officer or employee of the bidder.

Printed Name: Michael Horton, PE, CFM Date: 5/13/2026

ETHICS IN PUBLIC CONTRACTING AFFIDAVIT

STATE OF South Carolina)

COUNTY OF Charleston)

Michael Horton, PE, CFM, being first duly sworn, deposes and says that:

1. He/She is Chief Engineering Officer/ Executive Vice President (title) for/of Davis & Floyd, Inc. (company/business), the Submitter that has submitted the attached Statement of Qualifications;
2. He/She is legally qualified and capable of signing this affidavit and is authorized to do so by Submitter;
3. He/She is fully informed regarding the preparation and contents of the attached Statement of Qualification and of all pertinent circumstances respecting such Qualification;
4. Such Qualification is genuine and is made without fraud;
5. Neither the said Submitter, nor any of its officers, partners, owners, agents, representatives, employees, or parties in interest has offered or received any kickbacks or inducements from any offeror, suppliers, manufacturer, or subCompany in connection with the offer, and they have not conferred on any public employee, public member, or public official having official responsibility for this procurement or transaction, any payment, loan, subscription, advance, deposit of money, services, or anything of value as defined in Section 8-13-100 of the South Carolina Code of Laws; and
6. Furthermore, neither the Submitter, nor any of its officers, partners, owners, agents, representatives, employees or parties in interest has any relationship with the City, another person, or organization that interferes with fair competition or that constitutes a conflict of interest with respect to a contract with the City.

5/5/2026
DATE

Davis & Floyd, Inc.
COMPANY/BUSINESS

BRANDON A TURSKE NOTARY PUBLIC SOUTH CAROLINA

BY: _____
SIGNATURE

Michael Horton, PE, CFM
PRINTED NAME

SWORN to before me this 5th day of May, 2026

ITS: Chief Engineering Officer/Executive Vice President
TITLE

Notary Public for South Carolina (state)
My commission expires: 04/24/2035
By: _____ (signature)

NON-COLLUSION AFFIDAVIT OF PRIME SUBMITTER

STATE OF South Carolina)

COUNTY OF Charleston)

Michael Horton, PE, CFM, being first duly sworn, deposes and says that:

1. He/She is Chief Engineering Officer/ Executive Vice President of Davis & Floyd, Inc., the Submitter that has submitted the attached qualification;
2. He/She is fully informed respecting the preparation and contents of the attached qualification and of all pertinent circumstances respecting such qualification;
3. Such Qualification is genuine and is not a collusive or sham qualification;
4. Neither the said Submitter nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived, or agreed, directly or indirectly with any other Submitter, company or person to submit a collusive or sham Qualification in connection with the Contract for which the attached Qualification has been submitted or to refrain from proposing in connection with such Contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other submitter, company or person to fix the price or prices in the attached Qualification or of any other submitter, or to secure through any other qualification, or to fix any overhead, profit or cost element of the bid price or the bid price of any other submitter, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Beaufort, SC or any person interested in the proposed contract.

(signed)

Chief Engineering Officer/Executive Vice President

(title)

SWORN to before me this 5th day of May, 2026

Notary Public for South Carolina (state)

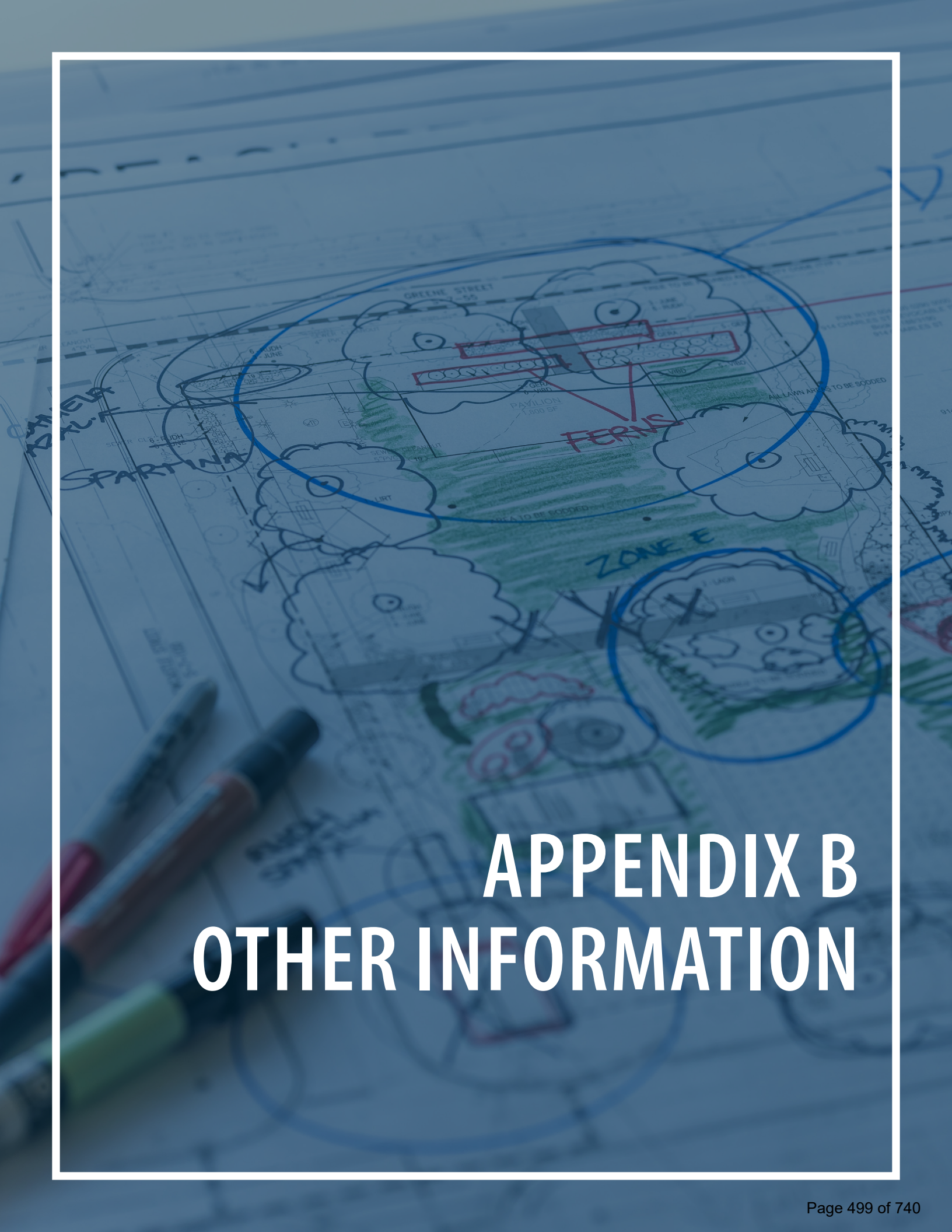
My commission expires: 04/24/2035

By: Brandon Turske

(signature)

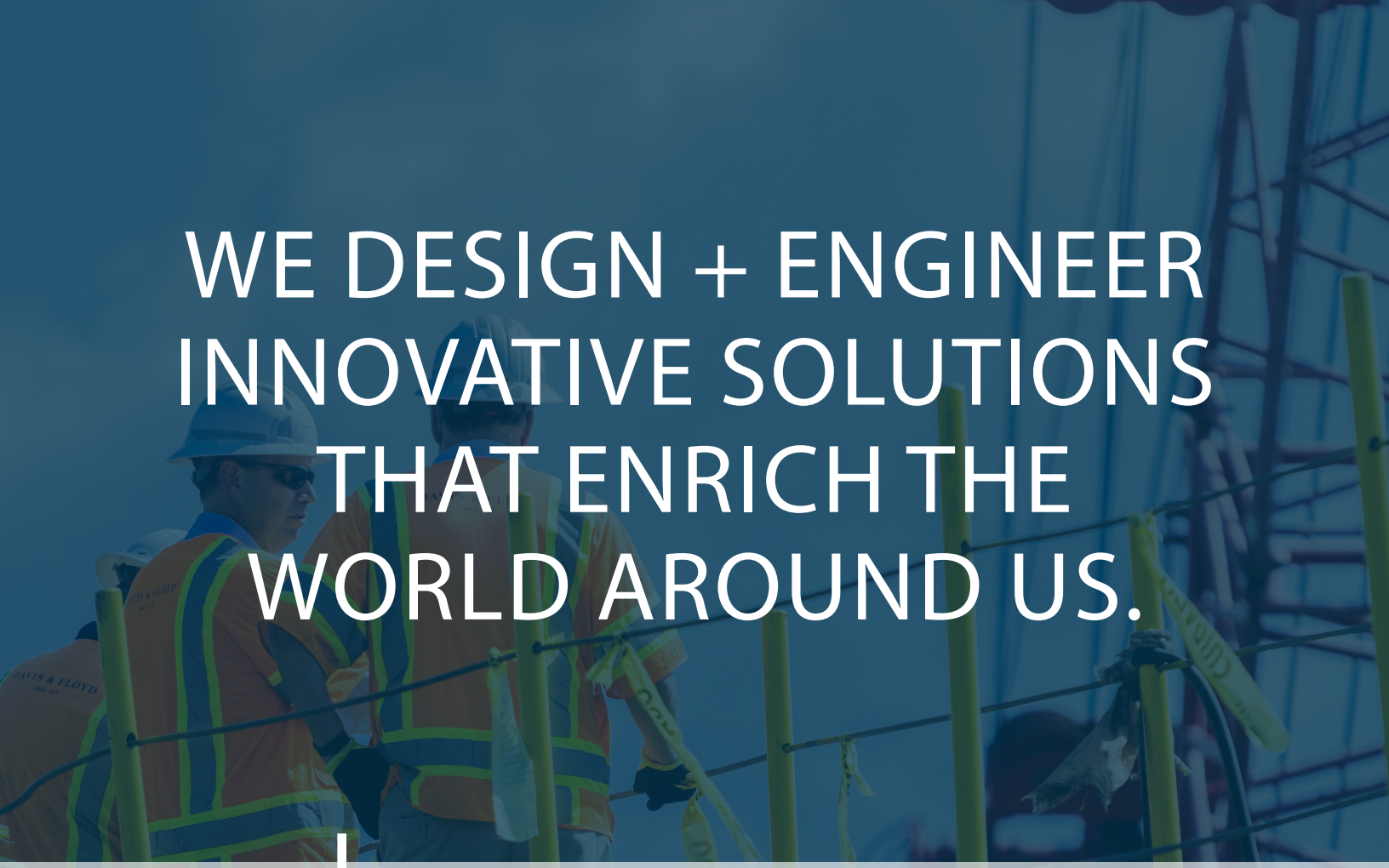
BRANDON A TURSKE NOTARY PUBLIC SOUTH CAROLINA

SMALL/WOMAN-OWNED/MINORITY BUSINESS ENTERPRISE FORM	
YOUR COMPANY'S CURRENT STATUS	**SUPPLIER BUSINESS CLASSIFICATIONS**
Is this a small business? Yes No	A small business is a business which is independently owned and operated, not dominant in its field of operation, and can qualify under criteria concerning number of employees, average annual receipts, or other criteria as outlined by the Small Business Administration. (See CFR Title 13, Part 121, as amended)
Is this a woman-owned business? Yes No	A woman-owned business is a business which is at least 51% owned by a woman or women who also control and operate the business.
Is this a minority-owned business? Yes No If Yes, please indicate minority group: ___Asian American ____Black American ___Hispanic American ___Native American	A minority-owned business is a business which is at least 51% owned, controlled and operated by socially and economically disadvantaged individuals. The following groups are among those presumed to be socially and economically disadvantaged: Asian Americans, Black Americans, Hispanic Americans, and Native Americans.
Is this a disabled-owned business? Yes No	A disabled-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are disabled.
Is this a veteran-owned business? Yes No	A veteran-owned business a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans.
Is this a disabled veteran-owned business? Yes No	A disabled veteran-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans and disabled.
Are the individuals who own, control and operate this business U.S. citizens?	Yes No
Is this business a non-profit organization?	Yes No
Is this business incorporated?	Yes No



APPENDIX B
OTHER INFORMATION

D|F has had no record of defaults, court judgments, contract terminations for cause, or debarments in the past 5 years. The firm has not been a plaintiff in any litigation related to professional services. On occasion, D|F has been named as a defendant in actions initiated by third parties. All such matters have been fully resolved through dismissal or confidential mediated settlement agreements and there are no pending or ongoing claims or litigation against the firm. D|F is committed to proactive project management and responsive client service to address issues promptly and minimize the potential for disputes.



WE DESIGN + ENGINEER INNOVATIVE SOLUTIONS THAT ENRICH THE WORLD AROUND US.

D|F OFFICES

BEAUFORT

2712 Bull Street
Suite A
Beaufort, SC 29902

CHARLESTON

1940 Algonquin Road
Suite 301
Charleston, SC 29405

COLUMBIA

2151 Pickens Street
Suite 302
Columbia, SC 29201

FLORENCE

181 E. Evans Street
Suite 23, BTC-105
Florence, SC 29506

GREENVILLE

164 Milestone Way
Suite 200
Greenville, SC 29615

GREENWOOD

1319 Highway 72/221 East
Greenwood, SC 29649

DAVIS & FLOYD

PLAN | DESIGN | ENGINEER

DAVIS & FLOYD
PLAN | DESIGN | ENGINEER

D|F SCHEDULE OF RATES

CONFIDENTIAL

PERSONNEL RATE SCHEDULE

CATEGORY		CLASS	RATE: $/HOUR
Project Definition & Planning	Survey & Mapping	Crew Chief I	$ 115
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Specialty Services & Expenses

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**Rates Subject to Change*

February 2026

DAVIS & FLOYD
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February 2026

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Standard Agreement Between

City of Beaufort and GFT Infrastructure, Inc.

where the basis of payment is a STIPULATED SUM

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

AGREEMENT made as of the _____ day of **August** in the year 2026**.**

BETWEEN the Owner:

CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 29902

and the Contractor:

GFT INFRASTRUCTURE, INC.
1859 SUMMERVILLE AVE, SUITE 600
CHARLESTON, SC 29405

The Project is:
RFQ 2026-106 CIVIL ENGINEERING SERVICES, INDEFINITE DELIVERY CONTRACT

The Owner and Contractor agree as follows:

ARTICLE 1 - THE DOCUMENTS

The Contract Documents consist of this Agreement (hereinafter "Agreement"); Conditions of the Contract (General, Supplementary, and other Conditions); Request for Qualifications, 2026-106 (hereinafter "RFQ"); the Proposal Submitted in response to the RFQ (hereinafter "Proposal"); drawings, specifications, or addenda issued prior to execution of this Agreement; other documents listed in this Agreement; and Modifications issued after execution of this Agreement. These form the Contract and are as fully a part of the Contract as if attached to this Agreement or repeated herein. The Contract represents the entire and integrated agreement between the parties hereto and supersedes prior negotiations, representations, or agreements, either written or oral. An enumeration of the Contract Documents, other than Modifications appears in Article 8.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

ARTICLE 2 - THE WORK OF THIS AGREEMENT-

The contractor shall enter into this agreement to provide civil engineering and related services as needed, except to the extent specifically indicated in the Agreement to be the responsibility of others.

ARTICLE 3 - TERM, DATE OF COMMENCEMENT

3.1 The term of this agreement shall be October 1, 2026, through September 20, 2027, with an option for four, twelve-month extensions upon mutual acceptance each year under agreed upon terms and conditions..

ARTICLE 3 - CONTRACT SUM

4.1 The Owner shall pay the Contractor on a fee basis not to exceed one hundred thousand dollars ($100,000.00). Total annual payments exceeding one hundred thousand dollars ($100,000.00) must be approved by City Council prior to commencing the work.

ARTICLE 5 - PAYMENTS

5.1 Payments shall be remitted after completed tasks have been approved by the Owner's Representative and an invoice for said service has been submitted and received.

ARTICLE 6 - TERMINATION OR SUSPENSION

6.1 This Agreement may be terminated by the Owner or Contractor prior to assignment of tasks.

6.2 The Owner may, by written notice to the Contractor, terminate the Agreement completely or partially if the Contractor is in default regarding any provision of the Contract. If the Agreement is terminated by the Owner due to the Contractor's default, the Owner is not liable to the Contractor for any payment to the Contractor for any incomplete or undelivered work.

6.2 The work may be suspended by the Owner.

ARTICLE 7 - NOTICE

The parties' representatives for any notice required to be given herein are as follows:

7.1 The Owner's representative is:

ERIC CLAUSSEN
ASSISTANT CITY MANAGER
CITY OF BEAUFORT

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 2990

7.2 Contractor's representative is:

JIM ARMSTRONG
GFT INFRASTRUCTURE, INC.
1859 SUMMERVILLE AVE, SUITE 600
CHARLESTON, SC 29405

7.3 Neither the Owner's nor the Contractor's representative shall be changed without ten days' written notice to the other party.

ARTICLE 8 - ENUMERATION OF CONTRACT DOCUMENTS

8.1 The Contract Documents, except for Modifications issued after execution of this Agreement, are enumerated as follows:

8.1.1 The Agreement;

8.1.2 The General Conditions, which are the City of Beaufort General Terms and Conditions as published on the Owner's website.

8.1.3 The Specifications, which are those stated in the RFQ;

8.1.4 The Proposal;

8.1.5 Contractor's Certificates of Liability and Workers Compensation Insurance;

8.1.6 Contractor's City of Beaufort Business License;

This Agreement is entered into as of the day and year first written above and is executed in at least three original copies, one of which is to be delivered to the Assistant City Manager, one to the Contractor for use in the administration of the Agreement, and the remainder to the Owner.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

_____	_____
City Manager (signature)	GFT Infrastructure, Inc. (signature)
_____	_____
City Manager (printed name)	GFT Infrastructure, Inc. (printed name and position)
_____	_____
Witness for the City (signature)	GFT Infrastructure, Inc. (signature)
_____	_____
Witness for the City (printed name)	GFT Infrastructure, Inc. (printed name)

Civil Engineering and Related Services Indefinite Delivery Contract

RFQ No. 2026-106 | Submission Date: 05.14.2026

GFT

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GFT

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A Transmittal Letter

Why Choose GFT?

Local Government Processes

We have a deep understanding of Local Governments processes and expectations and have strengthened our scoping and pricing strategy to deliver clear value from day one.

Right Team, Right Task

Each assignment is evaluated individually, with specialized expertise aligned to the project's scope, schedule, and budget priorities.

Responsive Partnership

Accessible leadership, rapid mobilization, and knowledge of the Lowcountry's roadway network and regulatory landscape.

SECTION A

Transmittal Letter

GFT
1859 Summerville Avenue
Suite 600
Charleston, SC 29405

May 14, 2026

Jay Phillips, Procurement Administrator
City of Beaufort, SC | 1911 Boundary Street, Beaufort, South Carolina, 29902

RE: Civil Engineering and Related Services Indefinite Delivery Contract | RFQ No. 2026-106

Dear Jay and Selection Committee:

The City of Beaufort relies on resilient, responsive infrastructure to support its coastal environment, growing community, and quality of life. This Indefinite Delivery Contract (IDC) provides the City with timely access to trusted engineering expertise to advance critical projects (from stormwater management to roadway improvements) when they are needed most. **GFT Infrastructure, Inc. (GFT)** is pleased to submit our qualifications in response to this IDC. With extensive experience supporting local governments across South Carolina through IDCs, we are confident in our ability to provide the City with responsive, high-quality engineering and construction support.

EXECUTIVE SUMMARY GFT understands the City of Beaufort is seeking support with municipal infrastructure projects from early evaluation through permitting, design, bidding, and construction administration. The GFT multidisciplinary team brings deep expertise and directly relevant experience in drainage and stormwater engineering, roadway design, traffic analysis, surveying and geotechnical coordination, permitting, preparation of plans and bid documents, and construction administration. We understand the unique challenges faced by coastal communities like Beaufort and are committed to delivering resilient, cost-effective solutions tailored to your municipal infrastructure needs. Our team is prepared to provide practical, constructible solutions through a coordinated task-order approach centered on responsiveness, communication, quality, and efficient delivery.

GFT brings strong South Carolina on-call experience, deep familiarity with coastal and Lowcountry infrastructure conditions, and the staffing depth to manage multiple assignments concurrently. Our experience supporting municipalities and counties across the state has given us a clear understanding of the realities of public-sector project delivery, including schedule pressures, regulatory coordination, public visibility, and the need for cost-conscious, implementable solutions. In Beaufort's coastal environment, we understand the importance of balancing drainage, roadway, utility, environmental, and permitting considerations early so projects can move forward predictably and with reduced risk.

Our team combines technical breadth in hydrology and hydraulics, traffic engineering, roadway and structural design, utility coordination, environmental documentation, permitting, survey management, and construction-phase services. This integrated capability allows GFT to assign the right expertise to each task order while maintaining accountability, quality control, and clear communication with City staff. Under the leadership of **Jim Armstrong, Project Manager,** the City will benefit from experienced oversight, disciplined QA/QC, and a team structure designed to respond quickly and deliver reliably. As a retired Charleston County Deputy County Administrator, Jim offers decades of public works and transportation engineering experience within local government, providing a thorough understanding of municipal

> **GFT Infrastructure has consistently demonstrated a high level of professionalism, technical expertise, and commitment to quality. Their team has supported the City of Charleston on multiple infrastructure initiatives, delivering work that meets rigorous standards while maintaining clear communication and dependable project management.**
>
> **Michael Mathis,**
> Director, Department of Traffic and Transportation, City of Charleston

POINT OF CONTACT

Jim Armstrong, Project Manager
1859 Summerville Ave, Ste 600
Charleston, SC 29405
jarmstrong@gftinc.com
843.906.4335 - Cell

Addenda We acknowledge receipt of:

- Addenda No. 1 dated 4/16/26
- Addenda No. 2 dated 4/21/26
- Addenda No. 3 dated 4/23/26
- Addenda No. 4 dated 4/23/26
- Addenda No. 5 dated 5/7/26
- Addenda No. 6 dated 5/7/26
- Addenda No. 7 dated 5/11/26
- Addenda No. 8 dated 5/13/26

priorities and procurement processes. Throughout his illustrious career, he has been a driving force behind numerous successful projects, notably leading Charleston County's 2004 and 2016 Transportation Sales Tax Programs, with a fiscal impact exceeding $3 billion. Jim's expertise lies in program management, innovative solutions to complex challenges, and a commitment to environmental consciousness. Through his oversight we provide quality assurance and strategic guidance throughout the contract term.

Chris Carlsten, PE will serve to provide Quality Assurance/Quality Control (QA/QC) activities. Chris has over 29 years of transportation design and project management experience in the South Carolina Lowcountry. He will verify that the appropriate review processes are in place, and that time is allocated for plan review and revisions to confirm that deliverables exceed expectations, meet schedule commitments, and are under budget.

In addition to core civil engineering services, GFT offers value-added capabilities in marine and waterfront engineering, grant support, and leveraged funding strategies to help the City address both immediate infrastructure needs and longer-term resiliency goals. GFT is prepared to serve as a trusted extension of City staff and a reliable partner in advancing Beaufort's infrastructure priorities under this IDC.

GFT'S Project Delivery Process GFT's approach to on-call civil engineering related projects is guided by a key principle: define the scope early, align effort with funding, and minimize downstream risks. In Beaufort's coastal and growth-sensitive environment, careful front-end coordination helps prevent schedule delays, cost increases, and regulatory issues later on. It starts with clear scope alignment and early risk identification, proceeds through coordinated interdisciplinary design and milestone reviews, and continues into construction-phase support. The aim is to help the City move projects forward in a deliberate and predictable way, with technical decisions aligned to funding, regulatory requirements, and long-term infrastructure goals.

Our Delivery Approach

GENERAL TERMS AND CONDITIONS An affirmative statement that the submitter has read and agrees to the General Terms and Conditions and will adhere to them as a component of the contract documents.

We greatly appreciate this opportunity to submit our qualifications for this RFQ. As Principal-in-Charge, I will verify the GFT team has the resources and management tools in place to successfully deliver all assignments on schedule and within budget. I am fully authorized to execute the contract on behalf of GFT, and I certify that this submittal is a firm and irrevocable qualification. Please contact me at 803.727.0540 or via email at lgibson@gftinc.com, should you have any questions. We look forward to your favorable consideration of our submittal.

Sincerely,

GFT

Ladd Gibson, PE | *Principal in Charge/Senior Vice President*

B Firm's Summary of Qualifications

Summary of Qualifications

GFT understands that the City is seeking more than a design consultant. The City needs a dependable partner that can support municipal infrastructure projects from initial evaluation through permitting, design, bidding, and construction administration. GFT offers the City of Beaufort a responsive, experienced, and technically strong team prepared to deliver civil engineering and related services under this IDC. Our team's qualifications align directly with the City's needs, including drainage and stormwater engineering, roadway design, traffic impact analysis, surveying and geotechnical coordination, permitting, preparation of plans and bid documents, and construction administration. We understand that the City requires a consultant that can respond quickly, manage multiple assignments concurrently, coordinate effectively with staff, and provide practical, constructible solutions in a coastal municipal environment. GFT is prepared to provide that full range of services through a coordinated, task-based approach that emphasizes responsiveness, communication, quality, and practical implementation.

GFT combines directly relevant South Carolina on-call experience, strong coastal and Lowcountry infrastructure knowledge, multidisciplinary technical capability, disciplined QA/QC, and the staffing depth needed to respond quickly and perform reliably. Our team understands the realities of municipal delivery, including schedule pressures, public visibility, permitting coordination, and the need for cost-conscious, constructible solutions. GFT is prepared to serve as a trusted extension of City staff and deliver successful outcomes under this IDC.

Specialized Experience & Technical Competence

GFT is among South Carolina's most experienced providers of municipal-level on-call transportation engineering services. Our team has supported voter-approved sales tax programs, CTC initiatives, and structured on-call roadway contracts across the state, advancing projects within publicly funded and highly visible capital programs. This experience aligns directly with the City of Beaufort's needs and expectations.

Our experience in coastal and Lowcountry environments, including Charleston County, the Town of Mount Pleasant, and Berkeley County, has given us direct exposure to conditions similar to those in the City of Beaufort. These projects required precise hydraulic modeling in tidally influenced systems, sensitive environmental coordination in marsh and wetland areas, resolving complex utility conflicts in limited rights-of-way, and managing traffic strategies that account for seasonal tourism and regional travel needs. Delivering roadway improvements in these areas demands both technical accuracy and careful coordination across agencies and stakeholders. These assignments required coordination in tidal drainage systems, marsh-influenced corridors, evacuation route planning, and utility-dense rights-of-way conditions directly comparable to those found in the City of Beaufort.

WE TRUST YOU WILL LEARN FROM OUR SUBMITTAL THAT THE GFT TEAM HAS:

Unrivaled on-call experience and expertise.

Strong local knowledge.

Technical proficiency in project planning, budgeting, and execution.

Commitment to an effective communication plan and transparency.

Commitment to creating and adhering to budgets and expedited schedules.

THE TEAM OF CHOICE FOR THE CITY OF BEAUFORT.

GFT brings extensive experience supporting South Carolina cities and counties through on-call and indefinite delivery contracts for roadway, drainage, traffic, permitting, and construction-phase services.

Our prior South Carolina on-call work includes assignments for:

- City of Charleston
- City of North Charleston
- Town of Mount Pleasant
- Charleston County
- Dorchester County
- Spartanburg County
- Oconee County
- York County
- Berkeley County

Across these contracts, GFT has provided many of the same services contemplated under this RFQ, including roadway improvements, drainage and hydraulic design, traffic engineering, environmental and permitting support, survey, utility coordination, right-of-way support, cost estimating, and construction administration.

Our team combines depth in hydrology and hydraulics, roadway design, traffic engineering, permitting and environmental coordination, surveys, geotechnical coordination, utility coordination, and construction support. This breadth allows GFT to match the right staff to each assignment while maintaining clear accountability, strong coordination, and consistent quality. GFT also brings relevant Lowcountry experience addressing flooding, constrained rights-of-way, permitting complexity, and the practical challenges of infrastructure delivery in coastal and low-lying communities.

The key personnel who will work on this contract are presented in Section C: Key Personnel.

QUALIFICATIONS & APPROACH

The City of Beaufort's infrastructure network operates within a complex environment influenced by funding limitations, regulatory coordination, coastal conditions, and community expectations. Each task order is more than just a design task; it is part of a broader Infrastructure program that must balance schedule, cost, constructability, and public confidence.

GFT'S Project Delivery Process

GFT's approach to on-call civil engineering related projects is guided by a key principle: define the scope early, align effort with funding, and minimize downstream risks. In Beaufort's coastal and growth-sensitive environment, careful front-end coordination helps prevent schedule delays, cost increases, and regulatory issues later on. It starts with clear scope alignment and early risk identification, proceeds through coordinated interdisciplinary design and milestone reviews, and continues into construction-phase support. The aim is not just to produce plans but to help the City move projects forward in a deliberate and predictable way, with technical decisions aligned to funding, regulatory requirements, and long-term infrastructure goals.

We have incorporated targeted proof points throughout this proposal to highlight our performance and delivery on similar on-call transportation contracts.

Task Order Mobilization, Schedule Management, & Resource Alignment

When a task order is issued, GFT will promptly review the scope, confirm staffing, and coordinate with the City of Beaufort to initiate work without delay. Clear communication channels are established, along with confirmation of schedule expectations, key milestones, and early coordination needs such as utility contacts, environmental constraints, and data collection requirements. This proactive mobilization approach enables design activities, agency coordination, and field investigations to begin efficiently while remaining aligned with City priorities and budget constraints.

Each task order is supported by a defined work plan and baseline schedule that identifies critical activities including environmental documentation, utility coordination, ROW plan development, and agency reviews, early in the process to minimize delay risks. Progress is tracked through established milestones (concept, 30%, 60%, 90%, and final), with internal quality and coordination reviews completed prior to advancing between phases. Regular schedule updates are provided to the City, allowing for early identification of potential impacts and adjustments to sequencing as needed. Long-lead elements, such as utility relocations, wetland mitigation banking, geotechnical investigations, and regulatory review durations, are also identified during project initiation to provide realistic and coordinated scheduling.

GFT's Project Manager, Jim Armstrong, will strategically assign personnel based on the technical requirements of each task order, confirming the right expertise is applied to roadway, intersection, interchange, and multimodal projects. Because on-call contracts often involve multiple concurrent assignments, staffing levels are actively monitored and adjusted across task orders to maintain continuity, responsiveness, and consistent delivery. This targeted and flexible approach confirms each project is adequately resourced while maintaining efficiency across the program.

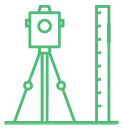
PROOF POINT: CHARLESTON COUNTY CTC CONCURRENT TASK ORDER MANAGEMENT
GFT successfully managed multiple active task orders simultaneously, maintaining responsiveness and consistent coordination with County staff across assignments.

Concept Development & Pre-Design Engineering

Concept development uses available mapping to create high-level visual concepts, not final designs. Costs are estimated using parametric methods based on historical data. This phase depends on close, timely collaboration between the City and design team to achieve concepts that are clearly communicated, evaluated, and advanced appropriately.

Early project decisions often have the biggest impact on cost and schedule. During concept and preliminary design, alternative configurations are assessed not only for technical feasibility but also for utility complexity, permitting sensitivity, right-of-way impacts, and long-term maintenance. By

screening alternatives against these risk factors early, the City can make informed decisions about advancement that aligns with available funding and program priorities. In Beaufort, where evacuation routes and coastal resilience considerations influence long-term infrastructure performance, early alternative screening supports informed decisions that reflect both immediate project needs and broader system reliability.



Surveys

The type and level of surveys will be determined by the project location and existing traffic. While small intersection projects are typically addressed using traditional field surveying, lengthy or high-traffic volume project corridors can be safely and more efficiently surveyed using aerial or mobile LiDAR technology. Recognizing the importance of including local companies that the City has utilized in the past, we have partnered with ESP Associates, Inc. (ESP) to provide field surveys, LiDAR, 3D scanning, and aerial mapping. GFT will provide the proper level of oversight and will utilize in-house crews to support if needed.

PROOF POINT: SPARTANBURG COUNTY ON-CALL CONSISTENT POSITIVE PERFORMANCE
GFT has been selected for nine consecutive on-call contracts with Spartanburg County, reflecting consistent performance, schedule control, and reduced downstream revisions.

Traffic Engineering

The GFT team brings strong technical expertise in traffic engineering, including data collection, forecasting, operational analysis, and modeling. We have partnered with Bihl Engineering, LLC (Bihl) due to their successful history supporting the Beaufort area. Traffic analysis informs concept selection, phasing, and cost decisions early in the process to avoid rework later in design. Our team is experienced with data collection methods and performs turning movement counts, average daily traffic counts, classification counts, speed and travel time studies, bike/ped counts, origin and destination studies, transit surveys, and user preference surveys. We apply tools such as VISUM, VISSIM, VISTRO, TransCAD, TransModeler, Synchro, SimTraffic, Sidra, and HCS, selecting the most cost-effective program based on each study's purpose and need. Our work follows SCDOT guidelines, FHWA Traffic Analysis Tools, the MUTCD, and the Traffic Monitoring Guide.

We will prepare and review necessary traffic reports, impact analyses, and alternatives evaluations, focusing on operations, safety, and multimodal connectivity. For safety studies, we use historical crash data, identify patterns, and develop countermeasures using the HSM, HSIP, and FHWA CMF Clearinghouse. Our approach incorporates big data, enhanced benefit-cost analysis, HSM predictive methods, and the Safe System Approach.

For signal design, we use existing or standard templates, coordinate closely with the City, conduct field reviews, and follow SCDOT signal design guidelines, including timing and left turn analyses.

NEPA Documentation

GFT will support the City through comprehensive NEPA documentation, permitting, and ecological evaluations by identifying environmental constraints early and guiding each project through the full regulatory process. Our team of environmental engineers, planners, biologists, wetland scientists, and permitting specialists will develop Purpose and Need statements, evaluate alternatives, assess impacts to communities and natural resources, perform noise analyses, conduct agency coordination, complete Section 4(f) evaluations, and plan effective public involvement activities. Drawing on staff with former USACE regulatory experience, we will also review City procedures and apply streamlined permitting strategies that reduce mitigation costs and support timely approvals.

Protected Species Surveys Projects requiring federal aid or federal permits must include protected species evaluations. Beaufort has 23 federally protected species, with bald eagles the most frequently encountered. GFT's team conducts these surveys statewide and adheres to all USFWS protocols. When potential impacts are identified, we coordinate formal consultation with USFWS, prepare required documentation, and manage any needed plant relocation or species protection measures on behalf of the City.

Wetland Delineations (Permitting & Mitigation) Given the area's sensitive ecosystems of pine flatwoods, estuaries, tidal marshes, and isolated wetlands, accurate delineation is critical. GFT's Professional Wetland Scientists will conduct detailed field investigations following USACE's 1987 Wetland Delineation Manual and the Atlantic and Gulf Coastal Plain supplement. We will flag and survey wetland boundaries, document natural communities and drainage features, and prepare complete Draft Preliminary Jurisdictional Determination packages including mapping, forms, and photographs. Utilizing sub-meter GPS technology, our GIS team will produce precise site maps to accelerate review. After City approval, we will coordinate field verification with USACE and SCDES to obtain concurrence and discuss mitigation needs to achieve a smooth approval process.

Assistance & Preparation of Joint Permit Applications GFT will prepare and secure Nationwide, Regional General, and Individual Permits through proactive coordination with regulatory agencies. Our services include reviewing plans, conducting site visits, confirming avoidance and minimization, preparing permit

drawings, facilitating pre-application meetings, assembling complete applications, and revising documents based on City staff feedback. Post approval, we review permit conditions and confirm documentation is properly incorporated into the project file. We also identify cost-effective mitigation solutions, leveraging relationships with mitigation banks, and expertise in natural channel design and restoration.

Preparation of Environmental Documents GFT will prepare Programmatic and Non- Programmatic CEs, EAs, and EISs tailored to each project's context. We identify relationships between project activities and environmental resources, develop practical mitigation strategies, and facilitate collaborative agency coordination and public engagement to achieve timely, defensible NEPA decisions.

Public Involvement

Public involvement begins with project initiation and continues throughout the entire project development process. As the City and surrounding region experience rapid growth, increasing demands on infrastructure systems heighten the need for consistent, meaningful engagement. With multiple projects underway and overlapping stakeholder groups, communication must be proactive, coordinated, and clearly distinguish each project's purpose and identity.

GFT stays ahead of the dialogue by providing timely updates, engaging elected officials early, and confirming the community remains informed and involved. We work with City staff to develop clear, evolving messaging tailored to key audiences, including public officials, residents, commuters, and industry leaders, while emphasizing project benefits to build understanding and support.

Our outreach extends to civic organizations, employers, neighborhood groups, and conservation interests using inclusive, accessible strategies for diverse populations. We emphasize early and ongoing engagement beyond NEPA requirements through stakeholder meetings, community outreach, and milestone-based communications. This sustained approach builds trust, reduces misinformation, and supports informed participation.

PROOF POINT: CHARLESTON COUNTY TST HIGH-VISIBILITY PROGRAM DELIVERY
Successfully supported delivery of multiple improvements under Charleston County's TST program, maintaining schedule alignment and coordination within a publicly accountable, voter-funded program.

Geotechnical Design & Monitoring

GFT has partnered with F&ME to perform all geotechnical investigations and monitoring. With deep experience in subsurface exploration, laboratory testing, and geotechnical reporting for transportation projects, F&ME brings extensive knowledge of South Carolina's Lowcountry conditions. Preliminary geotechnical investigation data is essential for structural design and for identifying areas requiring soil stabilization, which can be costly and require long lead times. In the Lowcountry, seismic considerations are a major component of these evaluations. Following preliminary plan approval, final geotechnical design will proceed, including additional borings, pavement cores, laboratory analyses, and development of final ground improvement, foundation, seismic, and pavement design recommendations.

Utility Coordination

Utility conflicts, if not properly coordinated, can delay project schedules and significantly impact project costs. To be effective, utility coordination should begin with early communication with utility owners and confirm they are informed of the project and how it may impact their facilities. Each utility identified will receive a copy of the preliminary plans for review as part of our utility coordination process. A deadline will be provided for utility owners to review and comment on the preliminary plans. Utility owner reviews will be included with the QA/QC documentation for the project and any recommendations will be evaluated and incorporated, as deemed appropriate by the design team and the City. On all projects, a utility coordination meeting will be scheduled to discuss any significant findings or recommendations of the utility owners.

Hydrology & Hydraulic Design

Hydraulic design will follow the SCDOT Requirements for Hydraulic Design Studies (latest version). During preliminary design, we will develop a positive drainage system connecting to existing structures, roadside ditches, and outfalls. For major waterway crossings, a preliminary bridge hydraulic report will be prepared to determine the required hydraulic opening for culverts or bridge freeboard. These initial findings and modeling results guide the efficient, safe sizing of structures and will be refined during final design. Preliminary hydrology and hydraulic analyses will also inform selection of erosion and sediment control BMPs to achieve project water quality goals.

Close coordination with roadway and bridge design is essential, as hydraulic needs may require grade adjustments, modified side slopes, or specific erosion control features. Bridge profiles may also need adjustment to maintain proper freeboard and

minimize debris accumulation, achieving safe flow conditions, and preventing upstream flooding or erosion.

Roadway Design

During preliminary design, roadway geometry is advanced to confirm all horizontal and vertical alignments support the selected concept. Cross sections are developed at 50-foot intervals on curves and 100-foot intervals on tangents, with additional sections at driveways and drainage crossings. Traffic safety, operational performance, and pedestrian and bicycle accommodations are evaluated. If needed, lighting design progresses to a preliminary layout, and streetscaping concepts, including hardscapes, landscapes, and pedestrian lighting, are incorporated. A preliminary Maintenance of Traffic (MOT) plan is also developed to understand potential impacts to adjacent properties, the public, and the environment. By the end of this phase, plans reach approximately 30–50% completion.

ROW Plan Development further advances the design to define all necessary property limits for construction, maintenance, erosion control, and features such as signal poles and landscaping. Required permissions and easements are identified, and ROW Data Sheets summarizing acquisitions and permissions are prepared. Plans at this stage are typically 70–75% complete.

Once approved, GFT will assist the City the right-of-way investigation, property research, appraisals, and negotiations necessary to deliver the project. Close coordination is essential, as property owner requests may require design adjustments. Final Construction Plans complete all design components for bidding and construction. This phase includes detailed QA/QC, constructability reviews, quantity summaries, and preparation of all supporting documents—hydraulic reports, geotechnical reports, the engineer's estimate, and technical specifications. At this point, the plans are 100% complete and ready for advertising.

Structural Design

Our structural engineers will meet with City staff to review the project requirements prior to beginning any design effort. Our team has worked with multiple government agencies in the Lowcountry on new and rehabilitation bridge designs, culvert replacements and extensions, retaining walls to minimize impacts, and noise walls and overhead signs that need to meet hurricane wind loads and seismic requirements. Our structural designers know SCDOT agency practices and procedures that will enable our team to deliver bridges and roadway structures within schedule and budget.

Specific to bridges on SCDOT routes, we will prepare a Bridge Development Report (BDR) that evaluates multiple span arrangements, girder types, girder quantities, and substructure options that meet permitting requirements while refining structural details. The BDR will present several viable bridge concepts, recommend a preferred layout for Preliminary and Final Design, and identify opportunities for innovative construction methods, precast elements, and staging/MOT concepts. In coordination with SCDOT Structures staff, we will advance the selected concept into detailed design.

Seismic design will be a major factor in Beaufort. GFT staff have experience with SCDOT Seismic Design Specifications, soil liquefaction considerations, and CSIbridge modeling for SEE and FEE events.

Constructability & Shop Drawing Reviews

As part of the QA/QC process, the preliminary plans will undergo a constructability review. The constructability review is conducted by seasoned construction engineers and former contractors who will review the plans with an eye towards construction. They will confirm the construction elements in design can be safely and properly constructed without endangering the traveling public or violating any anticipated permitting requirements. They will also review the plans to determine areas to alter or augment the design for a more efficient construction phase, saving time and often costs to construct the project.

PROOF POINT: OCONEE COUNTY ON-CALL EARLY CONSTRAINT IDENTIFICATION
On Oconee County's on-call program, GFT identified environmental, drainage, and right-of-way constraints during early project phases, allowing design adjustments before advancement and reducing the need for later revisions.

Value Added Services

Marine & Waterfront Engineering

GFT brings specialized marine and waterfront engineering capabilities that provide immediate long-term value to the City of Beaufort, as waterfront infrastructure continues to age and face increasing environmental and operational demands. Our team brings together the leadership of Jesse Lindsay, PE, Senior Engineer who has diversified experience in civil engineering, with a distinct emphasis on waterfront projects and industrial facilities, and the technical expertise of Kenny Wagner, PE, Structural Engineer who has extensive marine design and evaluation experience, our team offers comprehensive above and below water inspections, structural condition assessments, and rehabilitation design for seawalls, bulkheads, piers and waterfront parks. Our experience includes

evaluation of marine structures subject to tidal influence, corrosion, vessel impact, and long-term material degradation, conditions consistent with Beaufort's coastal environment. We understand that many waterfront structures experience hidden deterioration below the mudline and within the splash zone, requiring targeted inspection strategies and practical, phased repair approaches. These challenges are particularly relevant for Beaufort's public waterfront assets, where aging structural systems, tidal exposure, and ongoing public use require careful balancing of safety, serviceability, and long-term investment planning.

Beyond inspection and assessment, GFT provides advanced analysis and planning tools to support informed decision-making for waterfront investments. This includes mooring and berthing analysis, resiliency and adaptation planning, and lifecycle cost evaluation to help the City prioritize repairs versus replacement. Our team is experienced in supporting municipalities through the transition from reactive maintenance to proactive capital planning, including evaluation of pile rehabilitation or replacement, shoreline stabilization, and long-term resiliency improvements. Integrated within the City's on-call engineering program, these services provide a responsive, scalable resource to address immediate needs while supporting future waterfront improvements that enhance safety, extend service life, and sustain public and economic use of these critical assets.

Grant Application/Writing & Leveraged Funding Strategies Securing competitive transportation funding requires aligning projects with program priorities and clearly demonstrating community benefits. GFT's grant specialists will work with the City of Beaufort to position projects for federal and state funding by highlighting improvements to safety, mobility, connectivity, resiliency, and economic vitality. Our team translates technical project information into concise, data-driven narratives supported by performance measures, project readiness, and clear implementation strategies. Through early coordination with City staff and disciplined schedule management, we develop grant applications that are compliant, competitive, and positioned for success. Through GFT's long-established relationships with State and Federal officials, we also offer strategies for leveraging funds to enhance project budgets.

GFT has helped clients secure over **$750 million** across more than **300** transportation grants nationwide.

Quality Assurance / Quality Control (QA/QC)

QA/QC is implemented as a documented, milestone-based review process integrated throughout design development. Reviews occur at 30%, 60%, 90%, and 100% milestones to confirm technical accuracy, regulatory compliance, and constructability prior to City submittal. Upon completion of the review, the QC team will meet

GFT QA/QC REVIEW FRAMEWORK

with designers to discuss their findings and make any necessary plan changes. All findings will be addressed prior to submittal to the City for review. For improvements to any SCDOT roadways, plans will have to be reviewed and approved by SCDOT. We are very familiar with SCDOT's use of Bluebeam Revu to enter and track the disposition of comments. Our team's QA Manager will coordinate with design leads to confirm they are using the available checklist for milestone QC reviews, properly addressing and closing out comments, and maintaining accurate QC records.

Local Knowledge & Understanding of Agency Standards

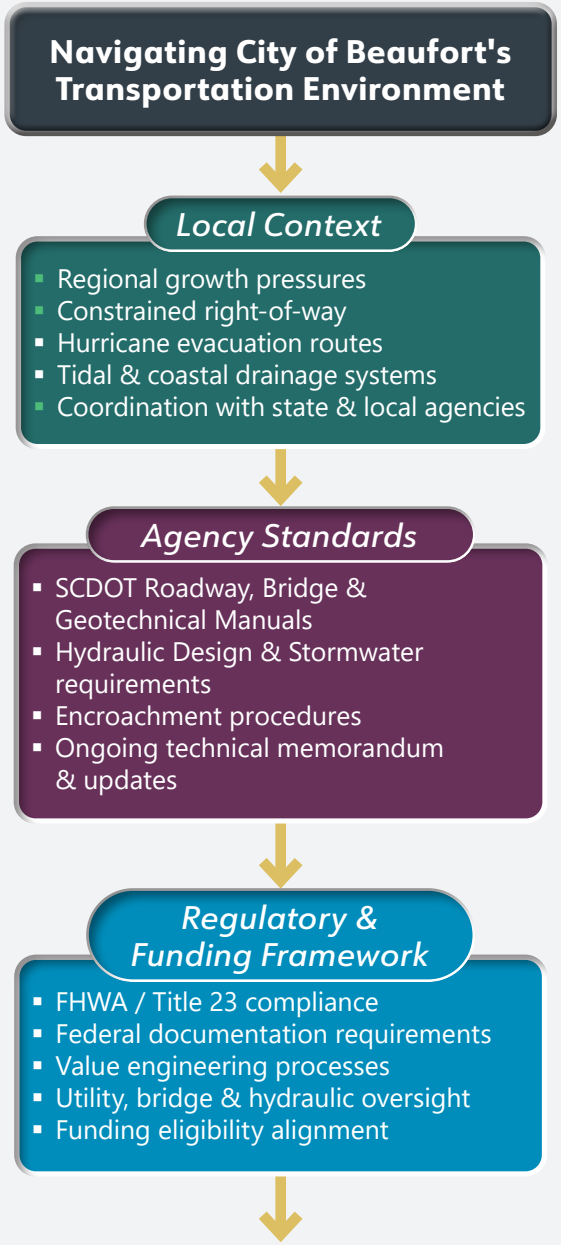
Local roadway projects require coordination among multiple agencies, regulatory frameworks, and stakeholder groups, each influencing how projects progress from concept to construction. Successfully moving these projects through this environment demands not only knowledge of relevant standards but also an understanding of how agencies review, interpret, and implement them in practice.

GFT's team has firsthand experience working with SCDOT and with local governments, providing valuable insights into agency expectations, review processes, and internal decision-making. This experience helps us anticipate comments, coordinate documentation early, and minimize unnecessary review cycles.

Local projects often need coordination with SCDOT standards outlined in the Roadway Design Manual, Bridge Design Manual, Geotechnical Design Manual, Requirements for Hydraulic Design Studies, and Stormwater Quality Design Manual. These standards are continuously refined through technical memorandum, website updates, and procedural guidance. Our team regularly monitors and implements these updates, recognizing that timely interpretation and coordination often impact review times and project progress.

Funding eligibility plays a vital role in project development. Whether funded locally, through sales tax support, or with federal funds, transportation projects must comply with Title 23 of the Code of Federal Regulations and related FHWA policies. These cover design standards, value engineering, preconstruction processes, utilities, bridges, hydraulics, and contract requirements. Understanding how these standards affect scope development, documentation, and project sequencing helps the City keep funding flexibility while efficiently progressing improvements. Maintaining documentation and design compliance with federal requirements protects eligibility and achieves a smooth transition from design to construction approval when federal funding is involved.

The City of Beaufort's Transportation Program operates in a coastal setting that presents unique hydraulic, environmental, and ROW challenges. Familiarity with Lowcountry permitting, tidal drainage systems, marshland coordination, and SCDOT encroachment procedures enhances early project decisions and supports smoother progress through the review process. Our approach to regulatory coordination is proactive and organized. We engage early with agencies such as SCDOT, SCDHEC/OCRM, and other permitting authorities to confirm requirements, identify potential constraints, and establish clear communication channels. As projects progress,



Understanding how these layers intersect allows projects to move forward with clarity, alignment, and fewer delays

GFT Key Strengths:

Comprehensive Program Delivery Capabilities

Commitment to Transparency and Public Engagement

Strong Financial and Program Controls

Strategic and Advisory Support

Team Integration and Local Presence

Established Relationships for Faster Progress

we maintain coordination through milestone-based reviews, tracking agency comments, and resolving issues efficiently to stay on schedule.

Our role is to help Beaufort navigate these overlapping requirements clearly, aligning technical design, regulatory compliance, and funding considerations so projects advance confidently and purposefully.

Communication & Responsiveness

The City's On-Call Transportation Program requires more than just technical skills; it depends on prompt communication, clear expectations, and consistent coordination among City staff, utilities, regulatory agencies, and stakeholders. In a task-order environment where priorities shift and schedules frequently overlap, responsiveness is vital to maintaining program momentum.

A clear communication structure will be established for each assignment from the start. Jim Armstrong will be the main contact, providing accountability and steady leadership throughout the task. Early scope clarification meetings will align expectations on effort, schedule, deliverables, and coordination. Building on this, progress updates, milestone reviews, and decision points are organized to clarify progress without adding extra administrative work.

Initial scope response and coordination will occur promptly upon task order receipt, with defined communication pathways established early in each assignment. Regular progress check-ins, tailored to project complexity, provide transparency without adding unnecessary administrative burden. Staffing allocations are reviewed across concurrent assignments to maintain consistent availability and continuity.

Local projects frequently require coordination with SCDOT, utility providers, environmental agencies, and neighboring property owners. Early and proactive communication with these stakeholders helps reduce delays during later design phases and supports a smoother transition into permitting and construction. Our team's experience working within South Carolina's agency environment strengthens these coordination efforts and aids in anticipating review expectations.

Responsiveness also includes providing support during the construction phase. Questions that arise in the field, requests for clarification, or unforeseen conditions require prompt assessment and practical solutions. Having consistent project leadership and an interdisciplinary team ready helps address issues efficiently while maintaining alignment with the original design intent.

Infrastructure initiatives are highly visible and closely aligned with community expectations. Clear communication with City staff, leadership, and stakeholders support informed decision-making and fosters confidence in project progress. Our approach emphasizes accessibility, consistent engagement, and disciplined follow-through, making GFT a reliable partner in advancing roadway improvements.

The GFT Advantage in Action

GFT offers Beaufort more than just on-call design capacity; we provide local insight, agency experience, and a team structured to advance projects within the area's unique regulatory and environmental environment. Our approach combines disciplined project management, focused technical expertise, and the flexibility to quickly scale as assignments arise. With direct knowledge of SCDOT processes, coastal

challenges, and regional growth pressures, we are ready to move projects efficiently while maintaining clear communication and budget awareness. In short, GFT is positioned to be a responsive, practical partner the City can depend on throughout this contract.

What sets GFT apart is not just our ability to create roadway plans, but our skill in managing risk, funding, and coordination within a structured public program. Beaufort will receive a team that understands how task orders operate within broader capital planning priorities and actively oversees technical decisions with cost, schedule, and accountability in mind.

Ability to Perform Within Required Time Frames

GFT is structured to meet the City's expectations for responsiveness, schedule adherence, and concurrent task management. The RFQ requires awarded firms to be readily available within 24 hours, able to meet deadlines, able to manage multiple tasks in a fast-paced environment, and available to attend public meetings and coordinate with City staff as needed. GFT's delivery model is built around those same expectations.

Our on-call approach emphasizes early scope confirmation, staffing alignment, schedule and budget tracking, milestone-based QA/QC, and active coordination throughout each assignment. This structure supports rapid mobilization, disciplined execution, and continuity across overlapping assignments. GFT's vast South Carolina on-call experience provides the City with a clear staffing strategy, active workload balancing, and the ability to scale resources to meet changing needs without compromising quality or schedule.

PROOF POINT: DORCHESTER COUNTY ON-CALL, CONSISTENT MILESTONE PERFORMANCE

Maintained schedule alignment across multiple assignments, adapting to shifting priorities while meeting key project milestones.

General Business Expertise & Financial Strength

GFT offers the City the resources of an established multidisciplinary infrastructure firm with deep public-sector experience and broad technical depth. GFT has a long history of planning, engineering, and infrastructure delivery, supported by integrated in-house capabilities and a strong South Carolina presence. GFT has a 35-year history of delivering projects on time and within budget for South Carolina cities, counties, and SCDOT.

GFT is a financially stable and well-capitalized firm with the resources necessary to support large, multi-year public infrastructure projects without risk to project delivery or staffing continuity. GFT's financial strength is supported by audited financial statements and strong liquidity. Our resources allow GFT to consistently meet contractual obligations, sustain staffing levels, and respond effectively to changing project demands without reliance on project-specific cash flow or reimbursement timing.

GFT's local responsiveness, larger-firm support, financial stability, insurance coverage, and organizational depth will support the City by delivering consistent, high-quality services under this IDC.

Key Personnel Workload

GFT actively manages and supports concurrent on-call assignments for cities and counties throughout South Carolina. GFT has substantial availability, with a structure designed to support consistent staffing, scalable support, and reliable delivery from notice to closeout. Because GFT routinely manages task orders across multiple active contracts, we understand how to balance staff resources, maintain continuity, and align scope, schedule, and budget across a fast-paced program environment. This experience positions us to support the City of Beaufort effectively throughout the term of this contract. Below is a list of our Key Personnel workload:

Team Member & Role	Current Projects	Availability	
		2026	2027
Jim Armstrong Project Manager	▪ Lowcountry Rapid Transit Phase IIA Final Plans ▪ City of Charleston Signal Re-timing and Upgrade Project ▪ City of Charleston Dynamic Message Sign Project	90%	90%
Josh Bauer, PE Design Services	▪ SCDOT Lowcountry Rapid Transit ▪ Dorchester County Wescott Boulevard ▪ SCDOT US 178 over Bull Swamp	90%	90%
Tim Sewell, PE Construction Administration	▪ SCDOT Bridge Package 16 CEI ▪ SCDOT District 5 On-Call CEI ▪ SCDOT Bridge Package 32 CQC	75%	75%

What This Means for the City of Beaufort

- Immediate mobilization on new task orders.
- Project Manager-led kickoff and team alignment begins as soon as a task order is issued.
- Consistent staffing across overlapping assignments.
- Dedicated core team maintains continuity, reducing handoffs and preserving project knowledge.
- No delays due to resource constraints.
- Active workload balancing confirms staff availability does not impact schedule or progress.
- Scalable support for peak workload periods.
- Additional in-house resources can be deployed quickly to meet increased demand or accelerated schedules.
- Disciplined coordination across all task orders.
- Centralized oversight allows multiple assignments to progress simultaneously without competing for resources.
- Reliable delivery from notice to closeout
- Staffing structure supports each phase of work, from initial scoping through final deliverables.

Executive Summary

The City of Beaufort relies on resilient, responsive infrastructure to support its coastal environment, growing community, and quality of life. This Indefinite Delivery Contract (IDC) provides the City with timely access to trusted engineering expertise to advance critical projects (from stormwater management to roadway improvements) when they are needed most. GFT offers a full suite of planning, design, permitting, right-of-way services, and construction administration services to support municipal infrastructure needs, with a particular focus on drainage and stormwater engineering, roadway design, traffic analysis, and environmental impact analysis. Our team is well positioned to deliver timely, cost-effective, and resilient solutions throughout the term of this contract.

Under this IDC, GFT will provide a broad range of services, including, but not limited to surveying; plans review and approval; engineering design; preparation of contract and record documents; permitting; geotechnical investigations; traffic studies/impact analysis; drainage easement and right-of-way investigations; property research, appraisal, and negotiations; and construction administration.

GFT ON-CALL PERFORMANCE SNAPSHOT

- 13 active or recent SC on-call transportation contracts
- 9 consecutive contract awards with Spartanburg County
- Over ***200*** task orders delivered under structured public programs
- Experience managing multi-million-dollar sales tax and CTC programs
- Proven history of repeat selection and long-term client trust

We also manage all phases of permitting, including coordination and approvals with agencies such as South Carolina Department of Environmental Services (DES), and roadway encroachment authorities. Our integrated approach provides consistency across disciplines, reduces project risk, and streamlines delivery from initial concept through construction completion.

GFT brings deep technical expertise and practical experience addressing the unique challenges faced by coastal and low-lying communities, including flooding, sea level rise, constrained rights-of-way, and complex regulatory environments. Our solutions are grounded in sound engineering judgment and tailored to municipal priorities, balancing resilience, constructability, regulatory compliance, and long-term maintenance considerations. Oversight of this contract will be provided by Jim Armstrong, Project Manager, who offers over three decades of Public Works and Transportation Engineering experience within local government. His background provides a strong understanding of municipal operations, procurement processes, and stakeholder expectations, and provides ongoing quality assurance and strategic guidance throughout the contract term.

In addition to core civil engineering services, GFT offers value-added capabilities such as marine and waterfront engineering, grant writing support, and leveraged funding strategies to help municipalities maximize available resources and advance priority infrastructure projects.

Through technical excellence, responsive project management, and a commitment to public-sector partnership, GFT Infrastructure is ready to serve as a trusted engineering advisor and deliver successful outcomes under RFQ No. 2026-106.

WHY GFT

ALIGNED WITH THE CITY'S NEEDS

- Drainage and stormwater engineering
- Roadway design
- Traffic impact analysis
- Surveying and geotechnical coordination
- Permitting and bid documents
- Construction administration

BUILT FOR ON-CALL DELIVERY

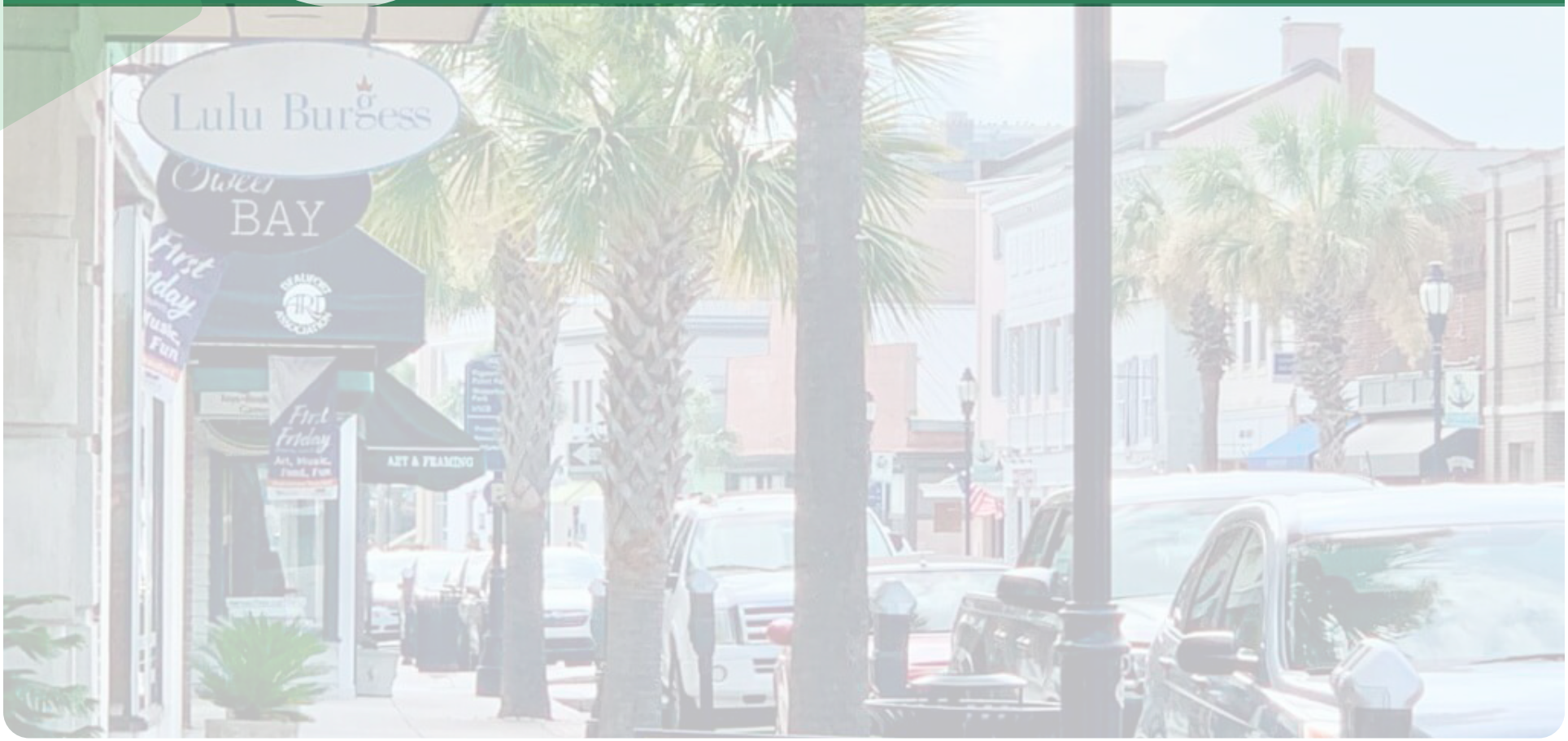
- 24-hour responsiveness
- Rapid mobilization
- Concurrent task management
- Milestone-based QA/QC
- Clear coordination with City staff
- Public meeting support

SOUTH CAROLINA ON-CALL EXPERIENCE

- Multiple active or recent SC on-call contracts
- Experience supporting cities, counties, and SCDOT-related delivery
- Broad multidisciplinary technical team
- Coastal and Lowcountry project experience

Practical municipal solutions, rapid response, and disciplined execution are at the core of GFT's approach.

C Key Personnel



Key Personnel

Organizational Chart

CITY OF BEAUFORT SOUTH CAROLINA FOUNDED 1711

PROJECT PRINCIPAL
Ladd Gibson, PE GFT

PROJECT MANAGER
Jim Armstrong GFT ★

QA MANAGER - DESIGN
Chris Carlsten, PE GFT

QA MANAGER - CONSTRUCTION
Eddie Bunn, PE GFT ★

LEAD: Josh Bauer, PE GFT ★

DESIGN SERVICES

Roadway Design & MOT
Walker Roberts, PE GFT
Carter Hopkins, PE GFT
Jacob Perkins, EIT GFT
Todd Goodman GFT

Hydrology/Hydraulics
Mason Connor, PE GFT
Jacob Law, PE GFT
Hannah Brown, EIT GFT
Elias Buttrey GFT

Traffic
Jennifer Bihl, PE BIHL
Dima Poe, PE, PTOE GFT
Theresa Wu, EIT GFT
Jorge Lledias, EI GFT

Lighting/Landscape
Auggie Wong, PLS ESP
Tiffany May, PLA ESP
Todd Libengood, PE GFT

Permitting
Anna Reusche, PWS GFT
Jennifer Harrod, PWS GFT

Structural Design
Matt Rekers, PE GFT
Anish Uppala, PE GFT
Sujeet Gurung, EIT GFT
Will Marchant, EIT GFT

Geotechnical
Andrew Whitfield, PE FME
John Hamilton, PE FME
Alex Chandler, PE FME
Michael Berry, PE FME

Utilities & SUE
Chevis Strange ESP
Will Dovell ESP
Fred Home ESP

ROW Design
Ray Armstrong GFT
Derek Byers GFT
Whit Maupin GFT

LEAD: Tim Sewell, PE GFT ★

CONSTRUCTION ADMINISTRATION

Inspections & Testing
Michael McKeague GFT
Jeremy Moore GFT

Document Controls
Dan McInnis, Jr. GFT

LEAD: Ryan McClure GFT

SUPPORT SERVICES

Grants
Lisa Koch, AICP GFT

Marine & Waterfront Engineering Services
Jesse Lindsay, PE GFT
Kenny Wagner, PE GFT

Surveys/LIDAR/Laser Scanning
Jim Davis, PLS ESP
Ben Wooten, PLS ESP

Value Engineering
Vernon Scott GFT

	FIRM	ROLE	WORK %
GFT	GFT Infrastructure, Inc.	Project Management, Design Services, Environmental Services, Construction Administration, Support Services	75%
FME	F&ME Consultants	Geotechnical	10%
BIHL	Bihl Engineering, LLC **(W/DBE)**	Traffic	5%
ESP	ESP Associates, Inc	Surveys, Utilities/SUE, Lighting/Landscape	10%

★ Key Staff

STAFF AVAILABILITY

Our team is ready to begin work immediately upon Notice to Proceed. Our proposed staff are available to provide a smooth kickoff, seamless coordination, and consistent service.

We have structured our team to be flexible, scalable, and responsive to the City's evolving needs. Key personnel selected for their availability, municipal experience, and proximity enable us to provide:

- **Rapid mobilization for urgent tasks**
- **Steady project oversight and local support**
- **Timely, clear communication**
- **On-site presence for meetings**

Our regional presence and deep bench strength allow us to act as an extension of the City staff, delivering responsive, high-quality services from day one.

KEY PERSONNEL

The GFT team stands ready to commit the staff to make this IDC a success. The table below highlight our key personnel's qualifications, duties, and experience. Resumes are provided in Section H in the SF330

JIM ARMSTRONG

Project Manager

35 YEARS OF EXPERIENCE

EDUCATION

AA, Trident Technical College

SUMMARY OF QUALIFICATIONS, DUTIES, & EXPERIENCE

- Former Charleston County Deputy County Administrator overseeing $2B+ TST program
- Managed 200+ transportation projects in Charleston County
- Deep understanding of public-sector program oversight
- Experience streamlining design and permitting processes
- Adds executive-level QA discipline and fiscal awareness
- Overall responsibility for project execution and meeting the City's expectations
- Provides overall leadership & contract management

PROJECT EXPERIENCE:

- **Charleston County, Transportation Sales Tax Program.** Deputy County Administrator
- **Charleston County, Pavement Management Program.** Deputy County Administrator
- **Charleston County, Betsey Kerrison Parkway.** Project Manager

JOSH BAUER, PE

Design Services Lead

25 YEARS OF EXPERIENCE

EDUCATION

BS, Civil Engineering, Clemson University

REGISTRATION

Professional Engineer: SC (24704)

SUMMARY OF QUALIFICATIONS, DUTIES, & EXPERIENCE

- 25 years of roadway design and project management experience across South Carolina and the Southeast
- Managed similar on-call programs throughout South Carolina
- Extensive Lowcountry corridor and coastal background
- Proven leadership on complex, multi-stakeholder projects
- Experience with QA oversight, value engineering participation, and cost risk processes
- Provides overall leadership of design team

PROJECT EXPERIENCE:

- **Charleston County, CTC On-Call.** Project Manager
- **Town of Mount Pleasant, On-Call - Long Point Road Widening.** Project Manager
- **Berkeley County, Emergency Replacement of Cypress Garden Road over CSX RR.** Design Engineer

TIM SEWELL, PE

Construction Administration Lead

37 YEARS OF EXPERIENCE

EDUCATION

BS, Civil Engineering, Clemson University

REGISTRATION

Professional Engineer: SC (18366)

SUMMARY OF QUALIFICATIONS, DUTIES, & EXPERIENCE

- 37+ years managing CEI on high-volume corridors with complex staging, utilities, and public interface
- Strong command of municipal and SCDOT standards, including materials testing oversight, and documentation QA/QC
- Proven leadership coordinating contractors, utilities, and agency staff to resolve issues quickly and maintain construction progress
- Hands-on, field-focused management style, providing consistent inspection coverage, accurate reporting, and proactive risk mitigation
- Provides overall leadership of construction administration team

PROJECT EXPERIENCE:

- **Horry County, US 501 Realignment CEI.** Resident Construction Engineer.
- **Greenville County, Ashmore Bridge Road at Fork Shoals Road Intersection Improvements.** Resident Construction Engineer
- **Greenville, Roper Mountain Road at Garlington Road Intersection Improvements.** Resident Construction Engineer

D

Work History and References

Work History and References

Similar Project Experience

The City of Beaufort's roadway program demands more than just technical skills; it requires experience in managing layered oversight, coordinating with multiple jurisdictions, and advancing projects within active, growing communities. GFT's qualifications are built on this type of work. Our team has extensive experience delivering roadway widening and reconstruction, intersection and corridor improvements, safety enhancements, and multimodal projects in accordance with South Carolina municipal, county, and SCDOT standards.

Our team has held leadership and technical roles within state and county transportation agencies, offering direct knowledge of review processes, funding needs, and agency expectations. This insight helps us identify challenges early, define scope clearly, and create practical solutions that meet both regulatory standards and local priorities.

Supported by a multidisciplinary team of roadway, traffic, drainage, environmental, and utility coordination specialists, GFT is structured to respond quickly to on-call assignments while maintaining continuity and accountability. The following project experience reflects our ability to deliver roadway improvements efficiently, thoughtfully, and in close coordination with public stakeholders.

South Carolina On-Call Contract Experience

Contract	Program/Project Management	Roadway Design	Structures Design	Planning/Prelim. Engineering	Environmental/Permitting	Value Engineering	Utility Coordination	Right of Way
Town of Mount Pleasant On-Call	◆	◆	◆	◆	◆	◆	◆	◆
City of Charleston On-Call	◆	◆	◆	◆	◆	◆	◆	◆
Charleston County CTC On-Call	◆	◆	◆	◆	◆	◆	◆	◆
Charleston County TST On-Call	◆	◆	◆	◆	◆	◆	◆	◆
Dorchester County Architectural & Engineering for TST On-Call	◆	◆	◆	◆	◆	◆	◆	◆
Spartanburg County On-Call Engineering Services	◆	◆	◆	◆	◆	◆	◆	◆
Oconee County On-Call	◆	◆	◆	◆	◆	◆	◆	◆
Richland County Transportation Penny Program On-Call	◆	◆	◆	◆	◆	◆	◆	◆
Florence County Sales Tax Program On-Call	◆	◆	◆	◆	◆	◆	◆	◆
York County Pennies for Progress On-Call	◆	◆	◆	◆	◆	◆	◆	◆
City of North Charleston On-Call	◆	◆	◆	◆	◆	◆	◆	◆
Berkeley County Transportation One Cent Sales Tax Program On-Call	◆	◆	◆	◆	◆	◆	◆	◆
SCDOT Design On-Call	◆	◆	◆	◆	◆	◆	◆	◆

Town of Mount Pleasant On-Call Professional Engineering Consulting

Mt Pleasant, SC

Project Relevance
- Design
- Bike/Ped Improvements
- Drainage
- Environmental & Wetland Permitting
- ROW Services
- Permitting
- Survey
- Grant Funding

Completion Date
Ongoing

Cost Estimates
N/A

Actual Project Cost
$1,303,110 (to date)

Percentage of Variation
N/A

Percentage of Design & Engineering Fees Applied
N/A

Reference
Jill Russ | 843.856.3080
jruss@tompsc.com

Staff
- Chris Carlsten, PE
- Ryan McClure
- Carter Hopkins, PE
- Jacob Perkins, EIT
- Lisa Koch, AICP
- Mason Connor, PE
- Matt Rekers, PE

On-Call Proof Point: *Responsiveness and disciplined task-order execution*

GFT provides on-call transportation engineering services to the Town of Mount Pleasant including engineering, urban transportation planning, roadway design, surveying, permitting, geotechnical engineering, right of way, and construction engineering and inspection.

Under this task-order-based contract, GFT performs project scoping, roadway and drainage design, maintenance of traffic planning, right-of-way services, utility coordination, feasibility studies, grant applications, cost estimating, geotechnical studies, permitting support, and construction-phase services. Assignments range from grant funding to focused safety improvements.

This contract emphasizes disciplined task-order management and responsiveness to Town priorities. GFT supports efficient advancement of technically sound, constructible projects within a structured public funding framework.

- Park West Boulevard & Kenny Mile Trail
- Chuck Dawley/Coleman Boulevard/Ben Sawyer Intersection Redesign
- 2025 RAISE Grant
- 2023 Mount Pleasant Way RAISE Grant
- 2023 RCN Grant
- 2022 RAISE Grant

All tasks completed on time and on budget.

City of Charleston On-Call

Charleston, SC

Project Relevance:
- Transportation Planning

Completion Date
September 2025

Cost Estimates
$24K

Actual Project Cost
$24K

Percentage of Variation
N/A

Percentage of Design & Engineering Fees Applied
N/A

Reference
Michal Mathis | 843.973.7288
mathism@charleston-sc.gov

Staff
- Jim Armstrong

On-Call Proof Point: *Responsiveness and disciplined task-order execution*

Local Public Agency (LPA) Application for Traffic Signal Retiming and Signal Upgrades

Under this on-call contract, GFT provided management services under the City of Charleston On-call to support the City in the preparation of a Local Public Agency (LPA) Qualification Evaluation Form and coordination with the SCDOT. The LPA is necessary to administer projects as identified under the Carbon Reduction Program with funding through the Infrastructure Investment and Jobs Act (IIJA). BCDCOG in consultation with SCDOT's District Traffic Engineer (DTE) and jurisdictional partners with signal system responsibilities, have identified priority corridors within the CHATS planning area that are in need of signal improvements. Thirty-one priority signal improvement projects were identified through FFY 2028 at a total cost of $4,056,000, of which 11 are within the City of Charleston.

Task was completed on time and on budget.

CTC On-Call Engineering Services

Charleston County, SC

Project Relevance:
- Roadway Improvements
- Drainage
- Traffic Engineering
- Cost Estimates
- Environmental/Permitting

Completion Date
Ongoing

Cost Estimates
N/A

Actual Project Cost
$403,070 (to date)

Percentage of Variation
N/A

Percentage of Design & Engineering Fees Applied
N/A

Reference
Devri Detoma | 843.202.7600
ddetoma@charlestoncounty.org

Staff
- Jim Armstrong
- Joshua Kyle Bauer, PE
- Carter Hopkins, PE
- Chris Carlsten, PE
- Dan McInnis, Jr.
- Jacob Perkins, EIT
- Mason Connor, PE
- Walker Roberts, PE

On-Call Proof Point: *Responsiveness and disciplined task-order execution*

GFT provides on-call transportation engineering services to Charleston County under its CTC program, supporting roadway safety improvements, intersection enhancements, drainage upgrades, and localized capacity projects throughout the County.

Under this task-order-based contract, GFT performs project scoping, roadway and drainage design, maintenance of traffic planning, utility coordination, cost estimating, permitting support, and construction-phase services. Assignments range from focused safety improvements to corridor-level upgrades requiring interdisciplinary coordination.

This contract emphasizes disciplined task-order management and responsiveness to County priorities. GFT supports efficient advancement of technically sound, constructible projects within a structured public funding framework.

- Trexler Avenue Improvements
- Freeman Scott Road Improvements
- Roosevelt Road Improvements
- Mason Street Improvements
- Fleming Road Sidewalk/Safety/Mid-block Crossing
- Kit Hall Road Drainage Improvements

All tasks completed on time and on budget.

TST On-Call Engineering Services

Charleston County, SC

Project Relevance:
- Roadway Improvements
- Preliminary Engineering
- Environmental/Permitting
- Cost Estimating
- Construction Phase Support

Completion Date
2023

Cost Estimates
N/A

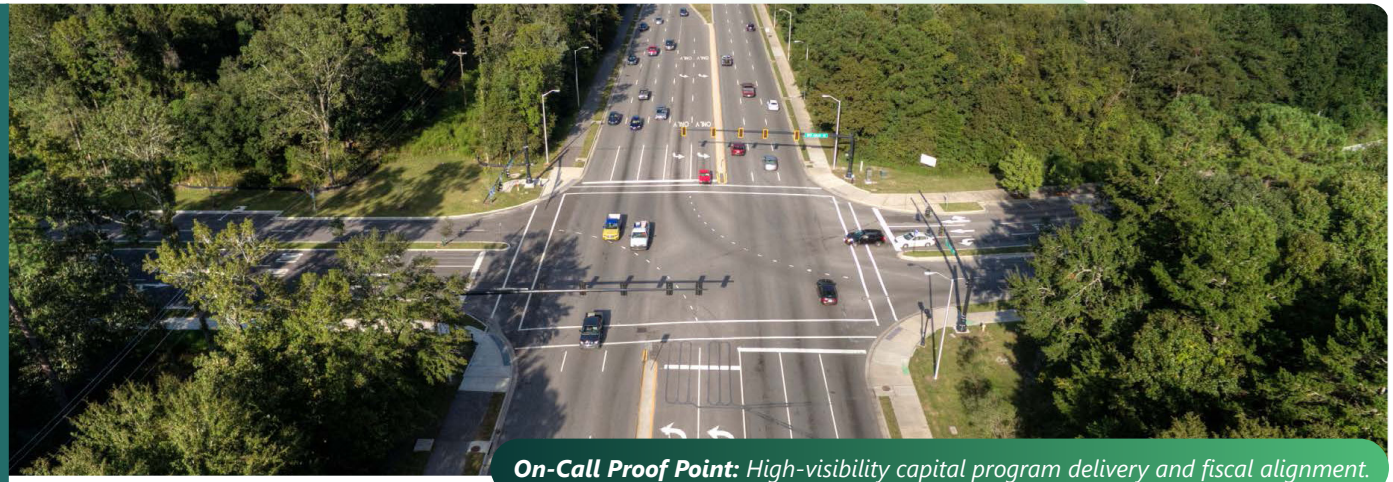
Actual Project Cost
$3,973,888

Percentage of Variation
N/A

Percentage of Design & Engineering Fees Applied
N/A

Reference
James Aton, PE, PTOE, RSP1
843.856.3080 ext. 4002
jaton@tompsc.com

Staff
- Chris Carlsten, PE
- Mason Connor, PE
- Walker Roberts, PE



On-Call Proof Point: *High-visibility capital program delivery and fiscal alignment.*

GFT provides on-call transportation engineering services to Charleston County under its TST program, supporting voter-approved roadway widenings, intersection improvements, safety upgrades, and multimodal enhancements throughout the County.

Under this contract, GFT delivers preliminary engineering, roadway and hydraulic design, maintenance of traffic planning, utility coordination, right-of-way plan development, cost estimating, permitting support, and construction-phase services. Projects frequently involve utility-dense corridors and phased implementation strategies.

Through disciplined task-order management and coordinated milestone review, GFT advanced multiple projects while maintaining alignment with publicly committed funding and County leadership expectations.

- Bees Ferry Road Improvements
- East Nash Street Improvements
- US 17/Johnnie Dodds Boulevard Improvement

All tasks completed on time and on budget.

On-Call Architectural and Engineering Services for Transportation Sales Tax Program

Dorchester County, SC

Project Relevance:
- Roadway Improvements
- Preliminary Engineering
- Environmental/Permitting
- Hydrology/Hydraulic Design
- ROW
- Construction Phase Support

Completion Date
Ongoing

Cost Estimates
N/A

Actual Project Cost
$6,115,982 (to date)

Percentage of Variation
N/A

Percentage of Design & Engineering Fees Applied
N/A

Reference
Sunshine Trakas | 843.832.0070
strakas@dorchestercountysc.gov

Staff
- Jim Armstrong
- Josh Bauer, PE
- Ladd Gibson, PE
- Chris Carlsten, PE
- Derek Byers
- Elias Buttrey
- Jacob Law, PE
- Jacob Perkins, EIT
- Mason Connor, PE
- Todd Goodman

On-Call Proof Point: *Full-scope, multi-discipline program integration.*

GFT provides on-call transportation engineering services supporting Dorchester County's voter-approved Transportation Sales Tax program, which includes roadway widenings, dirt road paving, resurfacing and reconstruction, safety upgrades, and intersection improvements.

Under this contract, GFT advances projects from preliminary studies through final design and construction support. Services include project management, survey coordination, NEPA and public involvement, permitting, SUE, geotechnical coordination, hydrology and hydraulic design, signal and structural design, ROW plan development and acquisition support, and preparation of final construction documents.

This program requires integration with a program management consultant and coordination across multiple technical disciplines. GFT supports the County by delivering comprehensive, multi-disciplinary roadway projects within a structured capital improvement framework. GFT's integrated multi-discipline coordination supported streamlined advancement of roadway widenings within an active sales tax program environment.

- Central Avenue Widening
- Parsons Road Widening
- Wescott Boulevard Widening
- Old Tower Road Widening

All tasks completed on time and on budget.

E

Sub-Consultants/Contractors

Sub-Consultants/Contractors

Traffic Services

Bihl Engineering is a boutique firm specializing in full-service transportation engineering consulting and traffic studies. That's what we do, but it's how we create value for our clients that sets us apart. We understand better than anyone that traffic and transportation is more than efficiently moving cars from place to place. A successful project of any size may require local or regional economic, political, and environmental considerations be taken into account. Alternative transportation methods such as bicycle or pedestrian options may need to be considered. All these aspects are thoughtfully combined with technical analysis and expertise to provide the best platform for success both for the client and the community.

Communication with the public, government agencies, and other interested parties is critical over the course of a successful project, and we take pride in helping our clients manage these requirements. Whether for design traffic analyses for new or improved corridors, traffic studies for development, alternative transportation analyses, or guidance on local and regional transportation issues, we will provide unparalleled professional service.

Bihl Engineering is a woman owned business certified as a DBE by the State of South Carolina through the South Carolina Unified Certification Program (SCUCP).

Services

Bihl Engineering, LLC provides a wide range of transportation engineering services including:

- Site Selection & Due Diligence
- Transportation Master Planning
- Market Growth Investment Analyses
- Feasibility Studies
- Traffic Impact Studies
- Alternative Transportation Analyses & Proposals
- Public Involvement
- Traffic Modeling & Simulation
- Level of Service Analyses
- Corridor Studies
- Airport Landside Planning
- Traffic Signal Design & Corridor Timings

Geotechnical Services

F&ME is a South Carolina-owned and operated firm offering a comprehensive range of geotechnical, environmental, materials sampling and testing, and construction services. Established in 1980 and headquartered in Columbia, SC, F&ME has offices in Columbia, Beaufort, and Florence, as well as an operations center in Chester County. For nearly 45 years, F&ME has built a reputation as a trusted consultant with the technical expertise and resources to implement innovative solutions on a range of projects.

F&ME's in-house team of licensed engineers, geologists, and technicians has performed geotechnical explorations and design throughout Beaufort County ranging from pavement design to foundation design for structures. F&ME's team has a comprehensive understanding of the prevailing geology, as well as the major factors that influence geotechnical design.

Since inception, F&ME has been committed to providing a high level of service for the many challenges clients face in the design and construction of a variety of projects. F&ME's clients appreciate their solution-based approach delivered with principals and associates actively involved in performing and reviewing all stages of project work.

F&ME has a successful history providing quality services to a diverse client base that includes counties, municipalities, state agencies, federal agencies, educational institutions, private developers, as well as industry and design-build contractors. F&ME offers clients traits earned only through years of direct experience on projects involving a wide range of scopes, budgets, and unique challenges. F&ME has a reputation of being a practical problem-solver, with a solution-based approach that will provide economical and technically sound solutions. F&ME takes pride in working with our clients and providing solutions regardless of the size of the project.

Geotechnical Engineering

Geotechnical Exploration F&ME has an experienced team of field geologists, engineers, and engineering technicians who have performed numerous pavement explorations. These individuals have a detailed understanding and knowledge of the technical and logistical aspects of coring, drilling, traffic control, laboratory testing, and pavement condition assessment. They understand that their efforts in the field are critical to providing effective and efficient pavement engineering solutions.

Geotechnical Analysis & Design F&ME's staff of licensed engineers has decades of experience analyzing subsurface data and providing geotechnical engineering throughout the state. These individuals have a comprehensive understanding of the prevailing geology, as well as the major factors that influence analysis and design on site development, economic development, buildings, and infrastructure projects. They also have a working knowledge of the SCDOT GDM, AASHTO LRFD Bridge Design Specifications, SCDOT Seismic Design Specifications for Highway Bridges, SCDOT Pavement Design Guidelines, and the International Building Code standards. F&ME's design staff has a wide array of experience ranging from developing designs for mitigating low residual strengths of liquefiable soils in the Lowcountry, to dealing with highly erodible and difficult to compact micaceous soil in the Midlands and Upstate.

GEOTECHNICAL SERVICES

- Subsurface Investigations
- In-Situ Testing
- Geophysical Testing
- Soil & Rock Lab Testing
- Shallow & Deep Foundation Design
- Retaining Structure Design
- Slope Stability Design
- Ground Modification Design
- Pavement Design
- Seismic Analysis & Design
- Geostructural Analysis & Design
- Geotechnical Instrumentation

Surveys, Utilities/SUE, Lighting/Landscape Services

ESP Associates, Inc. (ESP) is a multidisciplinary firm serving various phases of project development and has been in business for more than 39 years. Through various services, but not limited to, testing and inspections, geotechnical engineering, environmental, civil engineering, surveying, SUE, planning, and water resource management services, ESP is a partner in their clients' success. ESP has the resources and talent to meet the City's project requirements.

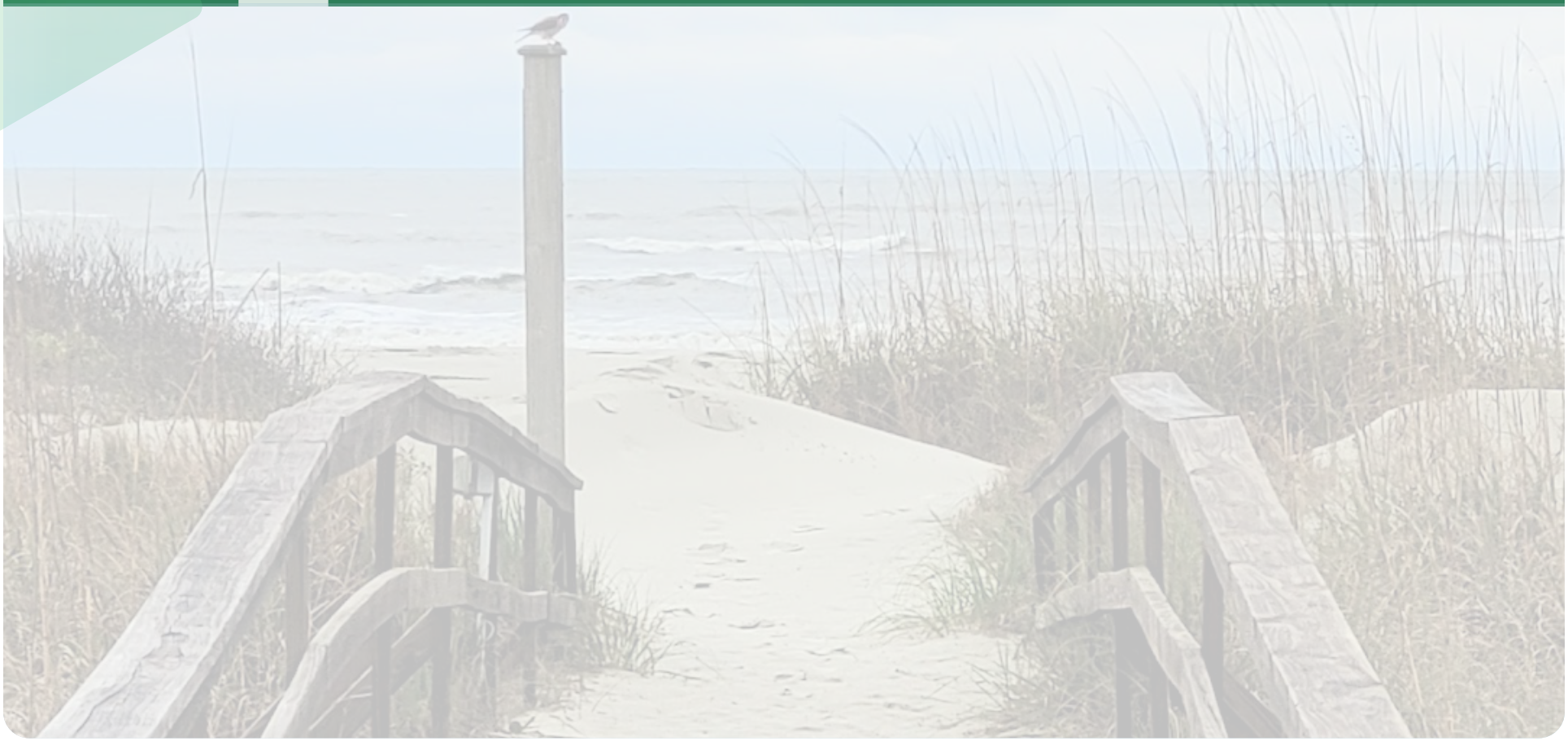
As a local Carolina firm, ESP offers multi-disciplinary professional services from their local office in the Lowcountry area. ESP's combined experience and collaboration has given them a deep understanding of the realities, needs, and best practices of public sector work. ESP understands the process, and truly cares about a project's positive impacts on the communities and individuals served.

Service Capabilities

- **Survey & Geospatial**
  - » Conventional & GPS Surveying
  - » Mobile Lidar Scanning
  - » 3D Laser Scanning
  - » Aerial Lidar & Photogrammetry
  - » UAS Services
  - » Hydrographic / Bathymetric Surveys
  - » Subsurface Utility Engineering & 3D GPR
- **Civil Engineering**
  - » Site Civil Design
  - » Structural Engineering
  - » Stormwater Capital Improvements
  - » Water / Wastewater Planning & Design
- **Transportation Engineering**
  - » Roadway Design
  - » Bridge Design
  - » Pavement Engineering
  - » Bike & Pedestrian Path Design
  - » Port Engineering
- **Planning & Landscape Architecture**
  - » Community Master Planning
  - » Landscape Architecture
  - » Branding, Visioning, & Wayfinding
  - » Streetscapes & Urban Planning
  - » Parks / Recreation Master Planning & Design
  - » Campus Planning
  - » Construction-Phase Services
- **Water Resources Engineering**
  - » Stormwater Management
  - » Flood Studies
  - » Hazard Mitigation Planning
- **Geo-Environmental**
  - » Geotechnical Engineering
  - » Environmental Consulting
  - » Geophysical Services
- **Cross-Discipline Services**
  - » GIS & Applications Development
  - » 3D Modeling & Visualization
  - » Grant Administration & Support
- **PM/CM**
  - » Program Management
  - » Project Management
  - » Construction Management
- **Construction Materials Testing**
  - » Special Inspections
  - » Construction Engineering & Inspection
  - » Utility Coordination
  - » Vibration Monitoring
- **Power & Broadband**
  - » Power Transmission / Distribution Engineering
  - » Broadband Planning & Network Buildout

F

Required Forms



Required Forms

GFT has provided sample Certificates of Insurance demonstrating its present coverage in alignment with the Insurance requirements outlined in the General Terms and Conditions. Upon award, GFT will furnish final Certificates of Insurance to the City, including any required endorsements and certificate holder information, in accordance with the contract requirements.

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 1/16/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Gunn-Mowery P.O. Box 900 Camp Hill PA 17001-0900	**CONTACT NAME:** Stefania Ruiz **PHONE (A/C, No, Ext):** 717-761-4600 **FAX (A/C, No):** 717-761-6159 **E-MAIL ADDRESS:** sruiz@gunnmowery.com
INSURED 6895 GFT Infrastructure, Inc Gannett Fleming, Inc 300 Sterling Parkway Suite 200 Mechanicsburg PA 17050	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** PA Manufacturers Indemnity Co. 41424 **INSURER B :** PA Manufacturers' Assoc Ins Co. 12262 **INSURER C :** Manufacturers Alliance Ins. Co. 36897 **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 384171901 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A B	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE X OCCUR X Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	Y	Y	3026012907384A 3026012907384B	2/1/2026 2/1/2026	2/1/2027 2/1/2027	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
B	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY	Y	Y	1526012907384	2/1/2026	2/1/2027	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) $	$ 2,000,000 $ $ $ $
	UMBRELLA LIAB OCCUR **EXCESS LIAB** CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE AGGREGATE $	$ $ $
A B C	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	Y	2026012907384A 2026012907384B 2026012907384C	2/1/2026 2/1/2026 2/1/2026	2/1/2027 2/1/2027 2/1/2027	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Blanket Additional Insured applies per written contract.

SAMPLE

CERTIFICATE HOLDER

SAMPLE
sample
sample SA sample

CANCELLATION 90

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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ACORD 25 (2016/03) **The ACORD name and logo are registered marks of ACORD**

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 12/20/2025 | 3/12/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER: Lockton Companies, LLC DBA Lockton Insurance Brokers, LLC in CA CA license #0F15767 444 W. 47th St., Ste. 900 Kansas City MO 64112-1906 (816) 960-9000 kcasu@lockton.com	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS:
INSURED: 1496426 GFT INFRASTRUCTURE, INC. GANNETT FLEMING, INC. AND ALL SUBSIDIARIES 300 STERLING PARKWAY, SUITE 200, MECHANICSBURG, PA 17050	INSURER(S) AFFORDING COVERAGE / NAIC # INSURER A : Great American Insurance Company — 16691 INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** 18153331 **REVISION NUMBER:** XXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY			NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ XXXXXXX
							MED EXP (Any one person)	$ XXXXXXX
							PERSONAL & ADV INJURY	$ XXXXXXX
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ XXXXXXX
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$ XXXXXXX
	OTHER:							$
	AUTOMOBILE LIABILITY			NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident)	$ XXXXXXX
	☐ ANY AUTO						BODILY INJURY (Per person)	$ XXXXXXX
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$ XXXXXXX
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$ XXXXXXX
								$ XXXXXXX
	☐ UMBRELLA LIAB ☐ OCCUR			NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$ XXXXXXX
	☐ DED ☐ RETENTION $							$ XXXXXXX
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N			NOT APPLICABLE			☐ PER STATUTE ☐ OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ (Mandatory in NH) N / A						E.L. EACH ACCIDENT	$ XXXXXXX
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ XXXXXXX
							E.L. DISEASE - POLICY LIMIT	$ XXXXXXX
A	CRIME	N	N	SAA E891468 02 00	12/20/2024	12/20/2025	$5,000,000 PER EVENT/AGG	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
THIS CERTIFICATE SUPERSEDES ALL PREVIOUSLY ISSUED CERTIFICATES FOR THIS HOLDER, APPLICABLE TO THE CARRIERS LISTED AND THE POLICY TERM(S) REFERENCED.
SAMPLE

CERTIFICATE HOLDER

18153331
SAMPLE

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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CERTIFICATE OF LIABILITY INSURANCE

6/1/2026

DATE (MM/DD/YYYY): 05/24/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

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PRODUCER Lockton Companies, LLC 444 W. 47th St., Ste. 900 Kansas City MO 64112-1906 (816) 960-9000 kcasu@lockton.com	CONTACT NAME: PHONE (A/C, No, Ext): E-MAIL ADDRESS:	FAX (A/C, No):
	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A : Continental Casualty Company	20443
INSURED 1361922 GFT INFRASTRUCTURE, INC. GANNETT FLEMING, INC. AND ALL SUBSIDIARIES 300 STERLING PARKWAY, SUITE 200, MECHANICSBURG, PA 17050	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** 12347504 **REVISION NUMBER:** XXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY			NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
	CLAIMS-MADE OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ XXXXXXX
							MED EXP (Any one person)	$ XXXXXXX
							PERSONAL & ADV INJURY	$ XXXXXXX
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ XXXXXXX
	POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ XXXXXXX
	OTHER:							$
	AUTOMOBILE LIABILITY			NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident)	$ XXXXXXX
	ANY AUTO						BODILY INJURY (Per person)	$ XXXXXXX
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$ XXXXXXX
	HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$ XXXXXXX
								$
	UMBRELLA LIAB OCCUR			NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$ XXXXXXX
	DED RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N			NOT APPLICABLE			PER STATUTE OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) N / A						E.L. EACH ACCIDENT	$ XXXXXXX
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ XXXXXXX
							E.L. DISEASE - POLICY LIMIT	$ XXXXXXX
A	PROF LIAB	N	N	AEH 591957881	06/01/2025	06/01/2026	$10,000,000 PER CLAIM / AGG	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
SAMPLE

CERTIFICATE HOLDER

12347504
SAMPLE

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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ETHICS IN PUBLIC CONTRACTING AFFIDAVIT

STATE OF South Carolina)

COUNTY OF Charleston)

Ladd Gibson, being first duly sworn, deposes and says that:

1. He/She is SR. VICE PRESIDENT (title) for/of GFT Infrastructure, Inc. (company/business), the Submitter that has submitted the attached Statement of Qualifications;
2. He/She is legally qualified and capable of signing this affidavit and is authorized to do so by Submitter;
3. He/She is fully informed regarding the preparation and contents of the attached Statement of Qualification and of all pertinent circumstances respecting such Qualification;
4. Such Qualification is genuine and is made without fraud;
5. Neither the said Submitter, nor any of its officers, partners, owners, agents, representatives, employees, or parties in interest has offered or received any kickbacks or inducements from any offeror, suppliers, manufacturer, or subCompany in connection with the offer, and they have not conferred on any public employee, public member, or public official having official responsibility for this procurement or transaction, any payment, loan, subscription, advance, deposit of money, services, or anything of value as defined in Section 8-13-100 of the South Carolina Code of Laws; and
6. Furthermore, neither the Submitter, nor any of its officers, partners, owners, agents, representatives, employees or parties in interest has any relationship with the City, another person, or organization that interferes with fair competition or that constitutes a conflict of interest with respect to a contract with the City.

5/5/2026
DATE

GFT Infrastructure, Inc.
COMPANY/BUSINESS

BY: Ladd Gibson
SIGNATURE

LADD GIBSON
PRINTED NAME

ITS: SR. VICE PRESIDENT
TITLE

DEREK BYERS
NOTARY PUBLIC
SOUTH CAROLINA

SWORN to before me this 5
day of May, 2026

Notary Public for South Carolina (state)
My commission expires: 3/20/2036
By: (signature)

NON-COLLUSION AFFIDAVIT OF PRIME SUBMITTER

STATE OF South Carolina)

COUNTY OF Charleston)

Ladd Gibson, being first duly sworn, deposes and says that:

1. He/She is SR. VICE PRESIDENT of GFT Infrastructure, Inc., the Submitter that has submitted the attached qualification;
2. He/She is fully informed respecting the preparation and contents of the attached qualification and of all pertinent circumstances respecting such qualification;
3. Such Qualification is genuine and is not a collusive or sham qualification;
4. Neither the said Submitter nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived, or agreed, directly or indirectly with any other Submitter, company or person to submit a collusive or sham Qualification in connection with the Contract for which the attached Qualification has been submitted or to refrain from proposing in connection with such Contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other submitter, company or person to fix the price or prices in the attached Qualification or of any other submitter, or to secure through any other qualification, or to fix any overhead, profit or cost element of the bid price or the bid price of any other submitter, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Beaufort, SC or any person interested in the proposed contract.

Ladd Gibson
(signed)
SR. VICE PRESIDENT
(title)

DEREK BYERS
NOTARY PUBLIC
SOUTH CAROLINA

SWORN to before me this 5
day of May, 2026

Notary Public for South Carolina (state)
My commission expires: 3/20/2036
By: _____
(signature)

SMALL/WOMAN-OWNED/MINORITY BUSINESS ENTERPRISE FORM	
YOUR COMPANY'S CURRENT STATUS	**SUPPLIER BUSINESS CLASSIFICATIONS**
Is this a small business? Yes (No)	A small business is a business which is independently owned and operated, not dominant in its field of operation, and can qualify under criteria concerning number of employees, average annual receipts, or other criteria as outlined by the Small Business Administration. (See CFR Title 13, Part 121, as amended)
Is this a woman-owned business? Yes (No)	A woman-owned business is a business which is at least 51% owned by a woman or women who also control and operate the business.
Is this a minority-owned business? Yes (No) If Yes, please indicate minority group: ___Asian American ____Black American ___Hispanic American ___Native American	A minority-owned business is a business which is at least 51% owned, controlled and operated by socially and economically disadvantaged individuals. The following groups are among those presumed to be socially and economically disadvantaged: Asian Americans, Black Americans, Hispanic Americans, and Native Americans.
Is this a disabled-owned business? Yes (No)	A disabled-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are disabled.
Is this a veteran-owned business? Yes (No)	A veteran-owned business a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans.
Is this a disabled veteran-owned business? Yes (No)	A disabled veteran-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans and disabled.
Are the individuals who own, control and operate this business U.S. citizens? (Yes) No	
Is this business a non-profit organization? Yes (No)	
Is this business incorporated? (Yes) No	

1350

dor.sc.gov

STATE OF SOUTH CAROLINA
DEPARTMENT OF REVENUE

NONRESIDENT TAXPAYER REGISTRATION AFFIDAVIT INCOME TAX WITHHOLDING

I-312
(Rev.4/18/24)
3323

Mail to: The company or individual you are contracting with.
The undersigned nonresident taxpayer hereby certifies as follows:

Legal business name: N/A FEIN: _____

Trade name if applicable (doing business as): _____

Mailing address: _____

City: _____ State: _____ ZIP: _____

Check and complete one:

☐ Hiring or contracting with:

Name: _____

Mailing address: _____

City: _____ State: _____ ZIP: _____

☐ Receiving rentals or royalties from:

Name: _____

Mailing address: _____

City: _____ State: _____ ZIP: _____

I hereby certify that the above named nonresident taxpayer is currently registered with (check the appropriate box):

☐ The South Carolina Secretary of State (SCSOS) or

☐ The South Carolina Department of Revenue (SCDOR):

Date of registration: _____

I understand that by this registration, the above named nonresident taxpayer has agreed to be subject to the jurisdiction of the SCDOR and the courts of South Carolina to determine its South Carolina tax liability, including estimated taxes, together with any related interest and penalties.

I understand the SCDOR may revoke the withholding exemption granted under SC Code Section 12-8-550 (temporarily doing business or professional services in South Carolina) or SC Code Section 12-8-540 (rentals) at any time it determines that the above named nonresident taxpayer is not cooperating with the SCDOR in the determination of its correct South Carolina tax liability.

I hereby certify that I have examined this affidavit and to the best of my knowledge and belief, it is true, correct, and complete. I understand that under SC Code Section 12-54-44 (B)(6)(a), I can be fined and/or imprisoned for furnishing a false statement.

_____ _____
Signature of nonresident taxpayer (owner/partner/corporate officer when relevant) Date

_____ _____
Print name If corporate officer, state title

33231044

CITY OF BEAUFORT
RFQ SIGNATURE PAGE
PROFESSIONAL CIVIL ENGINEERING AND RELATED SERVICES
INDEFINITE DELIVERY CONTRACT
RFQ NO. 2026-106

SUBMITTER'S NAME: GFT Infrastructure, Inc.

The undersigned, having become familiar with the existing conditions and the Qualification Scope of Services hereby proposed, agrees to complete the work as described in accordance with the Request for and Contract Documents.

Submitter warrants that no gratuities, in the form of gifts, entertainment, or otherwise, were offered or given by the **Submitter**, to any officer or employee of the City with a view toward securing the contract or securing favorable treatment with respect to any determination concerning the performance of the contract.

This offer is genuine and not made in interest of or on behalf of any undisclosed person, vendor or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; **Submitter** has not directly induced or solicited any other **Submitter** to submit false or sham bid; **Submitter** has not solicited or sought by collusion to obtain for itself any advantage over any other **Submitter** or other **Owner**.

The words, "Bidder", "Submitter", "Submitter", "Vendor", and "Company" are used interchangeably throughout this solicitation, and are used in place of the person, vendor, or corporation submitting a solicitation.

Submitter has examined copies of all documents and of the following addenda (if applicable):

Addendum No.	Date	Addendum No	Date
1	4/16/26	5	5/7/26
2	4/21/26	6	5/7/26
3	4/23/26	7	5/11/26
4	4/23/26	8	5/13/26

Address: Post Office Box: _____ Zip: _____
Street: 1859 Summerville Avenue, Suite 600 Zip: 29405
City: Charleston State: SC
Telephone: *Senior Vice President* Fax: *N/A*
Email: *lgibson@gftinc.com*

*Signature: Ladd Gibson Title: Senior Vice President

Qualifications will not be accepted unless signed in ink (not typed) in the appropriate space by an authorized officer or employee of the bidder.

Printed Name: Ladd Gibson, PE Date: 5/5/2026

G Other Information to Provide

Other Information to Provide

Litigation History

GFT Infrastructure, Inc., (GFT) is part of a large consulting engineering organization that has been in continuous operation since 1915 and employs over 5,500 people. It serves as the parent organization to a portfolio of subsidiaries and affiliated entities, including the wholly owned subsidiary, TranSystems Corporation and its respective subsidiaries and affiliates. GFT is the primary operating company in the United States and conducts business throughout the U.S. for private and public sector clients at the municipal, state and federal levels. Although GFT's involvement in claims and lawsuits is relatively infrequent due to its aggressive quality control efforts, claims and lawsuits involving GFT or its affiliated companies do occur. To protect itself against such claims, GFT carries automobile, general and professional liability, and workers' compensation insurance.

GFT provides the following confidential information regarding project-related litigation filed within the prior five years. This information includes the project-related litigation of GFT, its subsidiaries and affiliates. There have been no findings of liability against GFT, and no claim materially affects the viability or stability of the GFT organization, or our ability to serve our clients. In the event you require additional information, you may contact Audrey J. Daly, Senior Vice President and General Counsel at 300 Sterling Parkway, Suite 200, Mechanicsburg, PA 17050, email: adaly@gftinc.com.

GFT INFRASTRUCTURE, INC.
FIVE YEAR HISTORY - PROJECT-RELATED LAWSUITS AND ARBITRATIONS (Excludes Bodily Injury and Employment Claims)

Caption/Parties	Description of Dispute	Begin/End Dates	Status or Outcome
Neal Bess et al v. Phillips 66 Co. et al. Sweeny, TX	Hundreds of claimants alleging flooding damage post Hurricane Harvey was contributed to by design and construction at the Sweeny Refinery	8/2017 – 7/2021	Settled 7/2021
Community Asphalt v. Wantman I-75 Project, FL	Contractor cost overrun claims alleged to be attributable to design issues.	4/2019 – 8/2021	Settled 8/2021
Rhoads v. Shoreline et al. Phila, PA	Claims that sinkholes on an adjacent property are the result of design and construction issues	2/2015 – 12/2021	Settled 12/2021
MJF Contracting v. Toms River et al. Toms River, NJ	Contractor cost overrun claims for emergency electrical lighting related to electrical design for a school district	3/2020 – 1/2023	Settled 1/2023
DOLI Construction Corporation v. McConnellsburg Borough Municipal Authority and Gannett Fleming, Inc. Court of Common Pleas Fulton County, PA No. 103-2021C	DOLI filed a complaint against the Borough of McConnellsburg and GF for additional costs associated with construction of a watermain. GF Inc. provided design and construction management services for a watermain replacement project. DOLI made a claim for additional paving costs and was issued a change order to cover those costs. At the end of the project, there was still a dispute over final costs.	06/2021 - 08/2023	GF retained counsel and filed an Answer to the Complaint. Summary Judgment granted in favor of GF; the matter was settled and dismissed.

Caption/Parties	Description of Dispute	Begin/End Dates	Status or Outcome
Triton Construction, Inc. v. GF Inc. Preston Co. WV CCP 21-C-7	Triton asserts claims arising from dewatering claim on the Upper Deckers Creek dam project.	01/2021 - 09/2023	Complaint was filed in January; in late February 2021, Triton filed amended complaint joining Monongahela Conservation Dist. The matter has been settled.
Flatiron Const. v. TranSystems Horry County, SC	Contractor claims delay damages resulting from inspection services. The contractor's claims were dismissed by the trial court and the case is now on appeal.	2/2018 - Present	Pending
Bradford Sewer Authority v. GF, Inc.	The action arises from a lawsuit by Bob Cummins Construction ("BCC") against BSA concerning payment for certain work allegedly performed by the contractor on a wastewater treatment facility project where Gannett Fleming provided engineering design and consulting services. The underlying lawsuit was initially decided in BCC's favor at the trial court level, but it was appealed to the PA Commonwealth Court, which reversed the trial court decision and the jury verdict. The Pennsylvania Supreme Court denied BCC's Petition to Appeal the Commonwealth Court's reversal. The trial court is reviewing to determine any issues that were not disposed of by the appeal.	1/1/2020 -Pending	Bradford Sanitary Authority ("BSA") filed a Writ of Summons against Gannett Fleming, but has not filed a complaint to date.
Meco Construction v. GF Inc., Pennoni and Urban Engineering Bucks Co. PA CCP 2020-00805	Excavation contractor alleging issues regarding the presence of Regulated Fill on a PA Turnpike project. Claim is related to alleged cut/fill quantities and cost of removal and Meco asserts claims for negligence and negligent misrepresentation against GF.	2/1/2020 - 6/1/2024	Writ of summons only had been filed when the court listed the matter for pre-trial conference, which prompted the plaintiff to file the complaint March 2021. Intentional misrepresentation claims were dropped in response to GF's preliminary objections. Discussions continued regarding negligence claims. MECO dismissed the case in June of 2024 without prejudice to seek settlement outside of litigation.
Abington Regional Water Authority v. GF Inc. Lackawanna Co. PA CCP 2020-CV-4604	Writ of summons filed relating to design and construction management services for a wastewater treatment plant upgrade, asserting claims that, since construction, the roof of a biosolids building has experienced leaks and ARWA asserts that the leaks were caused by design errors or construction issues that GF should have identified during construction.	11/2020 - Pending	Complaint was filed in February 2024.
Lake Cooper v. SCDOT et al. Johnny Dobbs Blvd., SC	Allegations regarding silt and contamination in a lake was caused by drainage issues related to road improvements	3/2021 - 3/2026	Settled in March 2026.
Reading Area Water Authority v. GF Inc. and UGI Utilities v. GF Inc. Berks Co. PA CCP 21-2816 and 21-2949	Two separate actions alleging professional negligence claims associated with design of a cofferdam for PennDOT's construction of the Penn Street Bridge in Reading PA.	4/1/2021 - Q4 2024	Complaints were served late April. Counsel has been retained and an answer to UGI's complaint has been filed. Settled in Q4 2024.

Caption/Parties	Description of Dispute	Begin/End Dates	Status or Outcome
The Borough of Gilberton v. Pennsylvania DOT and NTM Engineering Margaret Arbushites, et al. v. HRI Inc., Pennsylvania DOT and NTM Engineering Schuylkill County S-827-21 and 21-1568	Two separate actions alleging professional negligence claims associated with construction of the SR 92 Bridge Replacement. Gannett Fleming, Inc. was named as an additional defendant.	12/2021-Pending	Complaints were served in December and Counsel has been retained.
Clearfield County v. TranSystems et al Clearfield County, PA	Alleged defects in Prison designed in 1977, and Owner is suing for additional costs related to current upgrade of facility. Owner's claims were dismissed for being time-barred and the matter is currently on appeal.	1/2023 - Present	Pending
State of Rhode Island v. AECOM et al. Washington Bridge, RI	Washington Bridge deemed unsafe, and in process of being demolished and replaced. Rhode Island suing design consultants who provided any services related to bridge. TranSystems inspected the Bridge in 2022	8/2024 - Present	Pending
Mark Gilbert v. Petrongolo Contractors, Inc., City of Philadelphia, and Gannett Fleming, Inc. Phila. Municipal Court No. SC-24-10-09-3946	A nominal claim for money damages was made by the Plaintiff against the Defendants for alleged damages to an unmarked, undocumented, submerged sewer drain-pipe. Said damages allegedly occurred during installation of ADA-compliant curb improvements.	10/2024 - 01/2025	The Phila. Municipal Court entered a nominal money judgment in favor of Plaintiff's claim without any finding of liability, negligence (general or professional), or fault against any Defendant. The money judgment was apportioned between the three Defendants.

H

SF330

ARCHITECT - ENGINEER QUALIFICATIONS

PART I - CONTRACT-SPECIFIC QUALIFICATIONS

A. CONTRACT INFORMATION

1. TITLE AND LOCATION *(City and State)*

Civil Engineering and Related Services IDC, Beaufort, SC

2. PUBLIC NOTICE DATE	3. SOLICITATION OR PROJECT NUMBER
April 16, 2026	2026-106

B. ARCHITECT-ENGINEER POINT OF CONTACT

4. NAME AND TITLE

Peter M. Strub, PE -Executive Vice President

5. NAME OF FIRM

GFT Infrastructure, Inc.

6. TELEPHONE NUMBER	7. FAX NUMBER	8. E-MAIL ADDRESS
864.630.3213	N/A	pmstrub@gftinc.com

C. PROPOSED TEAM

(Complete this section for the prime contractor and all subcontractors.)

	(CHECK) PRIME	J-V PARTNER	SUBCON-TRACTOR	9. FIRM NAME	10. ADDRESS	11. ROLE IN THIS CONTRACT
a.	x			GFT Infrastructure, Inc. ✓ CHECK HERE IF BRANCH OFFICE	1859 Summerville Avenue Suite 600 Charleston, SC 29405	Project Management, Design Services, Environmental Services, Construction Administration, Support Services
b.				✓ CHECK HERE IF BRANCH OFFICE		
c.				✓ CHECK HERE IF BRANCH OFFICE		
d.				✓ CHECK HERE IF BRANCH OFFICE		
e.				✓ CHECK HERE IF BRANCH OFFICE		
f.				✓ CHECK HERE IF BRANCH OFFICE		

D. ORGANIZATIONAL CHART OF PROPOSED TEAM

✓ *(Attached)*

SECTION C

Key Personnel

Organizational Chart

CITY OF BEAUFORT SOUTH CAROLINA FOUNDED 1711

PROJECT PRINCIPAL
Ladd Gibson, PE GFT

PROJECT MANAGER
Jim Armstrong GFT ★

QA MANAGER - DESIGN
Chris Carlsten, PE GFT

QA MANAGER - CONSTRUCTION
Eddie Bunn, PE GFT ★

LEAD: Josh Bauer, PE GFT ★

DESIGN SERVICES

Roadway Design & MOT
Walker Roberts, PE GFT
Carter Hopkins, PE GFT
Jacob Perkins, EIT GFT
Todd Goodman GFT

Hydrology/Hydraulics
Mason Connor, PE GFT
Jacob Law, PE GFT
Hannah Brown, EIT GFT
Elias Buttrey GFT

Traffic
Jennifer Bihl, PE BIHL
Dima Poe, PE, PTOE GFT
Theresa Wu, EIT GFT
Jorge Lledias, EI GFT

Lighting/Landscape
Auggie Wong, PLS ESP
Tiffany May, PLA ESP
Todd Libengood, PE GFT

Permitting
Anna Reusche, PWS GFT
Jennifer Harrod, PWS GFT

Structural Design
Matt Rekers, PE GFT
Anish Uppala, PE GFT
Sujeet Gurung, EIT GFT
Will Marchant, EIT GFT

Geotechnical
Andrew Whitfield, PE FME
John Hamilton, PE FME
Alex Chandler, PE FME
Michael Berry, PE FME

Utilities & SUE
Chevis Strange ESP
Will Dovell ESP
Fred Home ESP

ROW Design
Ray Armstrong GFT
Derek Byers GFT
Whit Maupin GFT

LEAD: Tim Sewell, PE GFT ★

CONSTRUCTION ADMINISTRATION

Inspections & Testing
Michael McKeague GFT
Jeremy Moore GFT

Document Controls
Dan McInnis, Jr. GFT

LEAD: Ryan McClure GFT

SUPPORT SERVICES

Grants
Lisa Koch, AICP GFT

Marine & Waterfront Engineering Services
Jesse Lindsay, PE GFT
Kenny Wagner, PE GFT

Surveys/LIDAR/Laser Scanning
Jim Davis, PLS ESP
Ben Wooten, PLS ESP

Value Engineering
Vernon Scott GFT

	FIRM	ROLE	WORK %
GFT	GFT Infrastructure, Inc.	Project Management, Design Services, Environmental Services, Construction Administration, Support Services	75%
FME	F&ME Consultants	Geotechnical	10%
BIHL	Bihl Engineering, LLC **(W/DBE)**	Traffic	5%
ESP	ESP Associates, Inc	Surveys, Utilities/SUE, Lighting/Landscape	10%

★ Key Staff

STAFF AVAILABILITY

Our team is ready to begin work immediately upon Notice to Proceed. Our proposed staff are available to provide a smooth kickoff, seamless coordination, and consistent service.

We have structured our team to be flexible, scalable, and responsive to the City's evolving needs. Key personnel selected for their availability, municipal experience, and proximity enable us to provide:

- **Rapid mobilization for urgent tasks**
- **Steady project oversight and local support**
- **Timely, clear communication**
- **On-site presence for meetings**

Our regional presence and deep bench strength allow us to act as an extension of the City staff, delivering responsive, high-quality services from day one.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Jim Armstrong	Project Manager	35	3

15. FIRM NAME AND LOCATION *(City and State)*

GFT Infrastructure, Inc. ▪ Charleston, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
Associates Degree	

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

City of Charleston On-Call, LPA Application for Traffic Signal Retiming and Signal Upgrades, Charleston SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
2025	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager to compile and submit the necessary documentation to apply to the SCDOT for Authorization for the City of Charleston to be a Local Public Agency (LPA). The application was approved without comment and awaits the next phase of the project, implementation. The next phase includes environmental permitting coordination, environmental documentation and NEPA compliance, bridge alternatives analysis, roadway alternative analysis, traffic evaluation and conceptual maintenance of traffic, conceptual hydrology and hydraulic design, preliminary geotechnical investigations, preliminary utility coordination, and SUE.

b.

(1) TITLE AND LOCATION *(City and State)*

Charleston County Transportation Committee (CCTC)
Charleston County, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
2023	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Program Coordinator for the CCTC and continued as a dedicated member from 2003 until his retirement in 2023. He played a pivotal role in shaping the committee's organizational framework and was instrumental in establishing its long-term management structure. As the committee's first Pavement Manager, Jim pioneered a highly effective Pavement Management Program that continues to guide and strengthen the County's infrastructure planning today. It also earned the American Public Works Association James B. Sorenson award for Excellence in Pavement Preservation.

c.

(1) TITLE AND LOCATION *(City and State)*

Lowcountry Rapid Transit
Charleston County, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
Ongoing	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Jim currently serves as the Quality Manager for the Lowcountry Rapid Transit Project, verifying adherence to FTA regulations, contract requirements, and regulatory expectations. He leads internal and external audits, enforces quality controls, maintains compliance documentation, and coordinates with multidisciplinary teams to resolve non-conformances, mitigate risk, and support accurate federal reporting.

d.

(1) TITLE AND LOCATION *(City and State)*

Transportation Sales Tax Programs
Charleston County, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
Continuous throughout program	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Jim provided pivotal leadership for both the 2004 and 2016 Transportation Sales Tax Programs, guiding them from concept through execution with exceptional strategic insight. He championed efforts to accelerate the design and permitting phases for county projects, implementing innovative approaches that significantly reduced timelines and conserved valuable resources.

e.

(1) TITLE AND LOCATION *(City and State)*

Betsey Kerrison Parkway
Charleston County, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
	1992

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager overseeing the construction of the parkway, a critical four-lane road project connecting Kiawah Island to River Road on John's Island. The project was completed ahead of schedule in order to welcome the Ryder Cup to Kiawah Island. Jim received a Gubernatorial commendation for his program management efforts on the project.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Joshua Kyle Bauer, PE	Design Services Lead	25	4

15. FIRM NAME AND LOCATION *(City and State)*

GFT Infrastructure, Inc. ▪ Charleston, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering	Professional Engineer: SC (24704)

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

CTC On-Call
Charleston County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
Ongoing	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager. GFT provides on-call transportation engineering services to Charleston County under its CTC program, supporting roadway safety improvements, intersection enhancements, drainage upgrades, and localized capacity projects throughout the County.

b.

(1) TITLE AND LOCATION *(City and State)*

Long Point Road Widening, On-Call
Mount Pleasant, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
Ongoing	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager and Lead Design Engineer for the widening of Long Point Road at the interchange with I-526. This project consisted of adding a dedicated lane for traffic traveling to I-526 westbound that operates independently of the traffic signal at the ramp intersection with Long Point Road. This project was completed in order to allow traffic uninterrupted access to the I-526 westbound ramp. All design and construction was completed within the existing Right of Way, which required careful design and coordination with utilities due to the restrictive Right of Way available and the extensive utilities within the Right of Way including a Department of Homeland Security fiber optic line as well as all communication lines for the SC Ports Authority Wando-Welch Terminal.

c.

(1) TITLE AND LOCATION *(City and State)*

Emergency Replacement of Cypress Garden Road over CSX RR
Berkeley County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
Ongoing	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

SCDOT Project Design Engineer. This project involved the replacement of a 110-foot bridge on Cypress Garden Road near Moncks Corner, South Carolina. The existing bridge collapsed in May 2014 when a train derailed and hit the concrete piling supporting the bridge, forcing traffic to be rerouted via a 22-mile detour. He was responsible for assisting SCDOT staff in the preparation of preliminary design in support of the design-build procurement package.

d.

(1) TITLE AND LOCATION *(City and State)*

Lowcountry Rapid Transit
Charleston, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
Ongoing	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Design Lead. GFT is developing ROW and final construction plans and documents for a 21.3-mile modern bus rapid transit (BRT) system that will connect multiple regions of the Charleston metropolitan area. Scope includes roadway widening, drainage upgrades, intersection improvements, pedestrian accommodations, transit stations, transit signal priority, landscape architecture, roadway lighting, irrigation, and ROW acquisition.

e.

(1) TITLE AND LOCATION *(City and State)*

Mount Gallant Road
York County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
2020	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Engineer. Josh was responsible for all aspects of roadway design. This project included widening the existing two-lane roadway through the City of Rock Hill to three lanes with curb, gutter, and bike path. Scope items included Concept validation, preliminary and final roadway and bridge design, hydraulic and hydrology (H&H) analysis/design, ROW plan development, NPDES permitting, traffic engineering, and bid-phase services for a 1.5-mile segment of Mount Gallant Road.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Timothy Dale Sewell, PE	Construction Administration Lead	37	3

15. FIRM NAME AND LOCATION *(City and State)*

GFT Infrastructure, Inc. ▪ Charleston, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering	Professional Engineer: SC (18366)

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

ACI Concrete Field-Testing Technician - Grade 1, South, Carolina, 2002, 00098615, HAZMAT Training Certification, 2010, Radiation Safety Officer, 2009 Certified Inspector of Sediment & Erosion Control, South Carolina, 2014, 4461, OSHA 10-Hour Construction Outreach Training, South Carolina, 2013, 8882136, SCDOT Earthwork & Base Technician/Inspector, South Carolina, 2002, 1194-0607, SCDOT Asphalt Roadway Technician/Inspector, South Carolina, 2001, 1194-0106, SCDOT Concrete Inspector, South Carolina, 2002, 040-P1-0302

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

Beaufort County On-Call CEI
Beaufort County, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

CEI Manager. Schedule and supervise construction inspectors to assure that inspection and materials sampling and testing services are provided in accordance with the plans, special provisions, specifications, policies and procedures for the Year 7 Paving Program.

b.

(1) TITLE AND LOCATION *(City and State)*

Horry County On-Call CEI for Ride 3 Projects
Horry County, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

CEI Manager. Schedule and supervise construction inspectors to assure that inspection and materials sampling and testing services are provided in accordance with the plans, special provisions, specifications, policies and procedures. Projects include US 501 Widening Phase II, US 501 Realignment, and Fred Nash Boulevard Widening.

c.

(1) TITLE AND LOCATION *(City and State)*

US 501 Realignment CEI
Horry County, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
	2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Resident Construction Engineer. CEI and materials testing for this $13.9M Horry County Ride III realignment of US 501 at Broadway Street intersection to connect to 7th Avenue North at Oak Street in the City of Myrtle Beach. Project also includes installing sidewalks to improve pedestrian safety and accessibility, and six intersection improvements along 7th Avenue North between Oak Street and North Kings Highway, which will enhance safety and efficiency.

d.

(1) TITLE AND LOCATION *(City and State)*

SCDOT Statewide On-Call CEI
Districts 4, 5, and 7, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Statewide Contract Manager. Responsibilities include scheduling and supervising construction inspectors to assure that inspection and materials sampling and testing services are provided in accordance with the plans, special provisions, specifications, policies and procedures for a variety of construction projects in Districts 4, 5, and 7. Some of the projects include US 17 Bridge over Waccamaw River, I-95 Concrete Pavement Rehabilitation, Hitchcock Parkway Widening and Improvements, US 521/S-54 Intersection Improvements, and asphalt pavement rehabilitation including reclamation, full depth patching, and resurfacing on numerous roads in the Georgetown and Myrtle Beach areas of SC.

e.

(1) TITLE AND LOCATION *(City and State)*

US 17 Speedway Blvd. Widening Project
Bluffton, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(if Appl.)*
	2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

✓ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Senior Project Manager. Provided technical support to the Project Manager and his staff when unforeseen or difficult conditions and issues arose on the project. Reviewed various project related correspondence and reports. Attended weekly progress meetings.

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 1

21. TITLE AND LOCATION *(City and State)*

On-Call Professional Engineering Consulting
Mt Pleasant, SC

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if appl.)*
Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NO.
Town of Mount Pleasant, SC	Jill Russ	843.856.3080

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

GFT provides on-call transportation engineering services to the Town of Mount Pleasant including engineering, urban transportation planning, roadway design, surveying, permitting, geotechnical engineering, right of way, and construction engineering and inspection.

Under this task-order-based contract, GFT performs project scoping, roadway and drainage design, maintenance of traffic planning, right-of-way services, utility coordination, feasibility studies, grant applications, cost estimating, geotechnical studies, permitting support, and construction-phase services. Assignments range from grant funding to focused safety improvements.

This contract emphasizes disciplined task-order management and responsiveness to Town priorities. GFT supports efficient advancement of technically sound, constructible projects within a structured public funding framework.

Sample projects include:

- Park West Boulevard & Kenny Mile Trail
- Chuck Dawley/Coleman Boulevard/Ben Sawyer Intersection Redesign
- 2025 RAISE Grant
- 2023 Mount Pleasant Way RAISE Grant
- 2023 RCN Grant
- 2022 RAISE Grant

PROJECT SIMILARITIES

- Design
- Bike/Ped Improvements
- Drainage
- Environmental & Wetland Permitting
- ROW Services
- Permitting
- Survey
- Grant Funding

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	GFT	Charleston, SC	On-call transportation engineering

AUTHORIZED FOR LOCAL REPRODUCTION

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 2

21. TITLE AND LOCATION *(City and State)*

On-Call - Local Public Agency (LPA) Application for Traffic Signal Retiming and Signal Upgrades, Charleston, SC

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if appl.)*
2025	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NO.
City of Charleston	Michal Mathis	843.973.7288

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

Under this on-call contract, GFT provided management services under the City of Charleston On-call to support the City in the preparation of a Local Public Agency (LPA) Qualification Evaluation Form and coordination with the SCDOT. The LPA is necessary to administer projects as identified under the Carbon Reduction Program with funding through the Infrastructure Investment and Jobs Act (IIJA). BCDCOG in consultation with SCDOT's District Traffic Engineer (DTE) and jurisdictional partners with signal system responsibilities, have identified priority corridors within the CHATS planning area that are in need of signal improvements. Thirty-one priority signal improvement projects were identified through FFY 2028 at a total cost of $4,056,000, of which 11 are within the City of Charleston.

PROJECT SIMILARITIES

- Transportation Planning

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	GFT	Charleston, SC	On-call transportation planning

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 3

21. TITLE AND LOCATION *(City and State)*

CTC On-Call Engineering Services
Charleston County, SC

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if appl.)*
Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NO.
Charleston County	Devri Detoma	843.202.7600

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

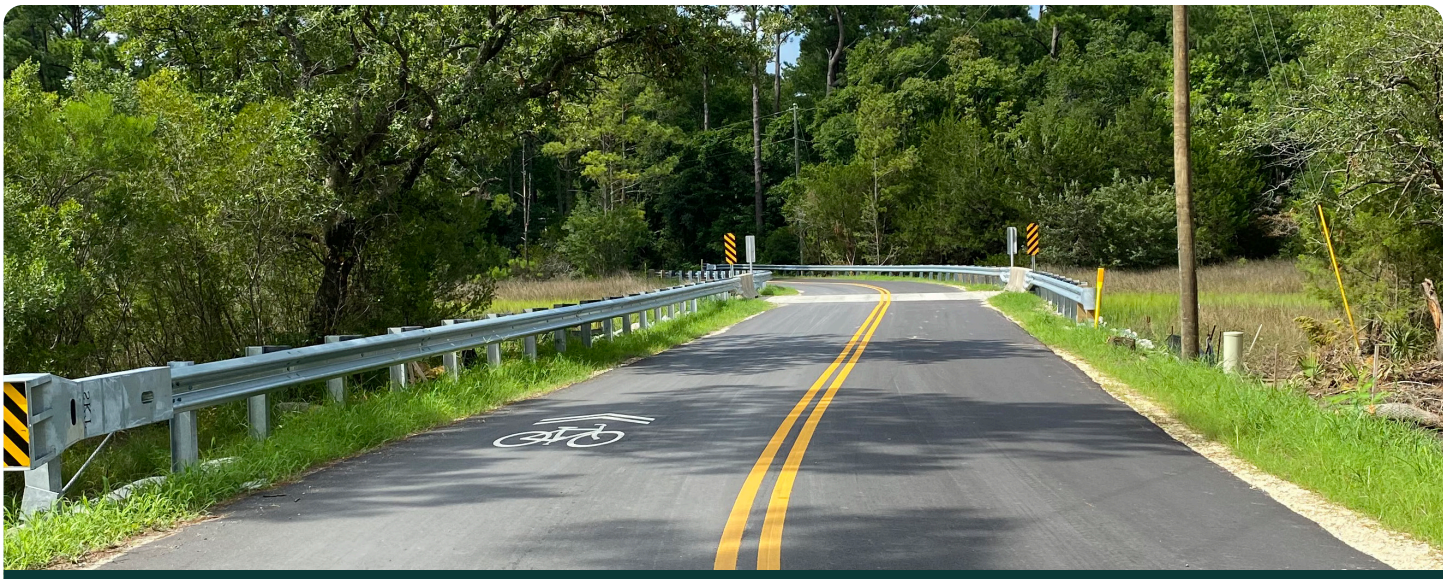
GFT provides on-call transportation engineering services to Charleston County under its CTC program, supporting roadway safety improvements, intersection enhancements, drainage upgrades, and localized capacity projects throughout the County.

Under this task-order-based contract, GFT performs project scoping, roadway and drainage design, maintenance of traffic planning, utility coordination, cost estimating, permitting support, and construction-phase services. Assignments range from focused safety improvements to corridor-level upgrades requiring interdisciplinary coordination.

This contract emphasizes disciplined task-order management and responsiveness to County priorities. GFT supports efficient advancement of technically sound, constructible projects within a structured public funding framework.

Sample projects include:

- Trexler Avenue Improvements
- Freeman Scott Road Improvements
- Roosevelt Road Improvements
- Mason Street Improvements
- Fleming Street Sidewalk/Safety/Mid-block Crossing
- Kit Hall Road Drainage Improvements



PROJECT SIMILARITIES

- Roadway Improvements
- Drainage
- Traffic Engineering
- Cost Estimates
- Environmental/Permitting

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	GFT	Charleston, SC	On-call transportation engineering

AUTHORIZED FOR LOCAL REPRODUCTION

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 4

21. TITLE AND LOCATION *(City and State)*

Transportation Sales Tax (TST) On-Call Engineering Services
Charleston County, SC

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if appl.)*
2023	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NO.
Charleston County	James Aton, PE, PTOE, RSP1	843.856.3080 ext. 4002

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

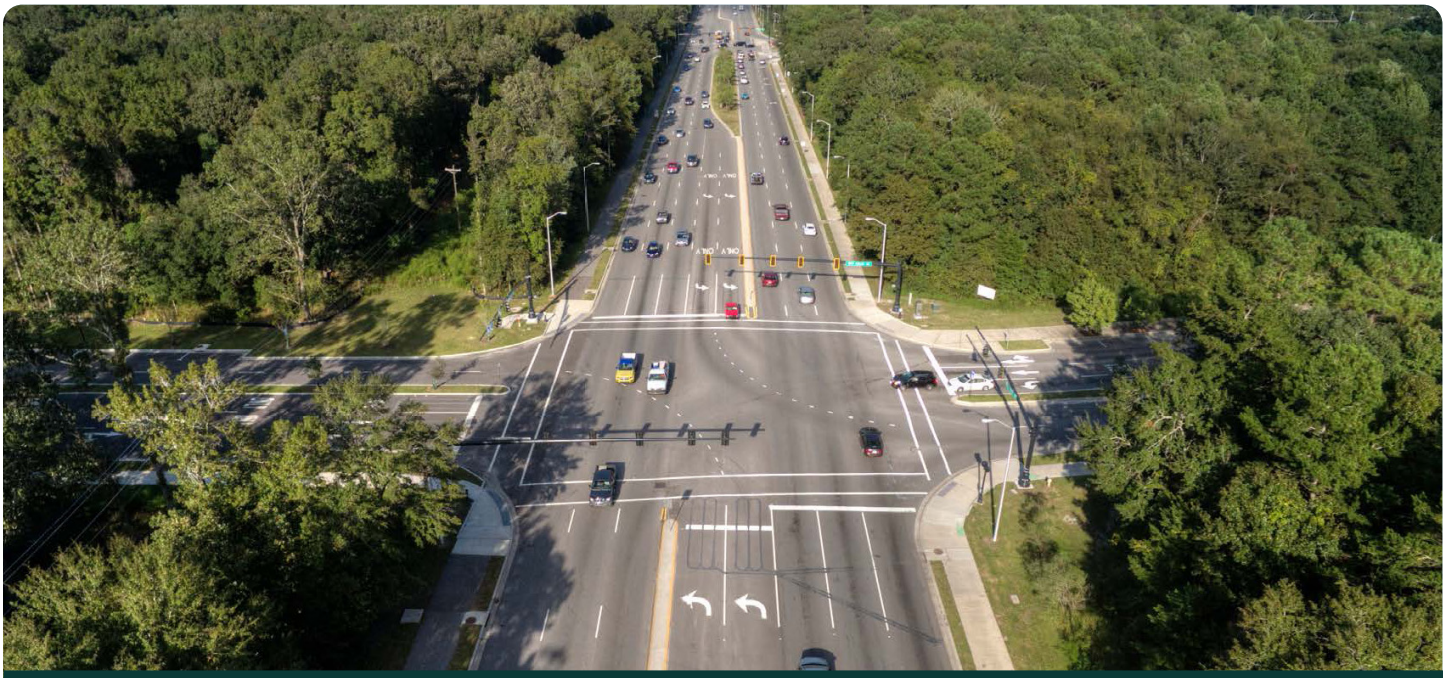
GFT provides on-call transportation engineering services to Charleston County under its TST program, supporting voter-approved roadway widenings, intersection improvements, safety upgrades, and multimodal enhancements throughout the County.

Under this contract, GFT delivers preliminary engineering, roadway and hydraulic design, maintenance of traffic planning, utility coordination, right-of-way plan development, cost estimating, permitting support, and construction-phase services. Projects frequently involve utility-dense corridors and phased implementation strategies.

Through disciplined task-order management and coordinated milestone review, GFT advanced multiple projects while maintaining alignment with publicly committed funding and County leadership expectations.

Sample projects include:

- Bees Ferry Road Improvements
- East Nash Street Improvements
- US 17/Johnnie Dodds Boulevard Improvement



PROJECT SIMILARITIES

- Roadway Improvements
- Preliminary Engineering
- Environmental/Permitting
- Cost Estimating
- Construction Phase Support

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	GFT	Charleston, SC	On-call transportation engineering

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 5

21. TITLE AND LOCATION *(City and State)*

On-Call Architectural and Engineering Services for Transportation Sales Tax Program, Dorchester County, SC

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if appl.)*
Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NO.
Dorchester County	Sunshine Trakas	843.832.0070

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

GFT provides on-call transportation engineering services supporting Dorchester County's voter-approved Transportation Sales Tax program, which includes roadway widenings, dirt road paving, resurfacing and reconstruction, safety upgrades, and intersection improvements.

Under this contract, GFT advances projects from preliminary studies through final design and construction support. Services include project management, survey coordination, NEPA and public involvement, permitting, SUE, geotechnical coordination, hydrology and hydraulic design, signal and structural design, ROW plan development and acquisition support, and preparation of final construction documents.

This program requires integration with a program management consultant and coordination across multiple technical disciplines. GFT supports the County by delivering comprehensive, multi-disciplinary roadway projects within a structured capital improvement framework. GFT's integrated multi-discipline coordination supported streamlined advancement of roadway widenings within an active sales tax program environment.

Sample projects include:

- Central Avenue Widening
- Parsons Road Widening
- Wescott Boulevard Widening
- Old Tower Road Widening

PROJECT SIMILARITIES

- Roadway Improvements
- Preliminary Engineering
- Environmental/Permitting
- Hydrology/Hydraulic Design
- ROW
- Construction Phase Support

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	GFT	Charleston, SC	On-call transportation engineering

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 6

21. TITLE AND LOCATION *(City and State)*

Pennies for Progress Program On-Call
York County, SC

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if appl.)*
Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NO.
York County	Patrick Hamilton	803.818.5763

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

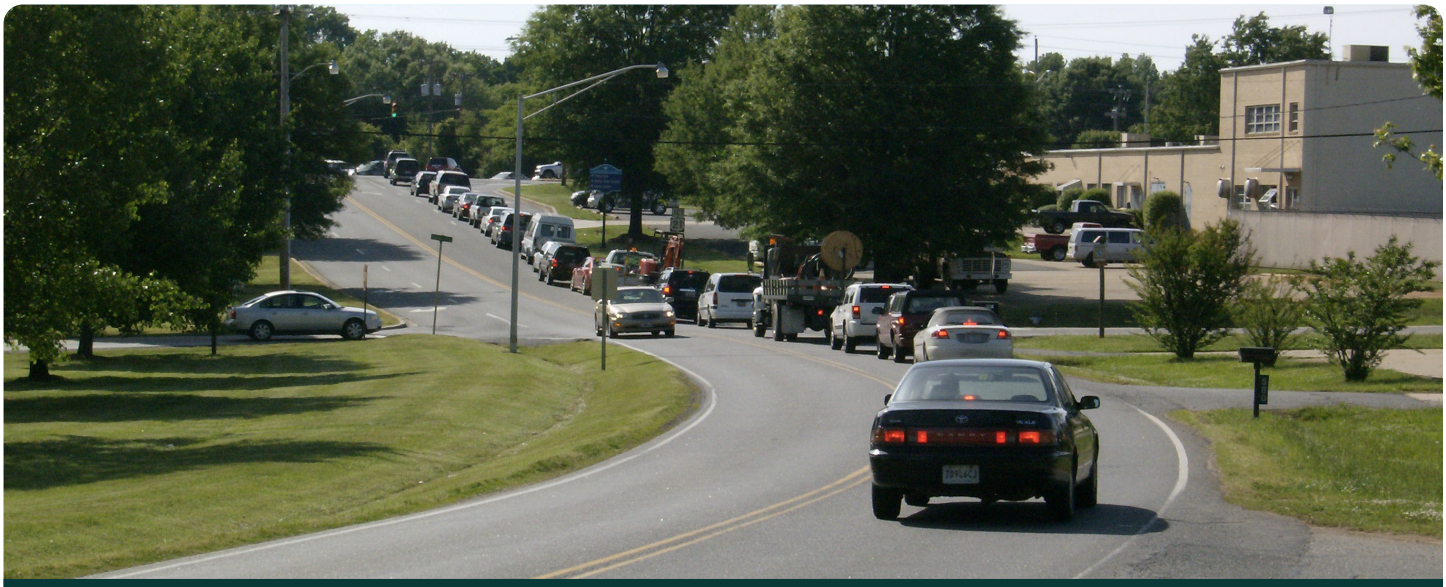
GFT provides on-call transportation engineering services supporting multiple roadway improvement projects funded under York County's Pennies for Progress program. This voter-approved initiative includes corridor improvements, intersection upgrades, safety enhancements, and capacity expansions.

Under this contract, GFT delivers preliminary engineering, roadway and drainage design, maintenance of traffic planning, utility coordination, cost estimating, permitting support, ROW plan development, and construction-phase services. Projects often involve coordination among multiple stakeholders and oversight associated with public funding commitments.

This program demonstrates GFT's ability to collaborate effectively within multi-consultant teams while advancing complex, high-profile transportation improvements efficiently from concept through construction.

Sample projects include:

- Mount Gallant Road Widening
- I-77 Exit 81 Interchange
- I-77 Exit 82 Interchange



PROJECT SIMILARITIES

- Roadway Improvements
- Preliminary Engineering
- Environmental/Permitting
- Drainage Design
- Maintenance of Traffic Planning
- Utility Coordination
- Cost Estimating
- ROW Plan Development
- Construction Phase Services

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	GFT	Charleston, SC	On-call transportation engineering

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F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 7

21. TITLE AND LOCATION *(City and State)*

Lowcountry Bus Rapid Transit (BRT)
Charleston, SC

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if appl.)*
Centered Text	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NO.
SCDOT	Derrick Goodman	806.240.3136

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

GFT is providing services to the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) for the BRT corridor that will connect many key activity centers in the region, providing access to employment and recreation/cultural facilities. BRT is funded locally by a 2016 Charleston County Sales Tax Referendum that included $180M for BFT construction and an additional $70M for operations.

GFT is engaged in the project's final design, partnering with SCDOT, BCDCOG, and the local communities to implement a 21-mile BRT Corridor with 20 BRT exclusive transit stations. This transit investment will serve residents and visitors, providing a seamless alternative to the automobile in this congested corridor linking historic downtown Charleston and the communities to the north.

Key project elements include dedicated lanes in the center-running and side-running configurations, a section of a bidirectional reversible lane, and mixed traffic operations downtown. The project adds significant bicycle and pedestrian circulation amenities, including 8.5 miles of new sidewalks and 18 miles of shared-use paths.

PROJECT SIMILARITIES

- Roadway Widening
- Drainage Upgrades
- Intersection Improvements
- Pedestrian Accommodations
- Landscape Architecture
- ROW Acquisition

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	GFT	Charleston, SC	Transportation engineering

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 8

21. TITLE AND LOCATION *(City and State)*

Transportation One Cent Sales Tax Program
Berkeley County, SC

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if appl.)*
Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NO.
Berkeley County	Frank Carson	843.719.4179

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

GFT is providing design services for projects funded by the County's sales tax program.

Sample projects include:

- US 176 Phase 2 Highway Widening
- US 52 at Old Highway 52 Intersection Improvements

PROJECT SIMILARITIES

- Road Design
- Pedestrian Improvements
- Bike/Ped accommodations
- Traffic Analysis And Design
- Hydraulic Design
- Geotechnical
- Subsurface Utility Investigation
- Public Involvement

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	GFT	Charleston, SC	On-call design services

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F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 9

21. TITLE AND LOCATION *(City and State)*

Construction Engineering & Inspection (CE&I) On-Call
Beaufort County, SC

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if appl.)*
N/A	2025

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NO.
Beaufort County	Rusty Bratzc	843.255.2710

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

GFT provided comprehensive engineering and CEI services for the County. GFT provided quality inspection and testing services with certified inspectors; conducted timely review and approval of Contractor pay requests; and assisted with final inspection and contract closeout.

Sample projects include:

- Temporary Traffic Light Installation on US 278 and Gateway Drive
- Year 7 Road Paving
- Palmetto Breeze Bus Depot

PROJECT SIMILARITIES

- On-call inspections under task order delivery
- Coordination with County staff and contractors
- Asphalt paving verified to SCDOT specs
- Daily reports and materials testing completed

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	GFT	Charleston, SC	On-call CEI

AUTHORIZED FOR LOCAL REPRODUCTION

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 10

21. TITLE AND LOCATION *(City and State)*

US 501 Realignment CE&I
Horry County, SC

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(if appl.)*
N/A	Ongoing

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NO.
SCDOT District 5	Kyle Hardwick	P 843.236.9658

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

GFT is providing CE&I and materials testing for this $13.9M Horry County Ride III realignment of Highway 501 at the Broadway Street intersection, connecting to 7th Avenue North at Oak Street in the City of Myrtle Beach. Our duties include, but are not limited to, construction inspection and materials testing for earthwork, base course, storm drainage, asphalt paving, concrete curb and gutter, sidewalk and driveways, pavement markings, erosion control, and traffic control. The project also includes installing sidewalks to improve pedestrian safety and accessibility. Six intersections along 7th Avenue North between Oak Street and North Kings Highway are being improved, including new sidewalks, ADA ramps, curb and gutter, drainage, crosswalks, and traffic signal upgrades at numerous locations.

PROJECT SIMILARITIES

- Intersection Improvements
- Project Management
- Document Control Management
- Construction Activity Inspections
- Materials Sampling & Testing

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	GFT	Charleston, SC	On-call transportation planning

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G. KEY PERSONNEL PARTICIPATION IN EXAMPLE PROJECTS

26. NAMES OF KEY PERSONNEL *(From Section E, Block 12)*	27. ROLE IN THIS CONTRACT *(From Section E, Block 13)*	28. EXAMPLE PROJECTS LISTED IN SECTION F *(Fill in "Example Projects Key" section below before completing table. Place "X" under project key number for participation in same or similar role.)*									
		1	2	3	4	5	6	7	8	9	10
Jim Armstrong			◆	◆		◆	◆	◆			
Joshua Kyle Bauer, PE				◆		◆		◆	◆		
Timothy Dale Sewell, PE								◆		◆	◆

Charleston County, TST On-Call Engineering - Bees Ferry Road Improvements

29. EXAMPLE PROJECTS KEY

NUMBER.	TITLE OF EXAMPLE PROJECT *(From Section F)*	NUMBER	TITLE OF EXAMPLE PROJECT *(From Section F)*
1	Town of Mount Pleasant, On-Call Professional Engineering Consulting	6	York County, Pennies for Progress Program On-Call
2	City of Charleston, On-Call - LPA Application for Traffic Signal Retiming and Signal Upgrades	7	SCDOT, Lowcountry Bus Rapid Transit (BRT)
3	Charleston County, CTC On-Call Engineering Services	8	Berkeley County, Transportation One Cent Sales Tax Program
4	Charleston County, TST On-Call Engineering Services	9	Beaufort County, Construction Engineering & Inspection (CE&I) On-Call
5	Dorchester County, Transportation Sales Tax Program On-Call Architectural & Engineering	10	SCDOT, US 501 Realignment CE&I

H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

About GFT

At GFT, a privately held AEC firm, we innovate where transportation, water, power, and buildings converge. We call this the Infrastructure of Life.

We measure our success by the strength of our relationships – that's why we're the employer of choice for 5,500+ of the industry's brightest engineers, planners, architects, inspectors, designers, and more.

Our clients choose us for our expertise and prefer us for our nimble approach, creativity, and personal touch. Backed by over a century's experience, together, we're building a lasting legacy for future generations: stronger communities, a healthier planet, and better lives.

PROVEN EXPERIENCE DELIVERING PROJECTS IN SOUTH CAROLINA

GFT has a strong 35-year history delivering projects on time and within budget for South Carolina cities, counties, and SCDOT. Below are a few representations of our recent positive performance in working with South Carolina municipalities.

Transportation Sales Tax On-Call Engineering Services, Charleston County, SC	"Charleston County Public Works has partnered with GFT (formerly TranSystems) on multiple transportation engineering design projects. [GFT] has always been professional, innovative, provides exceptional communication skills to keep stakeholders up to date, and attentive to details to address the project needs." - Mackenzie Kelley, Construction Project Manager, Charleston County
York County Pennies for Progress, York County, SC	"Chris Carlsten has been a pleasure to work with. He has been the PM on multiple York County Pennies for Progress projects and has been successful at keeping projects on schedule while providing a quality product. Communication and customer service are very important to the County and Chris does an excellent job at both." Patrick Hamilton, Assistant County Engineer – Transportation, York County
Lowcountry Bus Rapid Transit (BRT), Charleston, SC	"While never deviating from State DOT policy, GFT (formerly TranSystems) is adept at representing SCDOT independent of direct oversight... Consultant maintains an open disposition to feedback in general and is prompt in execution of any needed action." - Derrick Goodman, SCDOT Project Manager
Florence County Sales Tax Program, Florence County, SC	"Just wanted to give you guys KUDOS for your engineering cost estimate. The apparent low bid was $575,269.10 which included our $50K contingency. So base bid was $525,269.10 and your estimate was $531,932.00. That's pretty much dead on in my book." - Todd Warren, Florence County Sidewalks, Project Manager

I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

31. SIGNATURE

32. DATE

May 14, 2026

33. NAME AND TITLE

Peter Strub, PE, Executive Vice President

GFT

Contact:

Jim Armstrong
jarmstrong@gftinc.com
843.906.4335

1859 Summerville Avenue, Suite 600
Charleston, SC 29405

www.gftinc.com

GFT

Ingenuity That Shapes Lives™

Schedule of Rates

The rates shown are loaded hourly rates by classification based on actual hourly rates of personnel that are proposed to work on this project. Additional information regarding multipliers for the loaded rates can be provided upon request.

CLASSIFICATION	LOADED HOURLY RATE
Project Manager	$296.67
Assistant Project Manager	159.05
Engineer 4	$281.40
Engineer 3	$238.16
Engineer 2	$198.91
Engineer 1	$120.47
Permitting	$183.12
Inspector 3	$230.00
Inspector 2	$200.00
Inspector 1	$120.00
Sr. Technician	$192.48
Sr. Right of Way Agent	$167.03
Right of Way Agent	$128.36
Support Services Lead	$159.05

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Standard Agreement Between

City of Beaufort and Infrastructure, Consulting & Engineering, LLC

where the basis of payment is a STIPULATED SUM

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

AGREEMENT made as of the _____ day of **August** in the year 2026**.**

BETWEEN the Owner:

CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 29902

and the Contractor:

INFRASTRUCTURE, CONSULTING & ENGINEERING, LLC
181 BLUFFTON ROAD, SUITE C102
BLUFFTON, SC 29910

The Project is:

RFQ 2026-106 CIVIL ENGINEERING SERVICES, INDEFINITE DELIVERY CONTRACT

The Owner and Contractor agree as follows:

ARTICLE 1 - THE DOCUMENTS

The Contract Documents consist of this Agreement (hereinafter "Agreement"); Conditions of the Contract (General, Supplementary, and other Conditions); Request for Qualifications, 2026-106 (hereinafter "RFQ"); the Proposal Submitted in response to the RFQ (hereinafter "Proposal"); drawings, specifications, or addenda issued prior to execution of this Agreement; other documents listed in this Agreement; and Modifications issued after execution of this Agreement. These form the Contract and are as fully a part of the Contract as if attached to this Agreement or repeated herein. The Contract represents the entire and integrated agreement between the parties hereto and supersedes prior negotiations, representations, or agreements, either written or oral. An enumeration of the Contract Documents, other than Modifications appears in Article 8.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

ARTICLE 2 - THE WORK OF THIS AGREEMENT-

The contractor shall enter into this agreement to provide civil engineering and related services as needed, except to the extent specifically indicated in the Agreement to be the responsibility of others.

ARTICLE 3 - TERM, DATE OF COMMENCEMENT

3.1 The term of this agreement shall be October 1, 2026, through September 20, 2027, with an option for four, twelve-month extensions upon mutual acceptance each year under agreed upon terms and conditions..

ARTICLE 3 - CONTRACT SUM

4.1 The Owner shall pay the Contractor on a fee basis not to exceed one hundred thousand dollars ($100,000.00). Total annual payments exceeding one hundred thousand dollars ($100,000.00) must be approved by City Council prior to commencing the work.

ARTICLE 5 - PAYMENTS

5.1 Payments shall be remitted after completed tasks have been approved by the Owner's Representative and an invoice for said service has been submitted and received.

ARTICLE 6 - TERMINATION OR SUSPENSION

6.1 This Agreement may be terminated by the Owner or Contractor prior to assignment of tasks.

6.2 The Owner may, by written notice to the Contractor, terminate the Agreement completely or partially if the Contractor is in default regarding any provision of the Contract. If the Agreement is terminated by the Owner due to the Contractor's default, the Owner is not liable to the Contractor for any payment to the Contractor for any incomplete or undelivered work.

6.2 The work may be suspended by the Owner.

ARTICLE 7 - NOTICE

The parties' representatives for any notice required to be given herein are as follows:

7.1 The Owner's representative is:

ERIC CLAUSSEN

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

ASSISTANT CITY MANAGER
CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 2990

7.2 Contractor's representative is:

BRYAN MCILWEE
INFRASTRUCTURE, CONSULTING & ENGINEERING, LLC
181 BLUFFTON ROAD, SUITE C102
BLUFFTON, SC 29910

7.3 Neither the Owner's nor the Contractor's representative shall be changed without ten days' written notice to the other party.

ARTICLE 8 - ENUMERATION OF CONTRACT DOCUMENTS

8.1 The Contract Documents, except for Modifications issued after execution of this Agreement, are enumerated as follows:

8.1.1 The Agreement;

8.1.2 The General Conditions, which are the City of Beaufort General Terms and Conditions as published on the Owner's website.

8.1.3 The Specifications, which are those stated in the RFQ;

8.1.4 The Proposal;

8.1.5 Contractor's Certificates of Liability and Workers Compensation Insurance;

8.1.6 Contractor's City of Beaufort Business License;

This Agreement is entered into as of the day and year first written above and is executed in at least three original copies, one of which is to be delivered to the Assistant City Manager, one to the Contractor for use in the administration of the Agreement, and the remainder to the Owner.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

_____	_____
City Manager (signature)	Infrastructure, Consulting & Engineering, LLC (signature)
_____	_____
City Manager (printed name)	Infrastructure, Consulting & Engineering, LLC (printed name and position)
_____	_____
Witness for the City (signature)	Infrastructure, Consulting & Engineering, LLC (signature)
_____	_____
Witness for the City (printed name)	Infrastructure, Consulting & Engineering, LLC (printed name)

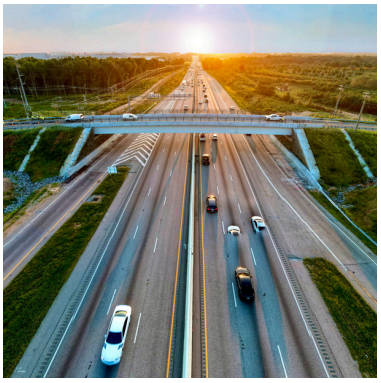
Statement of Qualifications

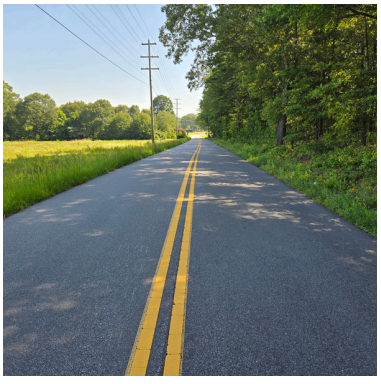
RFQ # 2026-106

Civil Engineering and Related Services Indefinite Delivery Contract

Submitted to: City of Beaufort

May 14, 2026





Submitted by:

INFRASTRUCTURE CONSULTING & ENGINEERING

a. Transmittal Letter

Mr. Jay Phillips - Procurement Administrator
City of Beaufort
1911 Boundary Street
Beaufort, South Carolina 29902

RE: RFQ No. 2026-106 – Civil Engineering and Related Services Indefinite Delivery Contract (IDC)

Dear Mr. Phillips:

Infrastructure Consulting & Engineering, LLC (ICE) is pleased to submit our Statement of Qualifications for the City of Beaufort's RFQ No. 2026-106 for Civil Engineering and Related Services Indefinite Delivery Contract (IDC). ICE is a full-service transportation and infrastructure engineering firm with extensive experience providing responsive, high-quality engineering services to municipalities, counties, and state agencies throughout South Carolina and the Southeast. We understand the City requires a responsive and experienced engineering partner capable of delivering a wide range of infrastructure services on an as-needed basis while managing multiple concurrent assignments, evolving priorities, and schedule-driven projects.

Executive Summary

Understanding of the Project
ICE understands Beaufort's unique coastal environment, aging infrastructure, drainage challenges, and continued growth. With extensive Lowcountry municipal experience, our team delivers practical, resilient, and constructible solutions that balance regulatory compliance, community expectations, and long-term infrastructure needs.

Design Approach
ICE's approach is centered on responsiveness, technical excellence, and disciplined project delivery. We provide rapid mobilization, scalable staffing, and proactive coordination to efficiently support multiple task orders while delivering drainage, roadway, pedestrian, ADA, traffic, permitting, surveying, and construction administration services for municipalities throughout South Carolina.

Why ICE:

- ✓ **Local Expertise & Beaufort Experience** – Proven experience delivering projects within the City of Beaufort, Beaufort County and throughout the Lowcountry, with a strong presence and understanding of local standards, political pressures, permitting, and coastal conditions.
- ✓ **Proven IDC Performance** – Demonstrated success supporting municipalities under on-call and IDC contracts, with the ability to manage multiple task orders efficiently and reliably.
- ✓ **Full-Service Delivery** – Ability to provide complete lifecycle services, including planning, design, permitting, and construction support, ensuring continuity and accountability.
- ✓ **Responsive & Available Team** – Commitment to rapid response, proactive communication, and immediate availability to meet the City's needs.

ICE is committed to serving as a trusted extension of City staff by delivering responsive, cost-effective, and high-quality engineering solutions that support Beaufort's infrastructure goals. Our proven municipal experience, strong local presence, technical capabilities, and client-focused approach make ICE exceptionally well qualified to support the City under this contract.

Thomas Frederick "Freddy" Kicklighter, III, PE – Vice President / SC Surface Group Manager, is authorized to make representations on behalf of and contractually bind Infrastructure Consulting & Engineering, LLC.

ICE affirms that we have carefully reviewed the RFQ documents, including the General Terms and Conditions, and agree to comply with and adhere to all requirements contained therein as part of the contract documents.

Thank you for your consideration of our qualifications. ICE appreciates the opportunity to submit our qualifications to the City of Beaufort and looks forward to supporting the City on future engineering initiatives.

Respectfully submitted,

Thomas F. Kicklighter, III

Thomas Frederick "Freddy" Kicklighter, III, PE
Vice President / SC Surface Group Manager
Infrastructure Consulting & Engineering, LLC

Responding Firm:
Infrastructure Consulting & Engineering, LLC

Mailing Address:
181 Bluffton Road, Suite C102
Bluffton, SC 29910

Contact Person:
Bryan D. McIlwee, PE

Email Address:
bryan.mcilwee@ice-eng.com

Phone:
843-540-8629 (Mobile)

b. Firm's Summary of Qualifications

i. Technical Competence of the Firm and Key Personnel

Infrastructure Consulting & Engineering, LLC (ICE) combines the resources of a large regional firm with a local team experienced in City of Beaufort and Lowcountry municipal projects. Our team delivers practical, constructible solutions for drainage and stormwater systems, roadway improvements, traffic operations, permitting, and construction administration, directly supporting the City's infrastructure needs.

ICE approaches municipal projects as a collaborative partner and extension of City staff, emphasizing responsiveness, communication, and coordination throughout project delivery. Our key personnel have extensive experience delivering projects in coastal environments where tidal influence, flat topography, and sensitive environmental conditions require thoughtful, technically sound design. Our team's experience includes:

- Stormwater management and drainage design tailored to coastal and low-lying environments.
- Roadway and intersection improvements that enhance safety and mobility.
- Traffic impact analysis and coordination with local and state agencies.
- Permitting with local, state, and federal regulatory agencies.
- Construction administration and field coordination to ensure quality and compliance.

ICE's experience extends beyond individual projects to include long-term on-call and IDC work with municipalities and agencies. These contracts demonstrate our ability to provide reliable, multidisciplinary support, respond quickly to client needs, and manage repeat task orders. The table below highlights ICE's on-call and IDC experience, demonstrating our long-standing relationships with local governments and proven ability to consistently deliver responsive, high-quality services.

ICE On-Call / IDC Experience – South Carolina Municipal & Agency Clients	ICE On-Call/IDC Transportation and Highway Engineering Experience							
	Roadway	Survey	Drainage	Bridge	Traffic	CE&I	Geotech	Permitting
COASTAL								
Beaufort County *	✓	✓	✓	✓	✓	✓		✓
Berkeley County *	✓	✓	✓	✓	✓	✓	✓	✓
Charleston County *	✓	✓	✓	✓	✓	✓	✓	✓
City of Beaufort	✓	✓	✓			✓		✓
City of Hardeeville	✓	✓	✓	✓	✓	✓	✓	✓
Dorchester County	✓	✓	✓	✓			✓	✓
Horry County *	✓	✓						✓
Town of Hilton Head Island *	✓	✓	✓		✓	✓		✓
MIDLANDS & UPSTATE								
Anderson County	✓	✓	✓					
Chester County *	✓	✓	✓	✓	✓	✓	✓	✓
Clarendon County *	✓	✓	✓			✓		✓
Fairfield County *	✓	✓	✓	✓	✓	✓	✓	✓
Lancaster County *	✓	✓	✓	✓	✓	✓	✓	✓
Lexington County *	✓	✓	✓	✓		✓		✓
Pickens County*	✓	✓		✓	✓	✓	✓	✓
SCDOT *	✓	✓	✓	✓	✓	✓	✓	✓
Spartanburg County *	✓	✓			✓	✓		✓
Town of Lexington *	✓	✓		✓	✓	✓		✓

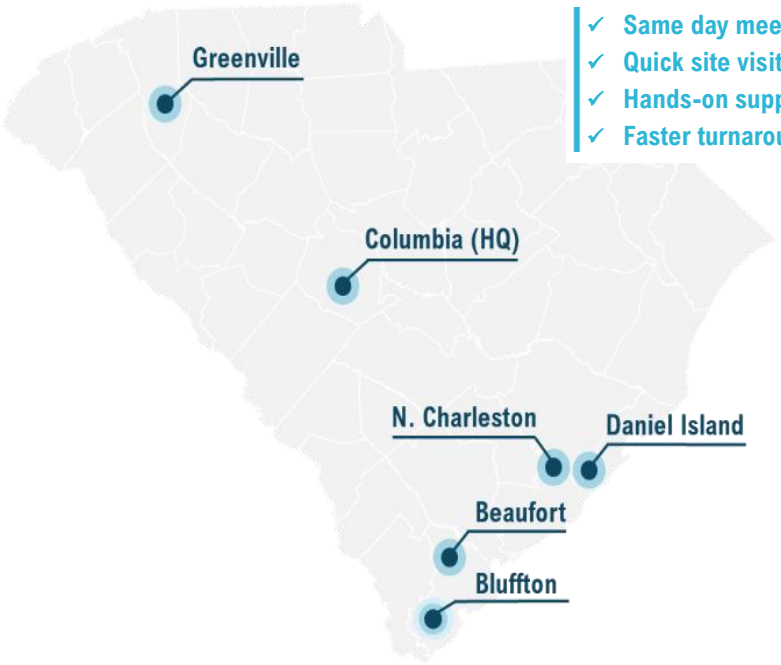
** Repeat Client*

ii. Ability to Perform (Capacity & Schedule)

ICE is structured to support on-call contracts requiring responsiveness, flexibility, and the ability to manage multiple concurrent assignments. Our team includes dedicated project management, design, and support staff who are available to respond to the City's needs.

We understand that under an Indefinite Delivery Contract, responsiveness and reliability are critical. ICE is committed to:

- Responding to City requests within 24 hours
- Rapidly mobilizing qualified staff for new task orders
- Meeting accelerated schedules while maintaining quality
- Scaling resources to match fluctuating workload demands



Our Beaufort office is located just **6 minutes** from the City's office.

Our internal resource management system enables us to proactively balance current and planned workloads across our team, ensuring key personnel remain available and engaged without overextension. This approach enables ICE to consistently deliver high-quality work while maintaining the City's required responsiveness.

iii. General Business Expertise & Financial Strength

ICE is a well-established engineering firm with a proven track record of delivering municipal and transportation projects throughout the Southeast. Our organizational structure, experienced leadership, and technical depth provide the stability necessary to support long-term, on-call contracts.

We have successfully delivered projects of varying size and complexity while maintaining strict budget control, minimizing change orders, and meeting client expectations. Our experience supporting public agencies has reinforced our understanding of accountability, documentation, and regulatory compliance.

ICE's financial stability allows us to invest in qualified staff, advanced technology, and robust quality control processes. This ensures that the City of Beaufort receives consistent, reliable service throughout the duration of the contract.

iv. Recent, Current & Projected Workload

Immediate Availability Upon Notice to Proceed (NTP)!

ICE is actively supporting municipal and transportation projects throughout South Carolina, including ongoing on-call and task order-based contracts. Our workload is carefully managed to maintain the availability of key personnel and ensure the timely delivery of all assignments. We continuously evaluate staffing levels and project commitments to confirm our ability to:

- Take on additional task orders under this contract.
- Provide consistent staffing throughout the contract term.
- Maintain responsiveness without compromising quality.

Availability of Proposed Staff | The ICE Team is available to begin work immediately upon NTP. The table below shows each Key Individual's current workload and estimated percent of availability for this On-Call.

Key Individual	Current major Assignments	EST. % availability			
		2026	2027	2028	2029
Bryan McIlwee, PE	Jasper County Transportation Sales Tax Program Pathway Pedestrian Safety Improvements Phase 3 Town of Hilton Head Island On-Call	80%	90%	100%	100%
Clarke Hinson, PE	Berkeley County IDC Charleston County On-Call Beaufort County Pathways	80%	90%	100%	100%
Stuart Timmons, PE	Berkeley County IDC Charleston County On-Call Delemar Highway Widening Beaufort County Pathways	60%	70%	100%	100%
Ronni Turnbull, PE	Midtown Connector Beaufort County Pathways	80%	90%	100%	100%
Darrin Shoemaker	No Current Assignments	100%	100%	100%	100%
Barrett Stone	I-26 Widening Bridge Package 21 Jasper County Transportation Sales Tax Program	70%	75%	100%	100%

v. Understanding of Scope & Why ICE

ICE understands that the City of Beaufort requires a responsive, adaptable engineering partner capable of delivering a broad range of services on an as-needed basis. These services include surveying, planning, design, permitting, and construction support, often under tight schedules and evolving priorities. Based on our review of the projects in the City's Capital Improvements Program, we recognize ongoing needs in key areas, including stormwater and drainage improvements, facilities and parks, and parking lot and minor transportation projects.

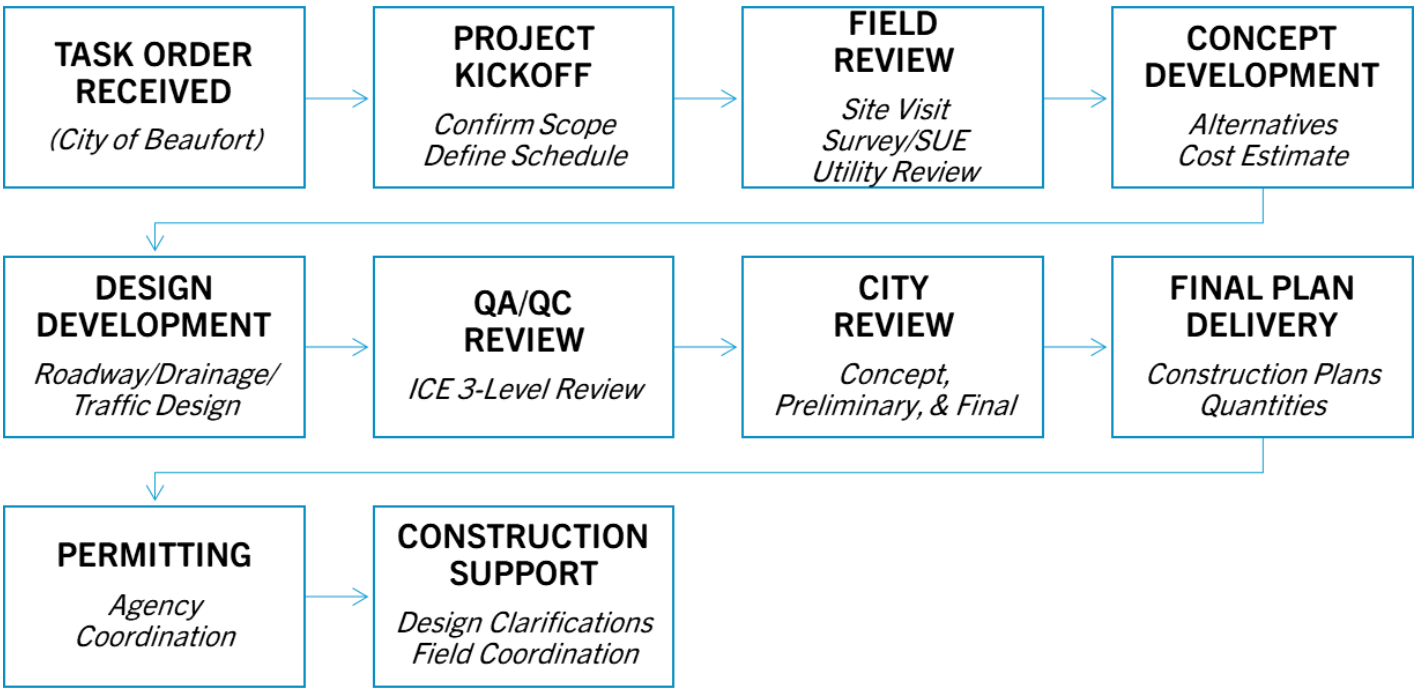
In addition, with the proposed 2026 County-wide TST Program, several City-identified projects may advance, including Robert Smalls Parkway (SC 170), Ribaut Road Corridor Improvements, Boundary Street (Ribaut Road to Carteret Street), Adaptive Signal Technology/ITS, and various roadway resurfacing and paving efforts. The final project list is anticipated to be presented to County Council on May 11 and will include prioritized transportation recommendations.

Success under this contract requires more than technical expertise, it requires **responsiveness, clear communication, and the ability to adapt quickly to the City's needs**. ICE is uniquely positioned to provide this level of service due to:

- Our established presence in the Lowcountry and familiarity with Beaufort-area conditions
- Proven experience supporting municipal clients under on-call contracts
- Ability to deliver complete project lifecycle services from concept through construction
- Commitment to proactive communication, coordination, and problem-solving

ICE approaches each assignment with a focus on reducing risk, maintaining schedules, and delivering cost-effective, practical solutions. Our goal is to serve as a trusted extension of City staff, providing reliable support that allows the City to efficiently deliver infrastructure improvements to the community.

For each assignment, ICE applies a disciplined planning and execution process beginning with a project kickoff to confirm scope, funding requirements, environmental documentation, and review milestones. From this foundation, we develop a task-specific work plan addressing all key elements of project delivery, including surveying, conceptual design, drainage analysis, roadway and traffic design, utility coordination, permitting, and construction support.



This structured process reduces plan revisions, minimizes construction-phase redesign, and ensures high-quality deliverables for the City of Beaufort.

c. Key Personnel

Organizational Chart

Project Manager
Bryan McIlwee, PE ICE

Assistant Project Manager
Clarke Hinson, PE ICE

QA/QC
Jeff Buckalew, PE ICE
Lauren Warmuth, PE ICE (Drainage)
Ray Spence, PE ICE (Structural)
Wilson Elgin, PE ICE (Roadway)

TECHNICAL AREAS OF INTEREST

Drainage / Stormwater
Stuart Timmons, PE ICE
Jordan Bianchi, PE ICE
Brad Buss, PE ICE
Alexis McIlwee ICE

Engineering Analysis, Reporting & Value Engineering
Jeff Buckalew, PE ICE

NEPA/Environmental
Barrett Stone ICE
Cody Conner, PWS ICE
Renee Mulholland ICE

Roadway Design
Ronni Turnbull, PE ICE
Ben Wagner, PE ICE
Bruce Leitner, PE ICE

Surveys
Ross Jones, PE, PLS ICE
Brian Pate, PLS ICE (LiDAR)

Geotechnical Design/ Monitoring
Sally Thomson, PE ICE
Jonathan Cranston, PE ICE

Traffic Impact Analysis
Darrin Shoemaker, PE, PTOE ICE
Brent Dillon, PE ICE
Eric Dillon, PE ICE

Right of Way Coordination
Stefan Zakaib ICE

Permitting
Roadway & Drainage Design Team
Environmental Team

Construction Administration
Marc LeMin, PE ICE

ADDITIONAL SERVICES

Structural Design
Preston Felkel, PE ICE
Drew Pavy, PE ICE
David Yoder, PE ICE

Pavement Evaluations
Jay Thompson, PE ICE

SUE Services
Will Dovell ESP
Jason McNaughton ICE

Construction Support and Shop Drawing Review
ICE Design Staff

Utility Relocation Coordination
Matthew Cox, EIT ICE

Lighting Design
Joe Marsh, PE WIS

Landscape Architecture
Jay Smith, RLA ICE

LEGEND	
ICE	Infrastructure Consulting & Engineering, LLC
WIS	Wi-Skies, LLC
ESP	ESP Associates, Inc.

Key Individuals

Key Personnel Resumes

Project Manager
Bryan McIlwee, PE
Located in Bluffton

Education: BS, Civil & Environmental Engineering
Registration: Professional Engineer: SC #26457
Experience: 25 Years (1 Year with ICE)

ABOUT BRYAN

Bryan has experience in civil engineering and municipal project management, specializing in stormwater, roadway, and pedestrian infrastructure in the Lowcountry. He has served in leadership roles in both public and private sectors, including Director of Engineering for the Town of Bluffton and Director of Projects and Engineering for the Town of Hilton Head Island. Bryan has managed multimillion-dollar transportation programs, led design and construction teams, and coordinated with local, state, and federal agencies to deliver complex projects from concept through completion. He is recognized for his collaborative approach, technical expertise, and commitment to sustainable, community-focused solutions.

Role on IDC: Manage all aspects of the IDC, including task order scoping, staffing, scheduling, and coordination with City staff, ensuring responsive service, and consistent communication.

WHY BRYAN IS WELL-QUALIFIED

- Proven Design and Management Experience
- Experienced Working on Similar On-Call/IDC Contracts
- Extensive Experience Working with the
- Key Personnel and
- Knowledge of MS4, SCDES, FEMA, and
- SCDOT requirements

RELEVANT EXPERIENCE:

Town of Bluffton, SC | ***Director of Engineering*** | Managed Capital Projects, Watershed Management, and Public Services divisions, overseeing planning, design, and implementation of roadway, stormwater, utility, and municipal infrastructure projects. Directed staff, budgets, schedules, and ensured compliance with local, state, and federal regulations.

Town of Hilton Head Island | ***Director of Projects and Engineering; Assistant Town Engineer / Stormwater Manager*** | Bryan oversaw capital improvement programs, infrastructure maintenance, and multi-million-dollar budgets. As the first Stormwater Manager, he led MS4 compliance, stormwater modeling, development regulations, and maintenance programs. His experience includes stormwater inventory management, hydrologic and hydraulic modeling (XP-SWMM), field investigations, and watershed analysis. He also designed and managed multi-use pathway projects with drainage improvements along SCDOT and County roads, coordinating permitting and easement acquisition.

Town of Summerville, Main Street Resiliency – Summerville, SC | ***Assistant Project Manager*** | Supported project coordination across planning and design, managing schedule, budget, and team communication while overseeing technical efforts, field work, and stakeholder engagement. The project included storm drainage upgrades, multi-use path and streetscape enhancements, and utility coordination to improve safety and accessibility.

Town of Bluffton Pathway Pedestrian ADA Improvements Program Phase 3 | ***Project Manager*** | Overseeing design, permitting, bidding, and construction support for ADA-compliant pedestrian pathways at 30 locations throughout Bluffton. The project includes new curb ramps and landings, pavement markings, and improvements to existing sidewalks and pathways to improve accessibility and pedestrian safety across the Town network.

Assistant Project Manager
Clarke Hinson, PE
Located in Charleston

Education: BS, Civil Engineering
Registration: Professional Engineer: SC #32916
Experience: 15 Years (15 Years with ICE)

ABOUT CLARKE

Clarke has 15 years of transportation design experience delivering roadway and infrastructure projects. He has successfully managed projects from concept through final construction plans, ensuring compliance with local, state, and federal standards. Clarke serves as Project Manager on on-call and task order based contracts, acting as the primary client point of contact and overseeing contract performance, including budget and schedule management, team coordination, subconsultant oversight, and stakeholder engagement. He is committed to responsive communication, regulatory compliance, and the efficient delivery of high-quality transportation improvements.

Role on IDC: Support the Project Manager in day-to-day contract administration, including task order coordination, schedule tracking, budget monitoring, and communication with City staff to ensure timely and efficient project delivery.

WHY CLARKE IS WELL-QUALIFIED

- Proven Design and Management Experience
- Experienced Working on Similar On-Call/IDC Contracts
- Extensive Experience Working with the Key Personnel and Project Team

RELEVANT EXPERIENCE:

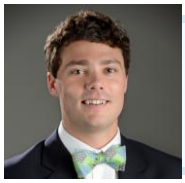
Beaufort County, Pathways Project | ***Project Manager*** | Responsible for overseeing data collection and field surveys, wetland permitting and mitigation, preliminary pathway design, final pathway construction plans, final drainage design and stormwater permitting, utility coordination, and public outreach services. This project is to help provide safe walking routes to schools and improved access to residential communities.

City of Beaufort, Professional Engineering Indefinite Delivery Contract (IDC) | ***Project Manager*** | Responsible for overseeing the following services: evaluations, analyses, reports, recommendations, cost and time estimates, design, preparation of contract and/or record documents, field inspections and investigations, and engineering services throughout all phases of the projects including periodic progress reports / meetings, proper processing of invoices for services, and timely processing of project correspondence.

Beaufort County, Indefinite Delivery Contract (IDC) | ***Project Manager*** | Oversee the following services: evaluations, analyses, reports, recommendations, cost and time estimates, design, preparation of contract and/or record documents, field inspections and investigations, and engineering services throughout all phases of the projects.

Charleston County, Transportation Committee (CTC) Program | ***Lead Roadway Engineer/Project Manager*** | This project provides engineering and design services to Charleston County for CTC projects. Services include surveying, roadway and drainage design, permitting, and utility coordination. Clarke served as Lead Roadway Engineer (2015–2017) and currently serves as Lead Roadway Engineer and Project Manager, overseeing delivery, coordination, and team management.

Berkeley County, Clements Ferry Road Widening, Phase II | ***Lead Roadway Engineer*** | Worked closely with the Project Manager, Environmental Manager, and other design team members to prepare preliminary and final design plans. This project widened approximately 4.5 miles from Jack Primus Road to SC 41, converting a two-lane roadway into a four-lane divided roadway with curb and gutter, a raised median, multi-use path, and bridge improvements over Martins Creek and an unnamed tributary.



Drainage / Stormwater
Stuart Timmons, PE
Located in Greenville

Education: BS, Civil Engineering
Registration: Professional Engineer: SC #32562
Experience: 15 Years (5 Years with ICE)

ABOUT STUART

Stuart has been responsible for providing drainage design and stormwater management services for various roadway and bridge-related projects. As a former associate engineer for SCDOT, Stuart was responsible for the design of stormwater systems, erosion control devices, sizing bridges and culverts, and performing flood insurance studies. He has worked in quality control positions, as well as cross trained in road design, field reviews, and public hearings. Stuart is proficient with engineering software, including MicroStation, CivilStorm, SewerGems, Civil3D, SRH-2D, HEC-RAS, ArcGIS, Hydraflow, StormCAD, GEOPAK, and HY-8.

Role on IDC: Lead drainage and stormwater design efforts, including hydrologic and hydraulic analysis, stormwater management system design, and permitting coordination to ensure compliant, resilient, and constructible solutions.

WHY STUART IS WELL-QUALIFIED

- Experience in watershed projects
- Proficient in HEC-HMS, HEC-RAS, and stormwater modeling
- Knowledge of MS4, SCDES, FEMA, and SCDOT requirements
- Proven in drainage design and flood mitigation

RELEVANT EXPERIENCE:

Beaufort County, Pathways Project | ***Hydrology / Hydraulic Engineer*** | Stuart is responsible for drainage design and stormwater permitting, including infiltration trenches, energy dissipators, closed drainage systems, and outfall analysis. This project consists of designing approximately 16.4 miles of sidewalks and multi-use pathways to improve pedestrian connectivity and access to schools and residential areas.

Dorchester County, Rumphs Hill Creek Watershed Study | ***Project Engineer*** | Stuart developed HEC-HMS and HEC-RAS models to simulate existing conditions, identify problem areas, and evaluate flood mitigation alternatives through comparison of existing and proposed scenarios. This project involved a watershed study of Rumphs Hill Creek to identify feasible mitigation measures to reduce flooding, including analysis of rivers, bridges, culverts, and other hydraulic structures to support flood reduction planning.

South Carolina Ports Authority, Columbus Street Resiliency Project | ***Project Manager*** | Stuart performed hydrologic and hydraulic analyses to assess drainage conditions and evaluate flood mitigation alternatives, including development of 2-D stormwater models, tidal and storm surge simulations, and pipe network analysis. He evaluated resiliency measures such as tide gates, pumps, and flood barriers to support cost-effective improvements. This project involved drainage and resiliency design for the Columbus Street Terminal, addressing flooding and storm surge impacts through modeling, system analysis, and conceptual improvement development.

Dorchester County, Delemar Highway | ***Hydrology/Hydraulic Engineer*** | Stuart performs bridge hydraulic analyses for the Fishburne Creek, Round Savannah Tributary, and Raven Hill Tributary crossings, including development of HEC-HMS and 2-D HEC-RAS models, Rain-On-Grid analyses, and determination of design flows and backwater elevations. He evaluates existing bridge openings, recommends replacement sizes, and ensures compliance with SCDOT and FEMA criteria. This project involves hydraulic analyses for bridge replacements along Delemar Highway (SC-165) to evaluate floodplain conditions and design structures meeting SCDOT and FEMA requirements.

Roadway Design
Ronni Turnbull, PE
Located in Charleston

Education: BS, Civil Engineering
Registration: Professional Engineer: SC #42180
Experience: 11 Years (5 Years with ICE)

ABOUT RONNI

Ronni serves as a Roadway Lead, bringing strong experience in AutoCAD and the preparation of roadway, grading, and utility design plans. During her internship with SCDOT, she contributed to the development and refinement of signal plans in District 6 using MicroStation, evaluated traffic volumes to determine safe work windows on SCDOT-maintained roadways, and coordinated responses to citizen requests for signal and signage improvements. Her experience also includes field data collection and traffic analysis, supporting informed design decisions and safe, efficient roadway operations.

Role on IDC: Oversee roadway design from concept through final plans, ensuring compliance with City and SCDOT standards, while managing geometric design, plan production, and interdisciplinary coordination.

WHY RONNI IS WELL-QUALIFIED

- Extensive roadway design experience for municipal and DOT projects
- Proficient in alignment, profiles, cross sections, and plan development
- Delivers cost-effective, constructible designs on schedule and within budget

RELEVANT EXPERIENCE:

City of Beaufort, Professional Engineering IDC | ***Roadway Designer*** | Provided engineering services on the following projects:

- *Mossy Oaks:* Developed roadway alignments, grades, cross sections, and construction limits for an 800-acre, flood-prone watershed.
- *Allison Road Pedestrian Connector:* Prepared plans and performed field reviews for an 8-foot sidewalk connection, including utility relocation, resurfacing, and drainage improvements.

Charleston County, IDC Engineering Services for Transportation Sales Tax Allocation Projects | ***Roadway Engineer*** | This contract included survey, design, and construction plans for roadway and pedestrian improvements. Ronni supported the following projects:

- *Main Road/Chisolm Road RSA:* Evaluated traffic conditions, crash history, and roadway geometry.
- *Nash Street Dirt to Pave* – Design: Designed paving improvements for approximately 450 feet of existing roadway.

Beaufort County, Pathways Project | ***Roadway Engineer*** | Prepares plan sets including right-of-way, profiles, cross sections, and sidewalk design; aligns sidewalks to avoid drainage and trees; coordinates with hydraulics and applies SCDOT ARMS for driveway design. This project consists of designing approximately 16.4 miles of sidewalks and multi-use pathways to improve pedestrian connectivity and access to schools and residential areas.

Colleton County, Civil Engineering & Related Services Contract | ***Roadway Engineer*** | This IDC contract includes providing professional engineering services for county projects on an "as needed" basis. Ronni provided services on the following project:

- *Gadsden Loop Sidewalk Project:* Designed sidewalks along Peurifoy Road, Gadsden Loop, Smith Street, and Robertson Boulevard to improve pedestrian access to the neighborhood and nearby schools. Served as Roadway Designer, developing preliminary and construction plans, right-of-way plans, cost estimates, and design refinements, including alignments, grades, cross sections, and construction limits.

Traffic Impact Analysis
Darrin Shoemaker, PE, PTOE
Located in Hilton Head

Education: BS, Civil Engineering | Post Graduate Traffic Engineering Study
Registration: Professional Engineer: SC #42180 | PTOE
Experience: 37 Years (<1 Year with ICE)

ABOUT DARRIN

Darrin is a Traffic and Transportation Engineer with over 37 years of experience, including 12 years with the South Carolina Department of Transportation (SCDOT) and 22 years with the Town of Hilton Head Island. He specializes in traffic engineering analysis, including traffic impact studies, traffic control evaluations, and roadway safety assessments. His experience includes the design of traffic signal systems, signing and pavement marking plans, and coordination of traffic operations for roadway projects. Darrin has also led traffic studies to support planning and development decisions and has extensive experience working with public agencies and stakeholders.

Role on IDC: Perform traffic impact analyses, including capacity, LOS, and safety evaluations, to guide design and support permitting/approvals.

WHY DARRIN IS WELL-QUALIFIED

- Extensive experience preparing traffic impact studies for development and roadway projects
- Proficient in Synchro, SimTraffic, and HCS modeling tools
- Strong knowledge of local traffic study requirements
- Proven ability to analyze operations and develop practical mitigation strategies.

RELEVANT EXPERIENCE:

Town of Hilton Head Island | ***Traffic and Transportation Engineer*** | Darrin designed, operated, and maintained a 25-signal coordinated system, created and maintained a Town-wide vehicle collision database for use in safety studies, served as project engineer on numerous construction projects, oversaw and coordinated general highway maintenance, and performed traffic and transportation engineering studies. He also served as staff liaison with the Town Council on traffic and transportation issues, reviewed proposed developments to ensure compliance with traffic-related Town ordinances, maintained accounting records, and managed a $145K annual traffic control improvements budget in his 22 years with the Town.

South Carolina Department of Transportation (SCDOT) – North Charleston, SC | ***Assistant District Traffic Engineer*** | Darrin designed and monitored traffic signal systems, traffic signing and marking plans, along with other general traffic engineering duties. He also has experience with public relations, access management, and site impact traffic analysis.

South Carolina Department of Transportation (SCDOT) – Columbia, SC | ***Traffic Engineer*** | Darrin was responsible for traffic signal design and operation, speed limit studies, general road design, and traffic control reviews and studies.

NEPA/Environmental
Barrett Stone
Located in Columbia

Education: MS, Environmental Health | BS, Wildlife Biology
Experience: 26 Years (7 Years with ICE)

ABOUT BARRETT

Barrett brings extensive experience delivering environmental services across coastal South Carolina, including in the Lowcountry's sensitive environments. His expertise includes NEPA documentation, environmental permitting, wetland delineation and mitigation, threatened and endangered species assessments, and coordination with state and federal agencies. He has prepared Environmental Assessments (EA) and Categorical Exclusions (CE) and supported compliance with Section 404 and State 401 water quality certifications.

As the NEPA/Environmental Lead for this Contract, Barrett will lead permitting and environmental coordination efforts, supporting the Town of Bluffton's priorities for regulatory compliance, resilience, and environmental stewardship.

Role on IDC: Provide NEPA and environmental services to support permitting, agency coordination, and regulatory compliance.

WHY BARRETT IS WELL-QUALIFIED

- Over 26 Years of Experience Providing Environmental Services
- Proven Experience Providing Environmental Services on Similar Infrastructure Projects
- Experienced Working on Similar On-Call/IDC Contracts
- Strong expertise in NEPA compliance and environmental permitting (Section 404/401, Critical Area)

RELEVANT EXPERIENCE:

City of Beaufort, Mossy Oaks Drainage Project | ***Environmental Coordinator*** | Barrett conducted wetland delineations, jurisdictional determinations, and led permitting strategy and acquisition for a flood-prone, multi-jurisdictional watershed draining to Battery Creek. He coordinated with multiple stakeholders, including the City of Beaufort, Beaufort County, the Town of Port Royal, and SCDOT.

Beaufort County, Pathways Project | ***Environmental Manager*** | Barrett manages and delivers environmental services, including wetland delineations, jurisdictional determinations, and permitting, for a multi-mile pathway project supporting safe routes to schools and improved community connectivity.

Beaufort County, Bluffton Parkway, Phase 5-A | ***Lead NEPA and Permit Coordinator*** | Barrett prepared the EA and secured key permits, including a Section 404 Individual Permit, 401 Water Quality Certification, and Critical Area Permit. He led impact analysis, coordinated with agencies and stakeholders, and managed subconsultants for a roadway project constructed through an environmentally sensitive tidal marsh.

SCDOT, US 21 over Harbor River Bridge Replacement – Beaufort County, SC | ***Environmental Manager*** | Barrett led environmental permitting and coordination, including Section 404/10 permits, Critical Area and Coastal Zone Consistency determinations, and agency coordination for a bridge replacement over a tidal waterway. He supported protected species monitoring and ensured compliance within a sensitive coastal environment.

Charleston County, Airport Connector Road | ***Environmental Lead*** | Barrett is responsible for preparing the Environmental Assessment and supporting permitting, public involvement, and agency coordination for a new roadway project aimed at improving regional connectivity and reducing congestion.

d. Work History and Reference

Allison Road

Professional Engineering IDC

Client: City of Beaufort
Reference: Neal Pugliese (retired)
nealpugliese@gmail.com | (714) 357-0811
Location: City of Beaufort, SC

Initial Cost Estimate vs Final Cost: Various
% Variance: Various
Engineering Fee %: Various

Scope and Services Provided: ICE was awarded this IDC to provide on-call professional engineering services and has completed the following task orders:

- **Allison Road Pedestrian Connector** | Connected Ribaut Road, Beaufort Memorial Hospital, and nearby neighborhoods to the Spanish Moss Trail. Included an 8-foot sidewalk, utility undergrounding, repaving, and drainage improvements for 18 acres. Approximate Value: $1.4 Million | Design Completion Date:12/2023
- **Calhoun Street Improvements** | Improvements included roadway widening for on-street parking, drainage upgrades, and added sidewalks, lighting, and landscaping. Provided hydrology design, permitting, roadway and lighting design, contract documents, cost estimating, bidding support, and utility coordination. Approximate Value: $251K | Design Completion Date: 9/2024
- **SC 170 Sidewalk Extension** | Extended an 8-foot multi-use path along SC 170 for approximately 550 LF, connecting the Boundary Street Project to the Spanish Moss Trail. Provided project management, surveying, sidewalk and drainage design, permitting, and landscaping. Approximate Value: $31K | Design Completion Date: 4/2024

Relevance:

- ✓ On-Call Contract
- ✓ Located in the City of Beaufort
- ✓ Roadway Improvements
- ✓ Pedestrian Accommodations
- ✓ Drainage Improvements
- ✓ Permitting Coordination
- ✓ Grant/Funding Coordination

Other Projects Under This Contract Older Than Three Years:

- **Whitehall Drive Boardwalk** | Designed a 360 LF timber boardwalk connecting Whitehall Drive to US-21 over the marsh along the Beaufort River, linking existing bicycle-pedestrian facilities to Whitehall Park. Provided surveying, structural and roadway design, hydrology, environmental services, wetland permitting, and CEI services.
- **Construction Management/CEI for CTC Resurfacing** | Roadway improvements in Stone Martin, Jericho Woods, and Charles Street Extension included patching, resurfacing, and restriping. Provided construction administration, management, and inspection.
- **Greenlawn Streetscape** | Widened roadway to add on-street parking, sidewalks, drainage, lighting, and landscaping. Provided landscape and hydrology design, roadway design, permitting, contract documents, construction management, utility coordination, cost estimating, bidding/award, and inspection services.
- **Beaufort Commence Park** | Developed a 300-acre industrial site. Provided boundary, topographic, and tree surveys, along with geotechnical design and preliminary site planning to support future infrastructure.
- **Pick Pocket Connector** | Constructed a 200-foot roadway connecting Pick Pocket Plantation businesses to the new signal at Boundary Street and Beaufort Plaza.

Bluffton Parkway

Pathways Program

Client: Beaufort County
Reference: Bryan Bauer | frederick.bauer@bcgov.net
(843) 255-2700
Location: Beaufort, SC

Initial Cost Estimate vs Final Cost: No cost estimate provided
% Variance: N/A
Engineering Fee: Varies per project

Scope and Services Provided: This program provides engineering design services for multiple pathway improvements. As the prime consultant, ICE is responsible for project management, data collection and field surveys, wetland permitting and mitigation, pathway and drainage design, stormwater permitting, utility coordination, and public outreach. Representative projects assigned under this contract include:

Relevance:

- ✓ Located within Beaufort County
- ✓ Multi-Project Contract
- ✓ Pedestrian Accommodations
- ✓ Drainage Improvements
- ✓ Permitting Coordination
- ✓ Funding/Grant Coordination

- **Alljoy Road** – 6’ sidewalk (Burnt Church Rd to Thomas Lawton Dr), ADA ramps, 7 crossings, full drainage replacement and BMPs.
- **Big Estate Road** – 8’ sidewalk (~1.5 mi) from US 17 to African Baptist Rd; connects to shared-use path with signal upgrades.
- **Bluffton Parkway** – 8’ sidewalk connection between Bluffton Pkwy and Bluffton Rd (2023).
- **Broad River Blvd / Riley Rd** – 5’ sidewalk (~2,100 LF).
- **Broad River Drive** – 5’ sidewalk from Shell Point Rd to Lowcountry Montessori School.
- **Burton Hill Road** – 10’ multi-use path (Old Salem Rd to Broad River Blvd) with crossing connection.
- **Depot Road** – 10’ multi-use path from Spanish Moss Trail to Ribaut Rd.
- **MLK Jr. Drive** – 5’ sidewalk, 10’ boardwalk crossing, drainage upgrades with H&H analysis.
- **Laurel Bay Road** – 10’ multi-use path to US 21 with drainage/H&H and agency coordination (2025).
- **Meridian Road** – 10’ multi-use path from Lady’s Island Dr to Sea Island Pkwy with crosswalk.
- **Middle Road** – 8’ sidewalk (Walnut Hill St to Sam’s Point Rd).
- **Ribaut Road** – 5’ sidewalk (Lenora Dr to past Rahn Ln) (2023).
- **Salem Road** – 8’ sidewalk (Robert Smalls Pkwy to Old Salem Rd).
- **Shad Avenue** – 5’ sidewalk / 10’ multi-use path (Alljoy Rd to Ulmer Rd connection).
- **Stuart Point Road** – 8’ sidewalk (Delaney Cir to US 21).
- **Ulmer Road** – 10’ multi-use path (Burnt Church Rd to Shad Rd).

Pathway Pedestrian ADA Improv.

Client: Town of Bluffton
Reference: Constance Clarkson
cclarkson@townofbluffton.com | (843) 706-7825
Location: Bluffton, SC

Initial Cost Estimate vs Final Cost: No cost estimate provided
% Variance: N/A
Engineering Fee: Phase 2 $151,553.00 | Phase 3 $158,782

Relevance:
- ✓ Located within Beaufort County
- ✓ Pedestrian Accommodations
- ✓ Permitting Coordination

Scope and Services Provided: ICE served as prime consultant for the Town of Bluffton's Pathway Pedestrian ADA Improvements Program, delivering phased engineering services to improve pedestrian accessibility at more than 65 locations throughout the Town. Phases 2 and 3 represent consecutive assignments under the Town's ongoing ADA compliance initiative and are combined here to demonstrate program continuity and ICE's ability to deliver consistent design solutions across multiple sites. The program included improvements to curb ramps, sidewalks, crosswalks, and pavement markings to bring existing pedestrian facilities into compliance with ADA standards. ICE provided surveying, design, permitting, bid support, construction administration, and preparation of record drawings. Phase 3 sites include:

1. Bluffton Parkway / SC 170
2. Bluffton Parkway / River Ridge Drive
3. Bluffton Parkway / Hampton Parkway
4. Bluffton Parkway / Persimmon Street
5. Bluffton Parkway / Red Cedar Street
6. Bluffton Parkway / Wilkinson Way
7. Bluffton Parkway / Goethe Road
8. Bluffton Parkway / Buck Island Road
9. Bluffton Parkway / Simmonsville Road
10. Buck Island Road / SC 46
11. Buck Island Road / Jennifer Court
12. Buck Island Road / Building Center Driveway 2
13. Buck Island Road / Simmonsville Road
14. Buck Island Road / Kitty Road
15. Buck Island Road / Toy Fields Circle 1
16. Buck Island Road / Fernbank Avenue
17. Buck Island Road / Toy Fields Circle 2
18. Buck Island Road / New Mustang Drive
19. Buck Island Road / Tower Road
20. Buck Island Road / Gideon Way
21. Buck Island Road / Ballfield Road
22. May River Road / Wharf Street
23. May River Road / Goethe Road
24. May River Road / Calhoun Street
25. New Riverside Road / Red Barn Dr & Bridge View Lane
26. SC 170 / Gibbet Road
27. SC 170 / SC 46
28. Simmonsville Road / Windy Lake Court
29. Simmonsville Road / New Mustang Drive
30. Simmonsville Road / Hidden Lakes Drive
31. Simmonsville Road / Funeral Home Driveway
32. Simmonsville Road / Fuller Court
33. Simmonsville Road / Baywood Drive
34. Simmonsville Road / Plantation Park Drive
35. Simmonsville Road / Shopping Center/ Walgreens Driveway

William Hilton Parkway Crosswalk

Civil Engineering IDC

Client: Town of Hilton Head Island
Reference: Jeff Netzinger
jeffn@hiltonheadislandsc.gov | (843) 341-4775
Location: Hilton Head Island, SC

Initial Cost Estimate vs Final Cost: Various
% Variance: Various
Engineering Fee %: Varies per project

Scope and Services Provided: Since 2015, ICE was selected by the Town to provide services on the 2014 Civil Engineering Services IDC. After the 2014 IDC expired under the five-year maximum term, ICE was selected again for the new 2019 IDC to continue providing engineering and CE&I services. In addition, ICE was reselected for the 2024 On-Call Contract. Relevant most recent projects awarded through these contracts:

Relevance:
- ✓ On-Call Contract
- ✓ Located within Beaufort County
- ✓ Multi-Project Contract
- ✓ Roadway Improvements
- ✓ Pedestrian Accommodations
- ✓ Drainage Improvements
- ✓ Permitting Coordination

- **William Hilton Parkway Crosswalks** | Improved crosswalks that meet SCDOT and ADA standards at three locations on William Hilton Parkway: Dillon Road, Sea Turtle Marketplace, and Palmetto Parkway. Approximate Value: $200K | Design Completion Date: 5/2025
- **Mitchelville Dirt to Pave** | Involved roadway and drainage improvements to the existing dirt road, Mitchelville Road, from Fish Haul Road to the end of the road for approximately 1,300 LF. Approximate Value: $524K | Design Completion Date: In Progress
- **Benjamin Drive** | Roadway and drainage improvements along an 850 LF dirt road, including a 20-foot-wide pervious asphalt section with grassed shoulders and swales. Provided preliminary (30%) roadway plans, drainage calculations and report, easement exhibits, and a preliminary cost estimate. Approximate Value: $50K | Design Completion Date: 8/2025
- **North Island Crosswalks** | Assessing and retrofitting 90 crosswalks along Squire Pope Road, Gumtree Road, Mathews Drive, and Beach City Road with Continental markings. Conducted field assessments and measurements and provided plans, specifications, permitting, and CEI services for construction. Approximate Value: $45K | Design Completion Date: 8/2025

Other Projects Under This Contract Older Than Three Years:

- **Lemoyne Avenue Road Rehabilitation** | Improved the existing roadway with approximately 1200' of a multi-use path on one side of Lemoyne Avenue. Approximate Value: $45K
- **Blazing Star Lane Road Rehabilitation** | Paved the existing road and improved the existing storm drainage collection system. Approximate Value: $232K

Lemoyne Avenue Road Rehabilitation

William Hilton Parkway Crosswalk

Civil Engineering Services

Client: City of Hardeeville
Reference: Karla Vincent, PE
kvincent@hardeevillesc.gov | (843) 784-4101
Location: Hardeeville, SC

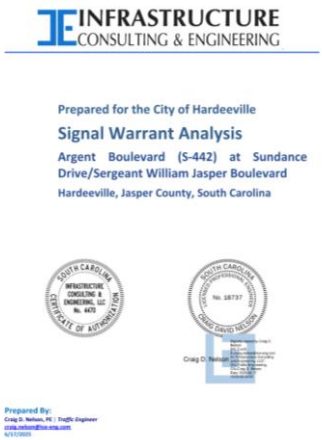
Initial Cost Estimate vs Final Cost: Various
% Variance: Various
Engineering Fee %: Varies per project

Relevance:

- ✓ On-Call Contract
- ✓ Multi-Project Contract
- ✓ Traffic Studies & Analysis
- ✓ Permitting Coordination

Scope and Services Provided: ICE was selected by the City of Hardeeville to provide architectural, engineering, and surveying services under a five-year IDIQ contract. The scope of work includes architectural design, engineering studies, engineering code development, structural engineering, topographic and cadastral surveying, geotechnical engineering, environmental services, traffic engineering, plan and development review, construction management, inspection, value engineering, and construction cost estimating. To date, ICE has worked on the following task orders:

- **Argent Boulevard Speed Limit Study:** The City desires to conduct an engineering speed limit study on Argent Boulevard, evaluating the feasibility of posting the entire roadway at a uniform 45 miles per hour (mph) speed limit. Argent Boulevard runs approximately 3.9 miles from US 278 to SC 170. The roadway is currently posted with speed limits of 45 mph near each end and 55 mph in the middle. ICE is responsible for the comprehensive collection and analysis of various data sets, including crash data, speed metrics, and crash occurrence evaluations. Additionally, ICE will conduct geometric assessments, analyze land use and environmental factors, and compile a final speed limit study report. This report will encompass an executive summary, an overview of existing conditions, a detailed methodology, the data collected, an analysis of findings, engineering justifications, and a final recommendation. Final Study Completion: July 2025


INFRASTRUCTURE CONSULTING & ENGINEERING

Prepared for the City of Hardeeville

Signal Warrant Analysis

Argent Boulevard (S-442) at Sundance Drive/Sergeant William Jasper Boulevard

Hardeeville, Jasper County, South Carolina

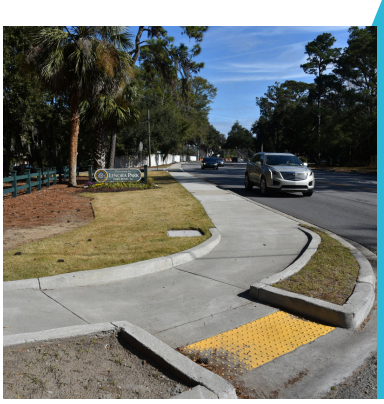
- **Argent Boulevard/Sundance Drive Traffic Signal Warrants Study:** The City desires to conduct a comprehensive traffic study warrant analysis at the intersection of Argent Boulevard and Sundance Drive. The study will evaluate whether installation of a traffic signal is justified per the criteria set forth in the Manual on Uniform Traffic Control Devices (MUTCD) and SCDOT Traffic Signal Guidelines. ICE is tasked with the responsibilities of data collection, analysis of intersection geometry and conditions, retrieval of crash data, evaluation of MUTCD warrants, coordination with SCDOT, and the preparation of a final signal warrant study report.

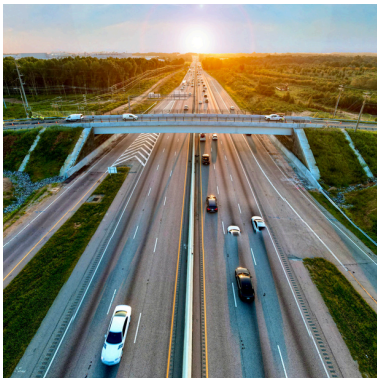
e. Sub-Consultants/Contractors

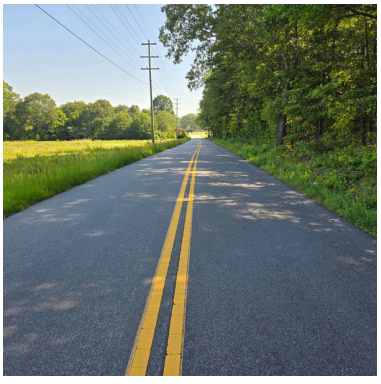
ICE has assembled a highly qualified and dedicated team ready to begin work immediately upon receiving the notice to proceed. This team will remain fully engaged throughout the contract to successfully complete all RFQ requirements. Below is an introduction to our entire Team, including their individual firm bios and assigned scope of work. This Team was assembled based on their ability to provide support and specialty services, drawing from our history of collaboration and successful delivery of previous projects.

Firm Name and Role	Firm Bios
Wi-Skies, LLC Lighting	Wi-Skies, LLC (WIS) specializes in roadway lighting design and electrical engineering services, serving as a trusted partner to DOTs and municipalities nationwide. With over 100 years of combined roadway lighting experience, their team provides expert design, analysis, and implementation support to ensure safe, efficient, and compliant lighting systems. WIS currently holds on-call lighting contracts with the Georgia, Illinois, and Iowa Departments of Transportation, where it operates as an extension of agency staff, supporting cost estimating, standards development, specification updates, design reviews, and permitting. Their deep understanding of DOT requirements and hands-on involvement in agency programs allow them to deliver practical, constructible lighting solutions tailored to each project. As part of this team, WIS will lead all roadway lighting design efforts, providing high-quality, responsive support and ensuring seamless integration with roadway and traffic elements.
ESP Associates, Inc. SUE Services	ESP Associates, Inc. is a multi-discipline engineering design and consulting firm providing civil engineering, surveying and mapping, land use planning, landscape architecture, earth and material sciences, and water resources services. With more than 400 professionals across offices nationwide, ESP offers the depth of resources and technical expertise to meet diverse client needs. ESP's Subsurface Utility Engineering (SUE) and 3D Ground Penetrating Radar (GPR) division utilizes advanced technologies and proven methodologies to accurately identify and map underground utilities for design and construction projects. Through investment in non-destructive vacuum excavation equipment and state-of-the-art geophysical and remote sensing tools, combined with over 200 years of staff experience, ESP delivers reliable and precise subsurface data. ESP provides SUE services in accordance with ASCE 38-22 standards and seamlessly integrates utility data into survey and design deliverables. This approach supports proactive conflict identification, reduces risk, and helps keep projects on schedule through accurate, efficient, and constructible utility mapping solutions.

Required Forms







CITY OF BEAUFORT
RFQ SIGNATURE PAGE
PROFESSIONAL CIVIL ENGINEERING AND RELATED SERVICES
INDEFINITE DELIVERY CONTRACT
RFQ NO. 2026-106

SUBMITTER'S NAME: Infrastructure Consulting & Engineering, LLC

The undersigned, having become familiar with the existing conditions and the Qualification Scope of Services hereby proposed, agrees to complete the work as described in accordance with the Request for and Contract Documents.

Submitter warrants that no gratuities, in the form of gifts, entertainment, or otherwise, were offered or given by the **Submitter**, to any officer or employee of the City with a view toward securing the contract or securing favorable treatment with respect to any determination concerning the performance of the contract.

This offer is genuine and not made in interest of or on behalf of any undisclosed person, vendor or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; **Submitter** has not directly induced or solicited any other **Submitter** to submit false or sham bid; **Submitter** has not solicited or sought by collusion to obtain for itself any advantage over any other **Submitter** or other **Owner**.

The words, "Bidder", "Submitter", "Submitter", "Vendor", and "Company" are used interchangeably throughout this solicitation, and are used in place of the person, vendor, or corporation submitting a solicitation.

Submitter has examined copies of all documents and of the following addenda (if applicable):

Addendum No.	Date		
1	4/21/2026	7	5/11/2026
2, 3, 4	4/23/2026	8	5/13/2026
5, 6	5/7/2026		

Address: Post Office Box:_____ Zip:_____
Street: 181 Bluffton Road – Suite C102 Zip: 29910
City: Bluffton State: SC
Telephone: 803-822-0333 Fax: 803-822-0034
Email: mitchell.metts@ice-eng.com

*Signature: [signature] Title: Vice President of Special Projects

Qualifications will not be accepted unless signed in ink (not typed) in the appropriate space by an authorized officer or employee of the bidder.

Printed Name: Mitchell Metts, PE Date: 4/29/2026

ETHICS IN PUBLIC CONTRACTING AFFIDAVIT

STATE OF South Carolina)

COUNTY OF Lexington)

Infrastructure Consulting & Engineering, LLC, being first duly sworn, deposes and says that:

1. He/She is MItchell Metts, PE (title) for/of Vice President of Special Projects (company/business), the Submitter that has submitted the attached Statement of Qualifications;
2. He/She is legally qualified and capable of signing this affidavit and is authorized to do so by Submitter;
3. He/She is fully informed regarding the preparation and contents of the attached Statement of Qualification and of all pertinent circumstances respecting such Qualification;
4. Such Qualification is genuine and is made without fraud;
5. Neither the said Submitter, nor any of its officers, partners, owners, agents, representatives, employees, or parties in interest has offered or received any kickbacks or inducements from any offeror, suppliers, manufacturer, or subCompany in connection with the offer, and they have not conferred on any public employee, public member, or public official having official responsibility for this procurement or transaction, any payment, loan, subscription, advance, deposit of money, services, or anything of value as defined in Section 8-13-100 of the South Carolina Code of Laws; and
6. Furthermore, neither the Submitter, nor any of its officers, partners, owners, agents, representatives, employees or parties in interest has any relationship with the City, another person, or organization that interferes with fair competition or that constitutes a conflict of interest with respect to a contract with the City.

4/29/2026
DATE

Infrastructure Consulting & Engineering, LLC
COMPANY/BUSINESS

BY: Mitchell Metts
SIGNATURE

Mitchell Metts, PE
PRINTED NAME

ITS: Vice President of Special Projects
TITLE

KATHERINE MORGAN NOTARY PUBLIC SOUTH CAROLINA Exp. 06/13/2033

SWORN to before me this 29th day of April, 2026

Notary Public for South Carolina (state)
My commission expires: 06/13/2033
By: Katherine Morgan (signature)

NON-COLLUSION AFFIDAVIT OF PRIME SUBMITTER

STATE OF South Carolina)

COUNTY OF Lexington)

Infrastructure Consulting & Engineering, LLC, being first duly sworn, deposes and says that:

1. He/She is Mitchell Metts, PE of Vice President of Special Projects, the Submitter that has submitted the attached qualification;
2. He/She is fully informed respecting the preparation and contents of the attached qualification and of all pertinent circumstances respecting such qualification;
3. Such Qualification is genuine and is not a collusive or sham qualification;
4. Neither the said Submitter nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived, or agreed, directly or indirectly with any other Submitter, company or person to submit a collusive or sham Qualification in connection with the Contract for which the attached Qualification has been submitted or to refrain from proposing in connection with such Contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other submitter, company or person to fix the price or prices in the attached Qualification or of any other submitter, or to secure through any other qualification, or to fix any overhead, profit or cost element of the bid price or the bid price of any other submitter, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Beaufort, SC or any person interested in the proposed contract.

(signed)
Vice President of Special Projects
(title)

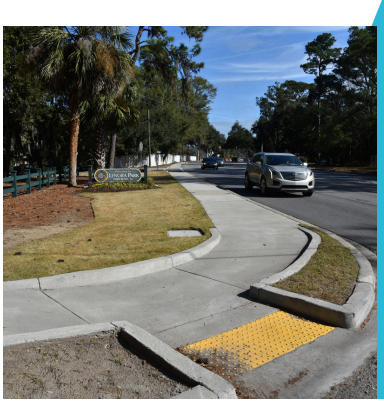
SWORN to before me this 29th
day of April, 20 26

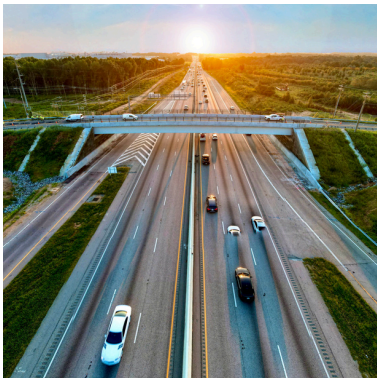
Notary Public for South Carolina (state)
My commission expires: 06/13/2033
By: _____
(signature)

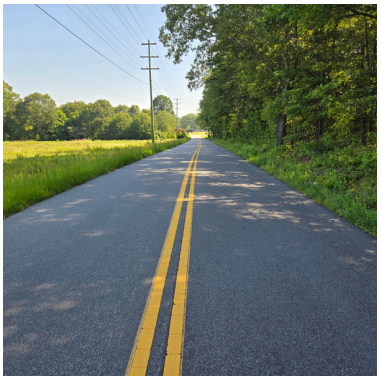
KATHERINE MORGAN NOTARY PUBLIC SOUTH CAROLINA Exp. 06/13/2033

SMALL/WOMAN-OWNED/MINORITY BUSINESS ENTERPRISE FORM	
YOUR COMPANY'S CURRENT STATUS	**SUPPLIER BUSINESS CLASSIFICATIONS**
Is this a small business? Yes (No)	A small business is a business which is independently owned and operated, not dominant in its field of operation, and can qualify under criteria concerning number of employees, average annual receipts, or other criteria as outlined by the Small Business Administration. (See CFR Title 13, Part 121, as amended)
Is this a woman-owned business? Yes (No)	A woman-owned business is a business which is at least 51% owned by a woman or women who also control and operate the business.
Is this a minority-owned business? Yes (No) If Yes, please indicate minority group: ___Asian American _____Black American ___Hispanic American ___Native American	A minority-owned business is a business which is at least 51% owned, controlled and operated by socially and economically disadvantaged individuals. The following groups are among those presumed to be socially and economically disadvantaged: Asian Americans, Black Americans, Hispanic Americans, and Native Americans.
Is this a disabled-owned business? Yes (No)	A disabled-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are disabled.
Is this a veteran-owned business? Yes (No)	A veteran-owned business a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans.
Is this a disabled veteran-owned business? Yes (No)	A disabled veteran-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans and disabled.
Are the individuals who own, control and operate this business U.S. citizens?	(Yes) No
Is this business a non-profit organization?	Yes (No)
Is this business incorporated?	Yes (No)

SF 330 Resumes







E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

INFRASTRUCTURE CONSULTING & ENGINEERING

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Bryan McIlwee, PE	**Project Manager**	**27** (1999)	**2** (2024)

15. FIRM NAME AND LOCATION *(City and State)*

Infrastructure Consulting & Engineering, LLC / Bluffton, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil and Environmental Engineering, Virginia Tech (2001)	Professional Engineer: SC #26457

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Summary of Expertise: Design Management | Civil Engineering | Project Management | Design Services | Stormwater Management

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Main Street Resiliency Project – Town of Summerville, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **In Progress** | CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. McIlwee serves as the Assistant Project Manager and supports project management and coordination across planning, design, and public engagement phases, working closely with Town staff, subconsultants, and internal teams to maintain schedule, budget, and deliverable quality. His responsibilities include coordinating environmental and utility efforts, supporting traffic and stormwater evaluations, managing field visits and data collection (including GIS and condition assessments), and facilitating communication between stakeholders. Mr. McIlwee also plays a key role in public involvement, organizing and leading public meetings, preparing materials, reviewing comments, and ensuring feedback is incorporated into design progression. The project included storm drainage upgrades, multi-use path and streetscape enhancements, and coordination of underground utilities to improve safety, accessibility, and overall corridor performance.

b.

(1) TITLE AND LOCATION *(City and State)*: **Program Management Services for Transportation Sales Tax Program – Jasper, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **In Progress** | CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. McIlwee serves as the Assistant Project Manager responsible for overseeing project planning, scoping, conceptual design, utility coordination, and preliminary right-of-way activities to ensure efficient, transparent, and timely delivery of all projects under the one-percent sales tax initiative. This project involves providing program and financial management services to support Jasper County's 2024 Transportation Sales and Use Tax Program, a voter-approved initiative funding roadway, infrastructure, and greenbelt improvements countywide.

c.

(1) TITLE AND LOCATION *(City and State)*: **Long Cove Club Drainage – Hilton Head Island, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2025** | CONSTRUCTION (if applicable): **2025**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. McIlwee served as the Project Manager responsible for overseeing construction administration and field coordination for ongoing drainage and infrastructure improvements within the Long Cove Club community. His responsibilities included conducting regular field inspections, verifying quantities, preparing and reviewing contractor pay applications, and coordinating with property owners, contractors, and Town representatives to address site issues and ensure project progress. He also managed schedule updates, documentation, and follow-up communications to maintain quality control and ensure that construction activities met project specifications and stakeholder expectations. This project consisted of the retrofit of 71 concrete curb inlets and curb and gutter replacement throughout the Long Cove Club community.

d.

(1) TITLE AND LOCATION *(City and State)*: **Port Tack Lagoon Drainage Project – Hilton Head Island, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2025** | CONSTRUCTION (if applicable): **2025**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. McIlwee as the Project Manager led the design and coordination of the Port Tack Drainage Improvements project, managing efforts from project setup through final plan delivery. His responsibilities included developing drainage and outfall designs, coordinating surveys and easements, and preparing detailed plan sets and exhibits. He worked closely with the Palmetto Dunes POA, property owners, and Town officials to address design, permitting, and ARB requirements, while overseeing bid-phase coordination and ensuring a seamless transition to construction. The project involved developing a new outfall structure to discharge excess water into the existing tidal lagoon system, improving overall drainage performance and flood resilience.

e.

(1) TITLE AND LOCATION *(City and State)*

Shelter Cove Paving CEI Phase III – Hilton Head Island, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2025	2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. McIlwee served as a Project Manager responsible for field condition assessment, development of bid documents and construction estimates, and construction administration. This project consisted of professional engineering services for the removal and replacement of failed concrete curb and gutter, full depth asphalt patching, asphalt milling and paving, and striping of various roadways within Shelter Cove POA.

f.

(1) TITLE AND LOCATION *(City and State)*

On-Call Civil Engineering Services, Contracts 2023-2024 & 2024-2026 – Hilton Head Island, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
Various	Various

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. McIlwee serves as the Design Manager overseeing design management for all projects assigned. To date, he has provided design and coordination services for the following projects:

- William Hilton Parkway Segment 3 Crosswalks | Mr. McIlwee designed all pathways for this project. This project consisted of improving crosswalks, meeting SCDOT and ADA standards, at three locations on William Hilton Parkway; Dillon Road, Northridge Drive, and Palmetto Parkway. Services included final plans and specifications for the project to include 10' wide Continental crosswalks, ADA-compliant pedestrian landings, pedestrian refuges in medians (curbed where applicable), demolition of existing infrastructure necessary for new construction, and appropriate locations for new RRFB's. (Design: $22,644; Construction: $436,114)
- Benjamin Drive | Mr. McIlwee is responsible for providing preliminary (30%) roadway plans, storm drainage calculations and report, easement exhibits, a preliminary estimate of quantities and probable opinion of construction cost. This project consists of roadway and drainage infrastructure improvements on an 850 linear feet dirt road. The improvements consist of a two-way, 20-foot wide pervious asphalt road section with grassed shoulders and grass-lined swales.
- North Island Crosswalks | Mr. McIlwee assisted with conducting field assessments and measurements, and provided plans and specifications for permitting, bidding and construction of the project. This project consisted of identified pathway crosswalks (except single-family home driveways) at the following roads: Squire Pope Road, Gumtree Road, Mathews Drive (both sections), and Beach City Road be measured, assessed and retrofitted with the new Continental standard markings. The work included upgrading a total of 90 crosswalks.

g.

(1) TITLE AND LOCATION *(City and State)*

Dr. Mellichamp Drive Streetscape & Drainage Improvements – Bluffton, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2017	2019

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐Check if project performed with current firm

Mr. McIlwee oversaw this project's design, permitting, and construction, which included streetscape improvements to this commercial neighborhood street. The project included a new road cross-section and streetscape improvements with on-street pervious parking, new storm drainage infrastructure, street lighting, sidewalks, pedestrian signage/wayfinding, and landscaping.

h.

(1) TITLE AND LOCATION *(City and State)*

May River Road Streetscape Improvements – Bluffton, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2016	2018

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐Check if project performed with current firm

Mr. McIlwee oversaw the design, permitting, and construction of this project, which included streetscape improvements to an important thoroughfare through the middle of Bluffton. The improvements included previous on-street parking, new storm drainage infrastructure, street lighting, sidewalks, and landscaping.

i.

(1) TITLE AND LOCATION *(City and State)*

Bridge Street Streetscape Improvements – Bluffton, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2020	2022

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐Check if project performed with current firm

Mr. McIlwee oversaw the design of this project, which included streetscape improvements to the existing major collector road. The improvements included on-street parking, new storm drainage infrastructure, street lighting, sidewalks, and landscaping.

j.

(1) TITLE AND LOCATION *(City and State)*

Myrtle & Hickory Lane Road & Drainage Improvements – Hilton Head Island, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2013	2015

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐Check if project performed with current firm

Mr. McIlwee managed this Town project, which included a new pavement section and storm drainage systems on two roads near the Atlantic Ocean beach. The Town took over rights of way for these formerly private roads, which lacked proper infrastructure and had degraded to a very poor condition.

k.

(1) TITLE AND LOCATION *(City and State)*: **Gardner Drive Pathway & Drainage Improvements – Hilton Head Island, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2012** | CONSTRUCTION (if applicable): **2013**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐Check if project performed with current firm

Mr. McIlwee designed and managed this town project, which included a new multi-use pathway and storm drainage improvements along a county roadway. The project involved SCDOT, county, and SCDHEC permits, as well as a timber bridge that connected a new pathway to a school and commercial and residential development. ($250,000 est.)

l.

(1) TITLE AND LOCATION *(City and State)*: **Stormwater Inventory & Modeling – Hilton Head Island, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2016** | CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐Check if project performed with current firm

From 2008 to 2016, Mr. McIlwee managed and assisted with various stormwater inventory and hydrology and hydraulic modeling (XP_SWMM) efforts for the Town of Hilton Head.

m.

(1) TITLE AND LOCATION *(City and State)*: **Driessen & Folly Field Beach Park Boardwalk Project (Town of Hilton Head Island) — Hilton Head Island, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2023** | CONSTRUCTION (if applicable): **N/A (2023-2024)**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐Check if project performed with current firm

As the Director of Project & Engineering, Mr. McIlwee oversaw the project teams' design and construction of two beach boardwalks on this project. The two projects consisted of demolishing the existing beach boardwalks and constructing new boardwalks at Folly Field Beach Park, located at 5 Starfish Drive, and Driessen Beach Park, located at 64 Bradley Beach Road. The Folly Field Beach Park boardwalk was approximately 400 linear feet and the Driessen Beach Park was approximately 1,100 linear feet. Improvements included new ipe decking, ADA accessible ramps, new architectural features such as cable wiring, and new showers. ($700,000)

n.

(1) TITLE AND LOCATION *(City and State)*: **Calhoun Street Regional Dock Project (Town of Bluffton) – Bluffton, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2020** | CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐Check if project performed with current firm

As the Director of Engineering, Mr. McIlwee oversaw the project teams' design and construction of a new timber boardwalk/dock and bulkhead on this project. The project includes removal of the existing public dock and building a larger, more accessible regional dock on the May River. The project included a new bulkhead to stabilize the existing shoreline, a boardwalk along the top of the bulkhead with access to the May River, a new 10' x 130' boardwalk, 20' x 20' covered pier head, and a 12' x 120' larger floating dock capable of accommodating up to six boats and fishing activities. The components of the existing dock will be salvaged and reused at Oyster Factory Park. ($854,000)

o.

(1) TITLE AND LOCATION *(City and State)*: **Rowing & Sailing Center at Squire Pope Community Park (Town of Hilton Head Island) – Hilton Head Island, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2013** | CONSTRUCTION (if applicable): **2014**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐Check if project performed with current firm

As the Assistant Town Engineer, Mr. McIlwee oversaw the design and construction of timber boardwalk/dock at the Rowing and Sailing Center. The project involved the design, construction, and improvements to new waterfront access at the Rowing & Sailing Center. The project included a new 350-Linear Feet timber boardwalk, floating dock, ADA-compliant access features, and pathway connections linking the waterfront, parking areas, and recreational facilities. ($400,000 est.)

S E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

INFRASTRUCTURE CONSULTING & ENGINEERING

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Clarke Hinson, PE	**Assistant Project Manager**	**15** (2011)	**15** (since 2011)

15. FIRM NAME AND LOCATION *(City and State)*

Infrastructure Consulting & Engineering, LLC / Charleston, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, University of South Carolina (2011)	Professional Engineer: SC #32916, GA #PE052672

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Summary of Expertise: Developing Conceptual Layouts | Establishing Proposed Roadway Geometry | Preparing Preliminary Plans and Final Construction Plans | Estimating Construction Quantities for Widening, New Location, & Bridge Replacement Projects

Training/Proficiency: MicroStation | GEOPAK | AutoTURN | SignCADD

ACEC Engineering Excellence Award Winning Projects: Johnnie Dodds Boulevard Improvements | Palmetto Commerce Parkway, Phase II | Marshland Roundabout

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **I-26 / I-95 Interchange Improvements (SCDOT) – Orangeburg, SC**

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: **In Progress**; CONSTRUCTION (if applicable): **2027 (est.)**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒Check if project performed with current firm

The project consists of reconstructing the existing system interchange at I-26 and I-95. It will include full reconstruction of the current ramps and acceleration and deceleration lane tie-ins with the mainline of I-26 and I-95. This will also include the replacement of the bridge on S-38-1302 (Whetsell Pond Rd.) over I-26. Mr. Hinson serves as the Lead Design Engineer and manages all design engineering functions through the assigned discipline leaders, licensed professionals and experts in their respective fields. This will include design leads for roadway, drainage, structures, geotechnical design, and traffic. Mr. Hinson coordinates closely with the internal Design Quality Review Team, who reviews designs for accuracy and ensures submittals are provided on time.

b.

(1) TITLE AND LOCATION *(City and State)*: **I-285 / I-20 East Interchange, P.I. No. 0013915 – DeKalb County, GA**

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: **02/2027 (est.)**; CONSTRUCTION (if applicable): **02/2027 (est.)**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒Check if project performed with current firm

This project consists of reconstructing I-285/I-20 east interchange ramps with more direct alignments and additional lanes, constructing new collector-distributor (CD) road along westbound I-20 and an additional lane in the eastbound I-20 CD road between the I-285/I-20 East Interchange and Wesley Chapel Road, and adding auxiliary lanes along I-20 and I-285. The scope of work also includes replacing the Miller Road and Fairington Road bridges over I-20, and the I-20 bridge over Snapfinger Creek, widening the I-285 northbound bridge over Snapfinger Road, and constructing new noise barriers where feasible and reasonable per the preliminary noise impact assessment. Mr. Hinson serves as a Roadway Engineer responsible for performing roadway design services for the main interchange and mainline work west of Wesley Chapel Road. (Project Value: $685,573,000 Million)

c.

(1) TITLE AND LOCATION *(City and State)*: **Cross Island Parkway (US 278) Toll Conversion – Beaufort County, SC**

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: **2023**; CONSTRUCTION (if applicable): **2023**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒Check if project performed with current firm

This project consisted of removing the existing toll plaza on US 278, including the toll canopy, booths, excess pavement, and access tunnel. Additional scope items included roadway repairs such as resurfacing, strengthening, and restriping along the parkway and ramps from US 278 Business to the Broad Creek Bridge, as well as pavement strengthening and bridge rehabilitation elements such as resealing expansion joints, painting structural steel, and removing and replacing high-friction deck overlay. Mr. Hinson served as a Roadway Engineer responsible for preparing the roadway geometric design, including horizontal and vertical alignments, cross-sectional elements, roadside safety features, intersections, and interchanges.

d.

(1) TITLE AND LOCATION *(City and State)*: **Roadway and Chassis Yard Improvements (Phase I) at Ridgeville Distribution Center – Dorchester County, SC**

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: **04/2021**; CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒Check if project performed with current firm

This project consisted of a new 4,679-foot-long asphalt paved access road with curb and gutter, a new stormwater drainage system, a new 20-acre on-site truck chassis / empty container storage yard, and the off-site widening of an existing road to provide efficient and safe access from the project site to the interstate. Mr. Hinson served as a Roadway Engineer responsible for preliminary and final layouts, site grading and roadway design, preliminary plans, and final plans. (Project Value: $5,833,000 (Design/Construction))

e.

(1) TITLE AND LOCATION *(City and State)*

Pathways Project – Beaufort County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
In Progress	**In Progress**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consists of the design services necessary for the addition of a 10' pathway along sections of roadways throughout the County. The purpose of this project is to help provide safe walking routes to schools and improved access to residential communities. The total length of the pathways is approximately 16.4 miles for the projects assigned to date as a part of this Contract. Mr. Hinson is serving as the Project Manager responsible for overseeing data collection and field surveys, wetland permitting and mitigation, preliminary pathway design, final pathway construction plans, final drainage design and stormwater permitting, utility coordination, and public outreach services. (Project Value: $22 Million)

f.

(1) TITLE AND LOCATION *(City and State)*

Gadsden Loop Sidewalk Project – Colleton County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
03/2021	**2021**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consisted of providing sidewalks along Peurifoy Road, Smith Street, and Robertson Boulevard to provide safer pedestrian access within the neighborhood as well as access to Black Street Early Childhood Center. The new sidewalks begin at the intersection of SC 64 and Robertson Blvd and run along Robertson Boulevard for 1,630 LF, Smith Street for 1,780 LF and Peurifoy Road for 1,730 LF and then loop back into SC 64. This project was part of the Gadsden Loop Neighborhood revitalization project and was funded through a Community Development Block Grant with the Lowcountry COG. Mr. Hinson served as the Project Manager responsible for overseeing sidewalk design, hydrologic / hydraulic design, permitting, wetland delineation, and field surveys. (Project Value: $579,459)

f.

(1) TITLE AND LOCATION *(City and State)*

US 17 at Main Road (S-20) Interchange Improvements and Main Road (S-20) Widening – Charleston County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
In Progress	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project involved providing engineering services for an Environmental Impact Statement (EIS), preliminary and final roadway and bridge plans, ROW plans, and traffic studies. Key elements included a grade-separated interchange at US 17 and Main Road, widening Main Road and Bohicket Road, replacing the Main Road bridge over the CSX Railroad, and constructing a shared-use path from the West Ashley Greenway to Bees Ferry Road. Mr. Hinson serves as the Lead Roadway Engineer on Segment A responsible for concept development through the NEPA process, design coordination between disciplines, preliminary plans, ROW plans, and final plans. (Project Value: $195 Million)

g.

(1) TITLE AND LOCATION *(City and State)*

Transportation Committee (CTC) Program – Charleston County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2021	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consisted of providing engineering and design services. Mr. Hinson served as the Lead Roadway Engineer on the following projects:

- Northwoods Blvd Sidewalk | 4,850 LF of sidewalk from Ashley Phosphate Road to Rivers Avenue including associated drainage plans.
- Pelzer Drive Sidewalk | 1,500 LF of sidewalk from Coleman Boulevard to Cottingham Road. Included designing sidewalk around Grand Trees that were to be protected during construction.
- Folly Beach Drainage | Drainage study to determine measures needed to correct drainage problems on East Ashley Avenue from 2nd Street to 6th Street as well as 2nd Street East and 4th Street East from Arctic Avenue to the Folly River marsh outfall. Total length of the project is approximately 11,600 LF.
- Stinson Drive Sidewalk | 1,200 LF of a sidewalk
- North Forest Drive Sidewalk | Project involves construction 800ft of a sidewalk on both sides of roadway.

h.

(1) TITLE AND LOCATION *(City and State)*

Clements Ferry Road Widening, Phase II – Berkeley County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
07/2020	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consisted of widening Clements Ferry Road for approximately 4.5 miles from Jack Primus Road to SC 41. The improvements involved widening the two-lane roadway to a four-lane curb and gutter section with a raised planted median and multi-use path along one side of the roadway. The project also included construction of a new bridge over Martins Creek and the widening of an existing bridge over an unnamed tributary. Mr. Hinson served as the Lead Roadway Engineer where he worked closely with the Project Manager, Environmental Manager, and other design team members to prepare preliminary and final design plans. (Project Value: $59 Million)

i.

(1) TITLE AND LOCATION *(City and State)*

SCPA – Hugh K. Leatherman Sr. Terminal (HLT) – North Charleston, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
03/2021	2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consisted of providing a detailed design for a new three berth container terminal consisting of approximately 286 acres of upland development and 3,510 LF of wharf. Mr. Hinson served as the Lead Design Engineer responsible for preliminary and final layouts, site grading and roadway design, preliminary plans, and final plans. (Project Value: $450 Million)

j.

(1) TITLE AND LOCATION *(City and State)*

Beaufort County Indefinite Delivery Contract (IDC) – Beaufort County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
07/2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Hinson served as the Project Manager for this IDC overseeing the following services: evaluations, analyses, reports, recommendations, cost and time estimates, design, preparation of contract and/or record documents, field inspections and investigations, and engineering services throughout all phases of the projects. Projects included:

- SC 802 / US 21 Turn Lane (Lady's Island Turn Lane and Median project) | This project consisted of improvements and median work at the intersection of Sams Point Road (SC 802) and Sea Island Parkway (US 21 Bus). The original design included the addition of a dedicated right turn lane totaling 580' in length (400' of storage and 180' of taper), the conversion of the existing right turn lane to a through lane, and the addition of mast arm traffic signal poles. Mr. Hinson served as the Project Manager and provided the final stamped and signed RFC plans. (Project Value: $761,000 | Completion: 07/30/2020)
- Airport Frontage Road | The roadway is approximately 1,500' and connects Little Creek Road and Lost Island Road with signal access on US 21. As the Project Manager, Mr. Hinson oversaw the wetland delineation and project planning to determine if the proposed alignment and ROW were suitable and feasible for roadway improvements. (Project Value: $4.9 Million | Completion: 7/26/2019)

k.

(1) TITLE AND LOCATION *(City and State)*

City of Beaufort Professional Engineering Indefinite Delivery Contract (IDC) – Beaufort, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
In Progress	In Progress

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Hinson is serving as the Project Manager for this IDC to provide professional engineering services on an "as needed basis." He is responsible for overseeing the following services: evaluations, analyses, reports, recommendations, cost and time estimates, design, preparation of contract and/or record documents, field inspections and investigations, and engineering services throughout all phases of the projects including periodic progress reports / meetings, proper processing of invoices for services, and timely processing of project correspondence. (Project Value: Varies by Project)

l.

(1) TITLE AND LOCATION *(City and State)*

PennDOT Rapid Bridge Replacement Program (RBRP) – Statewide, PA

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2016	2019

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Hinson served as a Roadway Designer responsible for the preparation of plan sheets and roadway approaches for various bridge sites that were assigned to ICE (total of 69). This complex Design-Build project consisted of the replacement of 558 total bridges with a total design and construction duration of only 36 months. The average cost for design, construction, and maintenance per bridge site was $1.6 million. ICE was responsible for the layout, design, plans preparation, and construction support for all assigned bridges. Structure types included prestressed concrete box girders, folded steel plate girders, and precast concrete box culverts. Bridges included single span and multi-span configurations crossing waterways and/or railroads. (Project Value: $899M)

m.

(1) TITLE AND LOCATION *(City and State)*

CNC Port Access Road – Charleston County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Hinson served as the Roadway Designer responsible for the refining of the original SCDOT design for the new T-directional, multi-level interchange with I-26. He was responsible for the preparation of the roadway estimating plans and quantities for the local road system including the extension of Stromboli Avenue, Stromboli widening, Bainbridge connector, Spruill Avenue widening, and participated in the development of several ATC conceptual plans.

n.

(1) TITLE AND LOCATION *(City and State)*

SC 101/290 Widening – Greer, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2016	2016

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Hinson assisted with plan preparation and development for this widening project which was approximately a half-mile long and included improvements at three intersections. SC 101/290 was widened from two lanes to five lanes and the project had two historical properties and two large magnolia trees that had to be preserved. The design included reducing the center lane from 15 feet to 12 feet, reducing one of the through lanes from 12 feet to 11 feet, removing bike lanes, and the use of retaining walls. (Project Value: $3.9M)

o.

(1) TITLE AND LOCATION *(City and State)*

US 17 / Johnnie Dodds Boulevard Improvements – Charleston County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2013	2013

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Hinson assisted with the plan preparations and site surveying for this design-build project that involved improvements to the three-mile-long segment of US 17 between the Arthur Ravenel Jr. Bridge and I-526. The US 17 mainline roadway was widened from two to three lanes in each direction and a tight urban diamond interchange was constructed at the US 17 and Bowman Road intersection. The new interchange required construction of a 161-foot single-span bridge to carry US 17 over Bowman Road and replacement of the adjacent Bowman Road bridge over Shem Creek. Frontage roads and intersecting side streets along US 17 were improved through the addition of bicycle lanes and sidewalks. The project also featured the addition of raised landscaped medians, curb & gutter, lighting, and mast-arm traffic signals with adaptive signal control. (Project Value: $83M)

p.

(1) TITLE AND LOCATION *(City and State)*

I-526 Cross Slope Correction – Charleston County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2011	2012

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Hinson assisted in cross section development and quality control/quality assurance for this project which took place between Long Point Road and Johnnie Dodds Boulevard. It included two miles of resurfacing of both the I-526 eastbound and westbound lanes and entailed overlaying the existing surface using asphalt, updating cross slopes and superelevations to current design standards, tying to three bridges, as well as tying to exit/entrance ramps. (Fee Amount: $50K)

q.

(1) TITLE AND LOCATION *(City and State)*

Palmetto Commerce Parkway, Phase II – North Charleston, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2010	2011

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This four-mile, Design-Build new-roadway construction project joins Phase I of Palmetto Commerce Parkway to Ashley Phosphate Road. This was the first Design-Build road project for Charleston County. The roadway is a four-lane section with a raised planted median and an eight-foot-wide multi-use asphalt pathway, with both rural and urban roadway sections. Also, included in this project were four bridges, one of which was approximately 750 feet long. Mr. Hinson assisted with right-of-way verification and acquisition and the development of as-built plans for this Design-Build project. (Project Value: $26.5M)

r.

(1) TITLE AND LOCATION *(City and State)*

GDOT Northwest Corridor Project (Design Reviews) – Atlanta, GA

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2014	In Progress

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Hinson served as the Roadway Designer responsible for performing design review services including horizontal alignments, vertical profiles, and cross sections. He also reviewed the design and plans for conformance to the RFP and GDOT design standards. This project consists of the addition of reversible managed lanes to a 27-mile long section of the I-75 and I-575 corridor. Four new interstate interchange access points and a direct system to system connection to I-285 are required on I-75 for direct access to the new managed lane system from the side roads. (Project Value: $599M)

s.

(1) TITLE AND LOCATION *(City and State)*

Marshland Roundabout – Hilton Head, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
03/2015	04/2015

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This award-winning project consisted of a roundabout that was designed to replace the existing T-Intersection at Mathews Drive and Marshland Road on Hilton Head Island. The roundabout sits in a super elevated curve with multiple lanes coming to the roundabout. The access was reduced on Mathews from two to one lane to allow for the construction of a single lane roundabout with a slip lane from Marshland Road. Mr. Hinson assisted in plan preparation and provided surveying services. (Project Value: $700K)

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

INFRASTRUCTURE CONSULTING & ENGINEERING

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Karl Stuart Timmons, Jr., PE	**Drainage / Stormwater**	**15** (2010)	**10** (since 2015)

15. FIRM NAME AND LOCATION *(City and State)*

Infrastructure Consulting & Engineering, LLC / Greenville, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, University of South Carolina (2010)	Professional Engineer: SC #32562, NC #044973, GA #PE052507

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Summary of Expertise: Drainage Design | Stormwater Management | Erosion Control | Bridge Hydraulics | Culverts Design | Scour Analysis | 2-D Modeling | FEMA Coordination
Professional Affiliations: American Society of Civil Engineers | Institute of Transportation Engineers
Training/Proficiency: MicroStation | CivilStorm | HEC-RAS | ArcGIS | Hydraflow | StormCAD | Civil 3D | GEOPAK | HY-8 | HEC-RAS 5.0 (2D) | SMS
Award Winning Projects: Emergency Bridge Package 4

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **US 17 at Main Road (S-20) Interchange Improvements and Main Road (S-20) Widening – Charleston County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **07/2024** | CONSTRUCTION (if applicable): **2026 (est.)**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

This project involved providing engineering services for an Environmental Impact Statement (EIS), preliminary and final roadway and bridge plans, ROW plans, and traffic studies. Key elements included a grade-separated interchange at US 17 and Main Road, widening Main Road and Bohicket Road, replacing the Main Road bridge over the CSX Railroad, and constructing a shared-use path from the West Ashley Greenway to Bees Ferry Road.Mr. Timmons served as the Hydraulic Engineer and was responsible for the design of closed drainage system, detention analysis, bridge hydraulic studies, erosion control, and ditch analysis. Project Value: $195 Million)

b.

(1) TITLE AND LOCATION *(City and State)*: **Beaufort County Pathways Project – Beaufort County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **In Progress** | CONSTRUCTION (if applicable): **In Progress**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

This project consists of the design services necessary for the addition of a 10' pathway along sections of roadways throughout the County. The purpose of this project is to help provide safe walking routes to schools and improved access to residential communities. The total length of the pathways is approximately 16.4 miles for the projects assigned to date as a part of this Contract. Mr. Timmons serves as the Lead Hydraulic Engineer responsible for drainage design and stormwater permitting. The drainage design has included the design of infiltration trenches, energy dissipators, closed drainage systems, and outfall analysis. (Project Value: $22 Million)

c.

(1) TITLE AND LOCATION *(City and State)*: **Allison Road Pedestrian Connector – City of Beaufort, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **04/2021** | CONSTRUCTION (if applicable): **2022**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

This pedestrian and streetscape project, awarded under the City of Beaufort IDC, will connect Ribaut Road, the Beaufort Memorial Hospital campus, and nearby neighborhoods with the Spanish Moss Trail. It includes building an eight-foot sidewalk on the south side of Allison Road, moving utilities underground, and repaving. The project will also provide improved drainage for 18 acres in the Mossy Oaks neighborhood, supplementing the City of Beaufort's major Mossy Oaks drainage infrastructure project. Mr. Timmons served as a Hydrology / Hydraulic Engineer responsible for the design of the closed stormwater system along the proposed curb and gutter section as well as erosion control throughout the site. (Project Value: $1.4 Million)

d.

(1) TITLE AND LOCATION *(City and State)*: **SC 802 / US 21 Turn Lane (Lady's Island Turn Lane and Median Project) – Beaufort County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **06/2020** | CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

This project, awarded under the 2018-2020 Beaufort County IDC, consisted of improvements and median work at the intersection of Sams Point Road (SC 802) and Sea Island Parkway (US 21 Bus). The original design included the addition of a dedicated right turn lane totaling 580' in length (400' of storage and 180' of taper), the conversion of the existing right turn lane to a through lane, and the addition of mast arm traffic signal poles. Mr. Timmons served as a Hydrology / Hydraulic Engineer responsible for the design of the proposed closed stormwater system, permanent water quality design, and erosion control throughout the site. The existing stormwater system was analyzed and retained / improved to utilize much of the existing infrastructure while still meeting level of service requirements. (Project Value: $761,000)

e.

(1) TITLE AND LOCATION *(City and State)*: **US 21 Bridge Replacement over Harbor River – Beaufort County, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
12/2018	01/2022

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This Design-Build project consisted of replacing the existing swing-span bridge over a tidal waterway/navigable channel. The replacement bridge was a fixed high-level structure (3,340 feet long) with two 12-foot lanes and 10-foot paved shoulders, providing 90 feet of horizontal clearance and 65 feet of vertical clearance for river navigation. Mr. Timmons served as a Hydrology/Hydraulic Engineer and was responsible for erosion control, permitting, permanent water quality, and stormwater design of the roadway embankment. The project was located within 1,000 feet of critical shellfish beds, and more stringent water quality standards were required for post-construction discharge and water quality design. Mr. Timmons also assisted with hydraulic modeling of the Harbor River to determine design scour depths. (Project Value: $54.7 Million)

f.

(1) TITLE AND LOCATION *(City and State)*: **Hugh Leatherman Terminal (HLT) – Charleston County, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2017	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Timmons served as a hydraulic engineer for the design of the stormwater systems for the proposed Hugh Leatherman Terminal. He was responsible for the design of stormwater systems, erosion control devices, and scour analysis of the proposed bridges onto the site. SCDOT is under contract with the Port Access Road design build team to build the mainline bridge into the terminal as well as the relocated Tidewater Road bridge. The HLT project will tie in with the mainline bridge and continue the bridge section to the terminal entrance. The project will also tie in with the new Tidewater Road Bridge and continue until the alignment tie downs with the existing Tidewater Road near the west edge of the terminal site. Each of these bridges cross over Shipyard Creek at a large skew which is a tidally influenced waterbody and prone to storm surge events. Due to the skew and surge conditions a 2-dimensional model was created to determine velocity magnitude and direction at each of the proposed bents. Using the results from the model, appropriate scour depths were calculated. (Project Value: $450 Million)

g.

(1) TITLE AND LOCATION *(City and State)*: **Emergency Bridge Package 4 – Richland, Kershaw, and Williamsburg Counties, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
11/2016	09/2017

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This Project consisted of all work necessary, at four separate locations, to remove the remainder of the existing bridges and to construct new bridges, including the associated roadway and drainage work necessary to tie the new approaches to the existing roadways. Extensive erosion around the bridge during the recent record storm event of October 2015 resulted in complete failure of the bridges. Serving as a hydraulic engineer, Mr. Timmons used HEC-RAS models from FEMA and HEC-18 to generate drainage reports for each individual bridge. (Project Value: $11 Million)

h.

(1) TITLE AND LOCATION *(City and State)*: **Federal Aid Design-Build Bridge Replacement Project (Package E) – Cherokee, Chester, Fairfield, Lancaster, and York Counties, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
09/2016	09/2019

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Timmons served as a Hydraulic Engineer for this bridge replacement package that involved the design and construction of 13 replacement bridges at 12 sites located throughout the state. Each bridge was evaluated separately for roadway and bridge hydraulic design. HEC-RAS was used to model hydraulic conditions resulting from the proposed bridge construction. The USGS envelope curves and methods found in HEC-18 were used to measure scour. (Project Value: $56 Million)

i.

(1) TITLE AND LOCATION *(City and State)*: **S-107 (Alligator Road) Widening – Florence County, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
Ph I: 05/2018 Ph II: 07/2020	Ph I: 2021 Ph II: TBD

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This seven-mile project includes widening from a two-lane rural roadway to a three-lane section segment from US 76 to S-103 and to a five-lane curb and gutter section with sidewalk from S-103 to west of US 52. This project also includes replacing the existing structures over I-95 and Alligator Branch Swamp Tributary and major intersection improvements at the US 52 intersection. Mr. Timmons served as a Hydraulic Engineer and was responsible for analyzing and designing the proposed bridge replacement across Alligator Branch. Alligator branch combines with Middle Swamp directly downstream of studied bridge to form Muldrows Mill Pond which creates a large amount of backwater. Due to the site being located within a FEMA flood zone, AE special coordination was required with FEMA as well as state and local agencies. (Project Value: $74 Million)

j.

(1) TITLE AND LOCATION *(City and State)*

I-77 Widening & Rehabilitation (MM 15-27) – Richland County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
04/2017	12/2018

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

The work involved widening the interstate by adding one lane in the median in each direction for seven miles to include widening of 10 mainline bridges over roadways and streams. This section also included rehabilitation of an asphalt overlay with a concrete base and cross slope verification/correction. The work also included eight additional miles of pavement rehabilitation and cross slope verification/correction of southbound lanes. The pavement throughout the project consisted of asphalt overlay with a concrete base. Mr. Timmons served as a hydraulic engineer and was responsible for analyzing and designing the proposed storm sewer system. This work included the design of crossline culverts, erosion control devices, water quality bmps, storm sewer design, as well as bridge hydraulics. (Project Value: $91 Million)

k.

(1) TITLE AND LOCATION *(City and State)*

Clements Ferry Road Widening, Phase II – Berkeley County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
07/2020	2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consisted of widening Clements Ferry Road for approximately 4.5 miles from Jack Primus Road to SC 41. The improvements involved widening the two-lane roadway to a four-lane curb and gutter section with a raised planted median and multi-use path along one side of the roadway. The project also included construction of a new bridge over Martins Creek and the widening of an existing bridge over an unnamed tributary. The tidally influenced crossing required an unsteady hydraulic model to be completed and calibrated with historic gage data along the Wando River. Once calibrated, the model was used to analyze the 10-year storm surge elevations to set the proposed bridge low chord. Along with the hydraulic design of the two bridges, Mr. Timmons was responsible for the design of water quantity, water quality, and erosion control design. (Project Value: $59 Million)

l.

(1) TITLE AND LOCATION *(City and State)*

I-26 Widening (MM 187-194)-Berkeley & Dorchester Counties, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
08/2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consists of widening I-26 from SC 27 (Exit 187) near Ridgeville on the western terminus to approximately one mile west of Jedburg Road/S-8-16 (Exit 194) near Summerville on the eastern terminus at MM 193. Mr. Timmons is responsible for hydraulic studies and design, drainage design, sediment and erosion control plans and stormwater management report. He conducted the stormwater analysis and NPDES study.

m.

(1) TITLE AND LOCATION *(City and State)*

SC 277 NB Flyover Ramp/Bridge Replacement – Richland County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
05/2019	11/2020

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project included the design and construction of a new bridge and related roadway approaches along SC 277 NB over I-77. The purpose of the project is to correct the structural deficiencies and to bring the existing bridge and roadway up to current design and safety standards. Mr. Timmons served as a Hydraulic Engineer responsible for the hydraulic design, drainage design, cross pipes, and erosion control. (Project Value: $24.9M)

n.

(1) TITLE AND LOCATION *(City and State)*

Renau Boulevard, Culvert Replacement – Summerville, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
07/2017	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project replaced a structurally deficient culvert, upgrading dual 36-inch pipes to a larger box culvert. Coordination with FEMA ensured no impacts to base flood elevations or the effective floodway, and the project was submitted for Hazard Mitigation Grant Program funding due to recurring flooding. Mr. Timmons served as a Hydraulic Engineer responsible for the hydraulic analysis of Rumphs Hill Creek and a “No Impact” analysis was achieved along the studied reach. He also performed the roadway and erosion control design for the project.

o.

(1) TITLE AND LOCATION *(City and State)*

Rumphs Hill Creek Watershed Study – Dorchester County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2017	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Timmons served as the Project Engineer for this study, which evaluated Rumphs Hill Creek to identify feasible mitigation strategies to reduce flooding throughout the watershed. He developed a hydrodynamic model to simulate existing conditions using HEC-HMS and HEC-RAS. Using these models, he identified problem areas and incorporated conceptual improvements into a proposed conditions model. The proposed model was then compared to existing conditions to assess and illustrate potential flood reduction benefits to the County. The project included modeling of rivers, bridges, culverts, scour-prone areas, detention and retention systems, and other hydraulic structures.

p.

(1) TITLE AND LOCATION *(City and State)*: **Lancaster County Roadway and Drainage Improvements – Lancaster County, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project involved roadway and drainage improvements to multiple roads throughout the county. These sites involved reclaiming the existing pavement and constructing a new roadway that meets current SCDOT standards. These existing roadways often included very little drainage to route water safely to designated outfalls. Due to limited right of way, closed systems were utilized to safely route water to the proposed outfalls. Mr. Timmons was responsible for the design of water quantity, water quality, and erosion control for these multiple sites.

q.

(1) TITLE AND LOCATION *(City and State)*: **Lemoyne Avenue, Road Rehabilitation – Hilton Head Island, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Timmons served as a Hydraulic Engineer for improvements to the roadway and drainage infrastructure within the right of way on Lemoyne Avenue. The project, awarded under the 2014-2019 Town of Hilton Head IDC, consisted of rehabilitating approximately 1,200 feet of the existing roadway with a multi-use path on both sides and included performing drainage calculations to size pipe system and detention ponds. Mr. Timmons used civil storm to design a storm drainage system with infiltration and detention ponds, prepared drainage and erosion control plans, and created a notice of intent with OCRM coordination. (Project Value: $775,750)

r.

(1) TITLE AND LOCATION *(City and State)*: **Office Park Road at Pope Avenue and New Orleans Road – Hilton Head Island, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project, awarded under the 2014-2019 Town of Hilton Head IDC, consisted of the intersection improvements at Office Park Road, Pope Avenue, and New Orleans Road and included the addition of a signalized intersection, widening New Orleans Road approach from four lanes to five lanes, widening Office Park Road from three lanes to four lanes, and widening south bound Pope Avenue from five lanes to six lanes and retaining the north bound Pope Avenue section at its current six-lane configuration. Mr. Timmons served as a Hydraulic Engineer responsible for the stormwater management design that included sedimentation and erosion control design.

s.

(1) TITLE AND LOCATION *(City and State)*: **Waccamaw Drive – Garden City, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consisted of the development of approximately 2,640 linear feet of sidewalk along a heavily traveled road along the coast of Garden City which required new cross-walks and signage. Mr. Timmons used civil storm to design a storm drainage system with detention ponds and prepared drainage and erosion control plans.

t.

(1) TITLE AND LOCATION *(City and State)*: **SR 178, Five Bridge Replacements – Marshall County, MS**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2015	12/2016

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐Check if project performed with current firm

This Project consisted of studying five bridges located within Marshall County. Three of the bridges shared a complex floodplain that would influence each watershed during larger flood events. As a result, a 2-Dimension model was developed to determine flow paths and peak discharges for each of the three bridges. A 2-dimensional mesh was created by Mr. Timmons using SMS software. The mesh boundaries were determined by evaluating topographic maps and analyzing LiDAR data for the surrounding terrain. Additional 1-dimension model as well as a 2-D HEC-RAS model were created to compare with the SMS two-dimensional model. (Project Value: $20M)

u.

(1) TITLE AND LOCATION *(City and State)*: **Cosgrove Rail Yard Improvements – North Charleston, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2015	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐Check if project performed with current firm

Mr. Timmons performed the drainage and erosion control design for the improvements to an existing rail yard. The project was on accelerated schedule by the client to quickly resolve efficiency issues the existing rail yard was experiencing. Various permits with DHEC/OCRM and the local MS4 had to be obtained within a few weeks to keep the project on schedule. Project involved an additional rail spur to be constructed which impacted an existing tidal ditch. The proposed design called for new drainage system alignment that connected with existing culverts under the rail yard.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

INFRASTRUCTURE CONSULTING & ENGINEERING

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Ronni Turnbull, PE	**Roadway Design**	**11** (2015)	**8** (since 2018)

15. FIRM NAME AND LOCATION *(City and State)*

Infrastructure Consulting & Engineering, LLC / Charleston, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, Clemson University (2017)	Professional Engineer: SC #42180

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Summary of Expertise: Roadway Design | Signal Improvement | Sign Plans
Training/Proficiency: MicroStation | AutoCAD | MathCAD

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Beaufort County Pathways Project – Beaufort County, SC**

(2) YEAR COMPLETED: PROFESSIONAL SERVICES **2026 (est.)**; CONSTRUCTION (if applicable) **2026 (est.)**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

This project consists of the design services necessary for the addition of a 10' pathway along sections of roadways throughout the County. The purpose of this project is to help provide safe walking routes to schools and improved access to residential communities. The total length of the pathways is approximately 16.4 miles for the projects assigned to date as a part of this Contract. Ms. Turnbull is serving as the Lead Sidewalk Designer responsible for creating plan sets that include right-of-way data, plan and profile, cross sections, and sidewalk design. She is designing the sidewalks / pathways to be within the right-of-way as much as possible to avoid the existing drainage ditches and grand trees. Ms. Turnbull also coordinates with other design disciplines including the hydraulic team to ensure proper drainage throughout the project. The team utilizes instruction from the SCDOT *Access and Roadside Management Standards* (*ARMS*) manual for redesigning driveways as well.

b.

(1) TITLE AND LOCATION *(City and State)*: **City of Beaufort Professional Engineering IDC**

(2) YEAR COMPLETED: PROFESSIONAL SERVICES **Various**; CONSTRUCTION (if applicable) **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

ICE was awarded this IDC to provide professional engineering services on a "as needed basis" for the City of Beaufort. Ms. Turnbull is currently providing services on the following project:

- Mossy Oaks Drainage Project: Ms. Turnbull served as a Roadway Engineer responsible for providing roadway alignments, lane configurations, grades, cross sections, and construction limits. The Mossy Oaks area is a residential area near the southern limits of the City of Beaufort that has historically been susceptible to frequent flooding. It is an approximately 800-acre watershed consisting of two separate basins that drain to Battery Creek. The watershed covers a multijurisdictional area with stakeholder interest including the City of Beaufort, Beaufort County, the town of Port Royal, and SCDOT.
- Allison Road Pedestrian Connector: This project will connect Ribaut Road, the Beaufort Memorial Hospital campus, and nearby neighborhoods with the Spanish Moss Trail. It includes building an eight-foot sidewalk on the south side of Allison Road, relocating utilities to underground, and repaving. The project will also provide improved drainage for 18 acres in the Mossy Oaks neighborhood, supplementing the City of Beaufort's major Mossy Oaks drainage infrastructure project. Ms. Turnbull serves as a Roadway Designer responsible for providing preliminary and construction plans and design field review services.

c.

(1) TITLE AND LOCATION *(City and State)*: **Gadsden Loop Sidewalk – Colleton County, SC**

(2) YEAR COMPLETED: PROFESSIONAL SERVICES **2021**; CONSTRUCTION (if applicable) **2021**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

This project consisted of providing sidewalks along Peurifoy Road, Smith Street, and Robertson Boulevard to provide safer pedestrian access within the neighborhood as well as access to Black Street Early Childhood Center. The new sidewalks begin at the intersection of SC 64 and Robertson Blvd and run along Robertson Boulevard for 1,630 LF, Smith Street for 1,780 LF and Peurifoy Road for 1,730 LF and then loop back into SC 64. This project was part of the Gadsden Loop Neighborhood revitalization project and was funded through a Community Development Block Grant with the Lowcountry COG. Ms. Turnbull served as a Sidewalk Designer responsible for developing preliminary plans, performing a design field review, developing right of way plans, cost estimates, design refinement/comment resolution, and developing construction plans. This task included alignment, grades, cross sections, construction limits, relevant dimension and location of existing features, proposed improvements, pavement types, application rates, and cross slopes.

d.

(1) TITLE AND LOCATION *(City and State)*: **Transportation Committee (CTC) Program – Charleston County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2021** | CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consisted of providing engineering and design services. Ms. Turnbull served as a Sidewalk Designer responsible for sidewalk and crosswalk design and checking quantities on the following projects:

- Folly Beach Drainage: Drainage study to determine measures needed to correct drainage problems on East Ashley Avenue from 2nd Street to 6th Street as well as 2nd Street East and 4th Street East from Arctic Avenue to the Folly River marsh outfall. Total length of the project is approximately 11,600 LF.
- Scotia Street Drainage Improvements: Drainage Improvements for along each side of Scotia Street between Morrison Street and Pinckney Street and along Morrison Street from Scotia Street to the outfall which is approximately 120' north of Scotia Street along Morrison Street. 1,000ft of storm drainage.
- North Forest Drive – North Charleston, SC: This project involved construction of a sidewalk on the south side of North Forest Drive from Northside Drive to the westernmost driveway of the Quality Inn and on the north side of North Forest Drive from Northside Drive to the far side of the second hotel driveway.
- Northwoods Boulevard Sidewalk – North Charleston, SC: This project consisted of providing design services for approximately 4,850lf of sidewalk along Northwoods Boulevard between Rivers Avenue and Ashley Phosphate Road in the City of North Charleston.

e.

(1) TITLE AND LOCATION *(City and State)*: **US 17 at Main Road (S-20) Interchange Improvements and Main Road (S-20) Widening – Charleston County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2026 (est.)** | CONSTRUCTION (if applicable): **2026 (est.)**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consists of providing engineering services necessary for the preparation of a NEPA document, permit application, preliminary road and bridge plans, right of way plans, and final construction plans for roadways and bridges, traffic studies for constructing a grade separated interchange at US 17 and Main Road, widening Main Road (S-20) and Bohicket Road (S-20) from Betsy Kerrison Parkway (S-20) at River Road (S-91) to Bees Ferry Road (S-57), replacing the existing Main Road Bridge over the CSX Railroad, and constructing a shared use path from the West Ashley Greenway to Bees Ferry Road. In addition, existing flooding of Main Road between US 17 and CSX Railroad will be addressed. Ms. Turnbull currently serves as a Roadway Engineer responsible for geometric design and roadway layout.

f.

(1) TITLE AND LOCATION *(City and State)*: **Clements Ferry Road Widening, Phase II – Berkeley County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **07/2020** | CONSTRUCTION (if applicable): **2025**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

This project consisted of widening Clements Ferry Road for approximately 4.5 miles from Jack Primus Road to SC 41. The improvements involved widening the two-lane roadway to a four-lane curb and gutter section with a raised planted median and multi-use path along one side of the roadway. The project also included construction of a new bridge over Martins Creek and the widening of an existing bridge over an unnamed tributary. This stretch of roadway has a current ADT of 14,200 and includes four signalized intersections. Ms. Turnbull served as a Roadway Designer responsible for creating pavement marking plans to determine lane lines, turn only lanes, stop bars, and crosswalks. Her duties also included determining the signs that are currently located on site as well as each MUTCD number that correlates and use this information to create sign plans with their approximate location. Additionally, Ms. Turnbull was responsible for using the AASHTO Roadside Design Guide to place guardrail at the appropriate length of need and for sight distance analysis at controlled intersections. She also created traffic control plans throughout the different phases of construction.

g.

(1) TITLE AND LOCATION *(City and State)*: **Beaufort County Indefinite Delivery Contract (IDC) – Beaufort County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2020** | CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Ms. Turnbull provided services on the following project:

- SC 802 / US 21 Turn Lane (Lady's Island Turn Lane and Median project) | This project consisted of improvements and median work at the intersection of Sams Point Road (SC 802) and Sea Island Parkway (US 21 Bus). The original design included the addition of a dedicated right turn lane totaling 580' in length (400' of storage and 180' of taper), the conversion of the existing right turn lane to a through lane, and the addition of mast arm traffic signal poles. Ms. Turnbull served as a Roadway Engineer responsible for providing preliminary alignment, grades, cross sections, construction limits, relevant dimensions, preliminary drainage layout, and location of existing features.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

INFRASTRUCTURE CONSULTING & ENGINEERING

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Darrin Shoemaker, PE, PTOE	**Traffic Impact Analysis**	**38** (1988)	**<1** (2026)

15. FIRM NAME AND LOCATION *(City and State)*

Infrastructure Consulting & Engineering, LLC / Bluffton, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, Clemson University (1988) | Post Graduate Traffic Engineering Study, Georgia Institute of Technology (1990) | The Traffic Institute, Northwestern University (1992)	Professional Engineer: # 15568 | PTOE (Exp. 1/15/2029)

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Summary of Expertise: Traffic Signal Systems | Traffic Signing | Traffic Design | Traffic Control Review and Studies | Site Impact Traffic Analysis | Budget Management | Project Management

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Traffic and Transportation Engineer – Town of Hilton Head Island, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2025** | CONSTRUCTION (if applicable): **2025**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐Check if project performed with current firm

Mr. Shoemaker designed, operated, and maintained a 25-signal coordinated system, created and maintained a Town-wide vehicle collision database for use in safety studies, served as project engineer on numerous construction projects, oversaw and coordinated general highway maintenance, and performed engineering studies. He also served as staff liaison with the Town Council on traffic and transportation issues, reviewed proposed development to ensure compliance with traffic-related Town ordinances, maintained accounting records, and managed a $145K annual traffic control improvements budget in his 22 years with the Town.

b.

(1) TITLE AND LOCATION *(City and State)*: **South Carolina Department of Transportation (SCDOT) – North Charleston, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2000** | CONSTRUCTION (if applicable): **2000**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐Check if project performed with current firm

Mr. Shoemaker served as the Assistant District Traffic Engineer who designed and monitored traffic signal systems, traffic signing and marking plans, along with other general traffic engineering duties. He also has experience with public relations, access management, and site impact traffic analysis.

c.

(1) TITLE AND LOCATION *(City and State)*: **South Carolina Department of Transportation (SCDOT) – Columbia, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **1992** | CONSTRUCTION (if applicable): **1992**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐Check if project performed with current firm

Mr. Shoemaker served as a Traffic Engineer responsible for traffic signal design and operation, speed limit studies, general road design, and traffic control reviews and studies.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

INFRASTRUCTURE CONSULTING & ENGINEERING

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Barrett Stone	**NEPA/Environmental**	**28** (1998)	**9** (since 2016)

15. FIRM NAME AND LOCATION *(City and State)*

Infrastructure Consulting & Engineering, LLC / West Columbia, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Environmental Health (Health Science Water Quality), University of South Carolina (2000) | BS, Wildlife Biology, Clemson University (1995)	N/A

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Summary of Expertise: NEPA Documentation | Environmental Permitting | Environmental Compliance | Environmental Assessments | Categorical Exclusions

Certifications/Trainings: FHWA-NHI NEPA & Transportation Decision-Making | CEPSCI | Applied Fluvial Geomorphology-Rosgen Level 1 | Comprehensive NEPA Community Impact Assessment | Environmental Justice, and Public Involvement Training | 40-hour Basic Wetland Delineation Course | 24-hour Interagency Consultation for Endangered Species Course | Beta testing of ePermitting apps and processes (Oct.-Nov. 2021)

ACEC Engineering Excellence Award Winning Project: Bluffton Parkway Phase 5A – Beaufort

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **I-26 Widening, MM 172-187 (SCDOT) – Dorchester and Berkeley Counties, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **06/2026 (est.)** — CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. Stone is currently serving as the Environmental Manager responsible for providing overall management of all tasks in support of NEPA compliance and Section 404 permitting, including oversight of technical studies, wetland delineations, document preparation, public involvement efforts, permit preparation, and agency coordination. This project will widen I-26 from four to six lanes starting just west of the existing interchange of I-26/US 15 to just west of the I-26/SC 27 interchange. The project is divided into two segments: Segment 1 from near MM 172 to MM 179 and Segment 2 from MM 179 to near MM 187. The work includes adding a travel lane in each direction of I-26, median/outside shoulder grading, barrier walls and/or cable guardrail installation, replacement of 11 bridges, including seven overpass bridges and four mainline bridges (two over CSX, twin bridges over Four Hole Swamp, and twin bridges over Crawford Branch), addressing six hydrological box culverts, two "access" box culverts, improving Exit 172 and Exit 177 interchanges and ramps, and drainage improvements. (Project Value: $12.2 Million)

b.

(1) TITLE AND LOCATION *(City and State)*: **I-385 Interchange Access Modification at Exit 19 (Laurens County) – Laurens County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **12/2025** — CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. Stone is the Environmental Manager responsible for NEPA compliance in association with the Interchange Modification Report (IMR). ICE serves as a subconsultant to the prime firm on this project which involves developing an Interchange Modification Report (IMR) to assess potential improvements at Exit 19 (SC 14) on I-385 in accordance with FHWA and SCDOT guidelines. Initially, the study explored the feasibility of a new interchange near MM 18, which would have required an Interchange Justification Report (IJR). However, our analysis determined that modifying the existing interchange at Exit 19 would be the most effective and feasible solution to meet the project needs. (Project Value: $65 Million)

c.

(1) TITLE AND LOCATION *(City and State)*: **I-85 Widening from North of SR 53 to North of SR 11 / US 129 (Phase II), P.I. No. 0013545 (GDOT) – Jackson County, GA**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **01/2021** — CONSTRUCTION (if applicable): **02/2024**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

This design-build project included the construction of one general-purpose northbound lane and one general-purpose southbound lane from the end of the Phase I widening (P.I. No. 110610-), north of SR 53 to north of SR 11/US 129, for a total project length of approximately 6.5 miles. The project also included the mainline twin bridge replacements over Walnut Creek, CSXT Railroad, and Middle Oconee River, as well as the replacement of the SR 332 overpass bridge. The work also included noise wall construction and Level 1 ITS Deployment. Mr. Stone served as the Environmental Manager responsible for NEPA compliance and Section 404 environmental permitting. (Project Value: $94.5 Million)

d.

(1) TITLE AND LOCATION *(City and State)*: **I-285/I-20 East Interchange, P.I. No. 0013915 (GDOT) – DeKalb County, GA**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
In Progress	02/2027 (est.)

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Stone currently serves as the Environmental Compliance Manager, overseeing overall compliance with the project. His responsibilities encompass preparing and coordinating relevant documentation to ensure compliance with the National Environmental Policy Act (NEPA) and acquiring the necessary Section 404 permit and State water quality certifications. These duties specifically required public outreach in support of a proposed detour during construction. Mr. Stone successfully coordinated and managed the development and implementation of a public involvement plan consisting of strategic outreach efforts, including various mailings and conducting a Public Detour Open House. Additionally, he is tasked with monitoring, reporting, and coordinating environmental compliance throughout the construction phase. As the Environmental Compliance Manager, he directly coordinates with the construction staff, the project management team, and GDOT. This project included reconstructing the I-285/I-20 East interchange ramps with improved alignments and added lanes; constructing a new westbound I-20 collector-distributor road and widening the eastbound CD road; adding auxiliary lanes along I-20 and I-285; replacing bridges at Miller Road and Fairington Road over I-20 and the I-20 bridge over Snapfinger Creek; widening the I-285 northbound bridge over Snapfinger Road; and constructing noise barriers. (Project Value: $685.5 Million)

e.

(1) TITLE AND LOCATION *(City and State)*: **Carolina Crossroads Phase 2, Broad River Road at I-20 Interchange (SCDOT) – Richland and Lexington Counties, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
06/2025	06/2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Stone served as the Environmental Manager responsible for NEPA and Section 404 permit compliance. His role included overseeing the preparation of NEPA reevaluations, permit modifications, and environmental compliance support during construction. This was the second phase of the five-phase $1.7 billion Carolina Crossroads program and consisted of the redesign and construction of the interchange at I-20 and Broad River Road. (Project Value: $127 million)

f.

(1) TITLE AND LOCATION *(City and State)*: **Carolina Crossroads Phase 1, Colonial Life Boulevard at I-126 Interchange (SCDOT) – Richland and Lexington Counties, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
04/2025	04/2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Stone served as the Environmental Manager responsible for NEPA and Section 404/401 compliance. His role included preparing a NEPA re-evaluation and preparing/acquiring individual Section 404/401 Water Quality Certification permit modifications from the USACE and South Carolina Department of Environmental Services (SCDES). He also provided environmental compliance support. This design-build project involved a full access interchange at Colonial Life Boulevard and I-126, a new exit ramp to US 378 from I-26 eastbound, and associated interstate widening. The work also included constructing a new westbound bridge along I-26 over the Saluda River, with a ramp crossing a CSXT Railroad, and realigning frontage and side roads. (Project Value: $207.9 million)

g.

(1) TITLE AND LOCATION *(City and State)*: **Package C Roads (Dirt to Pave Roads) – Berkeley County, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Stone served as the Environment Manager responsible for wetland delineations and environmental screenings. The improved roadways will consist of an 18 to 20' wide travel way and the pavement section will consist of a minimum of six-inch compacted thickness of graded aggregate base course paved with a two-inch compacted thickness of hot mix asphalt surface course. Existing horizontal road geometry will be maintained except where adjustments are necessary to provide a road that meets the design standards.

h.

(1) TITLE AND LOCATION *(City and State)*: **Design and Permitting for the Proposed Southern Evacuation Lifeline (SELL) Projects (Phase I) – Horry County, SC**

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
09/2022	2026 (est.)

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Stone serves as an Environmental Specialist managing and preparing various environmental components in support of project development. This includes the developing various data layers, evaluation of impacts, and preparation of a Community Impacts Assessment. As a subconsultant, ICE is providing environmental studies and documentation, preliminary roadway design, hydrology/hydraulic design, and conceptual bridge design services for the design and permitting of the Southern Evacuation Lifeline (SELL) Project in Horry County. The SELL Project is a proposed new location, multilane, controlled access roadway that will extend from US 501 to US 17. (Project Value: $450M)

i.

(1) TITLE AND LOCATION *(City and State)*: **B-6046, SR 1917 Bridge over Long Creek (NCDOT) – Stanly County, NC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2022** | CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. Stone served as Environmental Manager, overseeing project initiation through map figure development, NCDOT process coordination, USCG permit determination, Categorical Exclusion review, and production support. The project replaces the existing bridge with a new 212.5' x 39', 3-span structure. Services included roadway and hydraulic design, erosion control, PDEA studies, utility coordination, traffic control, PMP, signing, structural design, and required hydraulic documentation. ($2.6 Million)

j.

(1) TITLE AND LOCATION *(City and State)*: **U.S. 521 Safety Improvements – Sumter & Kershaw Counties, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **12/2020** | CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. Stone serves as the Environmental Manager responsible for Section 404 permit acquisition. This included the oversight of wetland delineation, preparation of a request for a Jurisdictional Determination, preparation of a SCDOT USACE Regional Permit package, and permit acquisition support.

k.

(1) TITLE AND LOCATION *(City and State)*: **S-97 Bridge Over Palmetto Swamp – Horry County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2022** | CONSTRUCTION (if applicable): **6/2024**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. Stone served as the Environmental Manager responsible for NEPA documentation and Section 404 permit acquisition. His role included overseeing the preparation of a Programmatic Categorical Exclusion and acquisition of an SCDOT USACE General Permit. SCDOT selected the ICE Team to provide professional engineering services to replace the S-97 (Brunson Spring Road) bridge over Palmetto Swamp.

l.

(1) TITLE AND LOCATION *(City and State)*: **Forestbrook Road Widening – Horry County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2023** | CONSTRUCTION (if applicable): **N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. Stone served as an Environmental Specialist managing and preparing various environmental components in support of project development. His services included wetland delineations, biological evaluations, and jurisdictional determination coordination with the USACE. This project was part of the Horry County Ride III Transportation Projects Package and included widening Forestbrook Road (S-137) for approximately five miles from US 501 to Dick Pond Road. Improvements included widening from two lanes to a five-lane section with a center turn lane and installing bike and pedestrian facilities. The proposed project study area (PSA) included mixed commercial and residential land uses along with undeveloped land. (Project Value: $89.1 million)

m.

(1) TITLE AND LOCATION *(City and State)*: **SC 303 Rural Road Safety Project – Colleton County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2023** | CONSTRUCTION (if applicable): **2023**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. Stone served as the Environmental Manager responsible for Section 404 permit acquisition, overseeing wetland delineations, jurisdictional determinations, Regional Permit preparation, and permitting support. This project, located on SC 303 from near US 17 to S-59 in Colleton County, was part of ICE's SCDOT On-Call Roadway Design contract and provided rural safety improvements consistent with 3R design principles.

n.

(1) TITLE AND LOCATION *(City and State)*: **SR 307 / Dean Forest Road at I-16 DDI, P.I. No. 0013727 – Chatham County, GA**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **11/2021** | CONSTRUCTION (if applicable): **07/2023**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. Stone served as the Environmental Manager responsible for NEPA compliance and environmental permitting. This project reconstructed the existing SR 307 / Dean Forest Road interchange at I-16 with a Diverging Diamond Interchange (DDI) and replaced the existing bridge.

p.

(1) TITLE AND LOCATION *(City and State)*: **S-669 Bridge Replacement over Maple Swamp – Horry County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: **2022** | CONSTRUCTION (if applicable): **6/2024**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒Check if project performed with current firm

Mr. Stone served as the Environmental Manager responsible for NEPA documentation and Section 404 permit acquisition. His role included overseeing the preparation of a Programmatic Categorical Exclusion and acquisition of an SCDOT USACE General Permit. This low-volume bridge replacement project involved removing the 60' by 27.5' concrete bridge and constructing a new three-span (110' long, 30.25' wide) concrete flat slab bridge. The new superstructure included end bents supported on steel piles and interior bents supported on prestressed concrete piles.

o.

(1) TITLE AND LOCATION *(City and State)*

SC 901 Bridge Replacement over Rocky Creek – Chester County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
11/2021	2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Stone served as Environmental Manager, overseeing NEPA documentation and Section 404 permitting, including a Programmatic Categorical Exclusion and USACE Nationwide Permit. The project replaced a closed, 11-span (330-ft) bridge with a new three-span (339-ft) structure using prestressed concrete beams on multi-column bents founded on drilled shafts.

q.

(1) TITLE AND LOCATION *(City and State)*

I-77 Mega-Site Interchange Justification Report (IJR) (Fairfield County) – Fairfield County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
11/2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Stone was the Environmental Manager responsible for NEPA compliance in association with the IJR. This project consisted of a new interchange on I-77 near MM 38 in Fairfield County. The Mega-Site, located east of I-77, is approximately 1,500 acres and, upon completion, will constitute 9.2 million square feet of industrial-zoned warehousing and manufacturing space, Fairfield County's largest industrial site. Due to the expansive nature of the site, the project team proposed design options for a new interchange. (Project Value: $50 Million)

l.

(1) TITLE AND LOCATION *(City and State)*

I-20 Bridge Replacements – Aiken County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
4/2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Stone served as the Environmental Manager responsible for NEPA documentation and Section 404 permit acquisition. His role included overseeing the preparation of a Programmatic Categorical Exclusion and acquisition of an SCDOT USACE General Permit. This project involved replacing structurally and functionally deficient bridges at six sites along I-20.

l.

(1) TITLE AND LOCATION *(City and State)*

S-107 (Butler Road) Improvements – Greenville County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2022	2024

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

The project consisted of improving approximately 1.5 miles of existing roadway including construction of a sidewalk and multi-use path. Mr. Stone served as the Environmental Manager responsible for NEPA compliance including public involvement. The project area included an EJ community that required extensive public outreach along with public involvement. Strategies and material utilized included various mailers, newsletters, signage, strategic community meeting, Spanish translation, a virtual public meeting, and an in-person meeting that was conducted in compliance with COVID-19 protocols at the time. (Project Value: $2,287,005)

m.

(1) TITLE AND LOCATION *(City and State)*

I-26 Widening (MM 85-101) (SCDOT) – Richland, Lexington, and Newberry Counties, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
12/2023	03/2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

Mr. Stone was the Environmental Manager responsible for NEPA compliance and acquisition of the applicable Section 404/401 permits. This included preparing a NEPA re-evaluation, preparation/acquisition of an individual Section 404 permit from the U.S. Army Corps of Engineers, a 401 Water Quality Certification from the South Carolina Department of Environmental Services (SCDES), and environmental compliance support during construction. This 16-mile widening and reconstruction design-build project includes three new interchanges and eight overpasses north of Columbia from mile marker 85 to 101. (Project Value: $465 Million)

b.

(1) TITLE AND LOCATION *(City and State)*

US 17 Congestion & Infrastructure Study – Charleston County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒Check if project performed with current firm

As an Environmental Planner, Mr. Stone provided direct environmental support and analysis in regard to numerous potential alternatives. Services provided include a comprehensive environmental review which includes data collection and an environmental screening for potential project impacts such has wetlands and other waters of the U.S., natural resources, endangered species, hazardous waste and underground storage tanks, air quality, and Section 4(f) and 6(f). Mr. Stone is also providing public involvement support services throughout the duration of the project. This project consists of preparing a Congestion & Infrastructure Study on US 17. The study area is approximately three miles from Avondale Avenue at Savannah Highway, across the Ashley River Bridges and through the Crosstown to its connection with I-26 near Coming Street. It includes the intersections and interchanges with major arterials such as SC 61, Wesley Drive, Folly Road, Lockwood Boulevard and the James Island Connector.

INFRASTRUCTURE
CONSULTING & ENGINEERING

CONFIDENTIAL FEE SCHEDULE
FOR PROFESSIONAL ENGINEERING & CONSTRUCTION SERVICES

Project Manager / Sr. Engineer	$280.00
Engineer	$175.00
Sr. Designer	$175.00
Designer	$125.00
Jr. Technician	$130.00
Clerical	$90.00
Traffic Engineer	$200.00
Biologist / Environmental	$210.00
Geotechnical Engineer	$200.00
Utility Coordination	$210.00

Construction Manager	$210.00
Sr. Inspector	$140.00
Jr. Inspector	$90.00
Document Control Specialist	$135.00
Surveyor (Licensed PLS)	$270.00
2-man Crew	$215.00
3-man Crew	$310.00
Environmental Compliance	$160.00

Mileage	$0.655/mi.
Overnight Postage	$30.00 ea.
Copies (B&W)	$0.20/page
Copies (Color)	$0.40/page
Plan Copies (11"x17")	$0.75/page
Plan Copies (24"x36")	$1.50/page

For all fees associated with construction staking, see above fee schedule for Professional Land Surveyor, Jr. Technician, and Surveying Crews.

Effective March 1, 2026 – March 1, 2027

This fee schedule is a general list of project roles and rates for Infrastructure Consulting & Engineering's services. This fee schedule is confidential and intended solely for the person(s) or entity(s) who initially requested the information. Unauthorized disclosure is prohibited. Rates are subject to change.

ICE will not apply any markup to subconsultant or vendor fees under this contract. All attached subconsultant fee schedules are presented at cost, with no additional overhead or profit applied.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT

1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Standard Agreement Between

City of Beaufort and Kimley Horn & Associates, Inc.

where the basis of payment is a STIPULATED SUM

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

AGREEMENT made as of the _____ day of **August** in the year 2026**.**

BETWEEN the Owner:

CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 29902

and the Contractor:

KIMLEY HORN & ASSOCIATES, INC.
421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

The Project is:
RFQ 2026-106 CIVIL ENGINEERING SERVICES, INDEFINITE DELIVERY CONTRACT

The Owner and Contractor agree as follows:

ARTICLE 1 - THE DOCUMENTS

The Contract Documents consist of this Agreement (hereinafter "Agreement"); Conditions of the Contract (General, Supplementary, and other Conditions); Request for Qualifications, 2026-106 (hereinafter "RFQ"); the Proposal Submitted in response to the RFQ (hereinafter "Proposal"); drawings, specifications, or addenda issued prior to execution of this Agreement; other documents listed in this Agreement; and Modifications issued after execution of this Agreement. These form the Contract and are as fully a part of the Contract as if attached to this Agreement or repeated herein. The Contract represents the entire and integrated agreement between the parties hereto and supersedes prior negotiations, representations, or agreements, either written or oral. An enumeration of the Contract Documents, other than Modifications appears in Article 8.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

ARTICLE 2 - THE WORK OF THIS AGREEMENT-

The contractor shall enter into this agreement to provide civil engineering and related services as needed, except to the extent specifically indicated in the Agreement to be the responsibility of others.

ARTICLE 3 - TERM, DATE OF COMMENCEMENT

3.1 The term of this agreement shall be October 1, 2026, through September 20, 2027, with an option for four, twelve-month extensions upon mutual acceptance each year under agreed upon terms and conditions..

ARTICLE 3 - CONTRACT SUM

4.1 The Owner shall pay the Contractor on a fee basis not to exceed one hundred thousand dollars ($100,000.00). Total annual payments exceeding one hundred thousand dollars ($100,000.00) must be approved by City Council prior to commencing the work.

ARTICLE 5 - PAYMENTS

5.1 Payments shall be remitted after completed tasks have been approved by the Owner's Representative and an invoice for said service has been submitted and received.

ARTICLE 6 - TERMINATION OR SUSPENSION

6.1 This Agreement may be terminated by the Owner or Contractor prior to assignment of tasks.

6.2 The Owner may, by written notice to the Contractor, terminate the Agreement completely or partially if the Contractor is in default regarding any provision of the Contract. If the Agreement is terminated by the Owner due to the Contractor's default, the Owner is not liable to the Contractor for any payment to the Contractor for any incomplete or undelivered work.

6.2 The work may be suspended by the Owner.

ARTICLE 7 - NOTICE

The parties' representatives for any notice required to be given herein are as follows:

7.1 The Owner's representative is:

ERIC CLAUSSEN
ASSISTANT CITY MANAGER
CITY OF BEAUFORT

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 2990

7.2 Contractor's representative is:

DILLON TURNER
KIMLEY HORN & ASSOCIATES, INC.
421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

7.3 Neither the Owner's nor the Contractor's representative shall be changed without ten days' written notice to the other party.

ARTICLE 8 - ENUMERATION OF CONTRACT DOCUMENTS

8.1 The Contract Documents, except for Modifications issued after execution of this Agreement, are enumerated as follows:

8.1.1 The Agreement;

8.1.2 The General Conditions, which are the City of Beaufort General Terms and Conditions as published on the Owner's website.

8.1.3 The Specifications, which are those stated in the RFQ;

8.1.4 The Proposal;

8.1.5 Contractor's Certificates of Liability and Workers Compensation Insurance;

8.1.6 Contractor's City of Beaufort Business License;

This Agreement is entered into as of the day and year first written above and is executed in at least three original copies, one of which is to be delivered to the Assistant City Manager, one to the Contractor for use in the administration of the Agreement, and the remainder to the Owner.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

_____	_____
City Manager (signature)	Kimley Horn & Associates, Inc. (signature)
_____	_____
City Manager (printed name)	Kimley Horn & Associates, Inc. (printed name and position)
_____	_____
Witness for the City (signature)	Kimley Horn & Associates, Inc. (signature)
_____	_____
Witness for the City (printed name)	Kimley Horn & Associates, Inc. (printed name)

STATEMENT OF QUALIFICATIONS

Civil Engineering and Related Services Indefinite Delivery Contract

RFQ No. 2026-106 | May 2026

PREPARED FOR:

City of Beaufort, SC

PREPARED BY:

Kimley»Horn

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A. Transmittal Letter

Kimley-Horn
1080 Morrison Drive
Suite 240
Charleston, SC 29403
TEL 843 737 6390

May 8, 2026

City of Beaufort Procurement
1911 Boundary Street
Beaufort, SC 29902

RE: *Request for Qualifications (RFQ) No. 2026-106, Civil Engineering and Related Services Indefinite Delivery Contract (IDC)*

Dear Members of the Selection Committee:

Kimley-Horn brings a combination of local experience, multidisciplinary expertise, and scalable resources that aligns directly with the City's needs for responsive, high-quality engineering and surveying services on an as-needed basis.

Proven Experience with IDCs and On-Calls. Kimley-Horn has a strong track record delivering successful work under IDC and on-call contracts, where responsiveness, consistency, and meeting deadlines are critical. Our team understands the pace and flexibility required for campus environments and is prepared to manage multiple assignments at once while maintaining quality, schedule, and budget control.

A Multidisciplinary, One-Stop Solution. Kimley-Horn is a fully integrated, multidisciplinary firm providing hydrologic and drainage analysis, roadway design, traffic impact analysis, site development, and structural engineering services in one place. Our experienced team, along with trusted subconsultants, enhances coordination, strengthens quality control, and gives the City a single, accountable partner from planning through design and implementation. We have assembled this team specifically to address all services outlined in the RFQ.

Scalable Support for Projects of Any Size. We understand that on-call assignments may range from small studies and design solutions to complex multidisciplinary infrastructure projects. No project is too small or too large for our team. Our staffing model and internal resources allow us to scale efficiently while maintaining consistent quality, responsiveness, and schedule adherence—whether the task involves a limited scope of services or a comprehensive civil design and analysis.

Local Presence and Commitment. As a local firm with personnel based in and around the Beaufort area, we offer the City the advantage of immediate accessibility, strong geographic familiarity, and a long-term commitment to the community. Our proximity allows our project managers and technical staff to be readily available for meetings, site visits, and coordination, supporting the City's emphasis on local knowledge and availability of key personnel.

Thank you for your consideration of our team's qualifications. Please do not hesitate to contact me if you have any questions or need additional information. Kimley-Horn is willing to perform the services described in the RFQ and enter into a contract with the City of Beaufort.

Sincerely,

KIMLEY-HORN

Dillon Turner, PE, PTOE | Contact Person/Project Manager
843 574 8593 | dillon.turner@kimley-horn.com

Jonathan Guy, PE, AICP, PTOE | Authorized Signer
843 737 6386 | jonathan.guy@kimley-horn.com

Executive Summary

Kimley-Horn is pleased to offer the City of Beaufort a comprehensive, multidisciplinary approach to supporting its drainage and stormwater, roadway designs, and traffic/transportation needs. Our team brings extensive experience in drainage, hydrology, roadway design, and traffic impact analysis (TIAs), allowing us to deliver coordinated, efficient, and high-quality solutions across a wide range of project types. We also offer environmental services, landscape architecture, and structural engineering that can help support the projects through this IDC.

We understand the unique challenges associated with growth and development in coastal communities and are committed to providing resilient, practical designs that meet City standards, SCDOT requirements, Beaufort County standards, and all applicable regulations. By integrating advanced modeling tools, data-driven analysis, and proven engineering practices, we develop solutions that enhance system performance, support long-term sustainability, and remain constructable and cost-effective.

Kimley-Horn's approach is rooted in collaboration, innovation, and responsiveness. We engage early, anticipate challenges, and adapt to evolving project needs to help the City of Beaufort achieve its goals—delivering projects on schedule, within budget, and aligned with the community's long-term vision.

Design Approach

Scope of Services

Our multidisciplinary team brings extensive experience delivering county and SCDOT roadway projects across South Carolina and is well versed in the City of Beaufort standards, processes, and review expectations. We serve as an extension of City staff—responsive, coordinated, and focused on practical, constructable solutions.

Drainage, Hydrology, and Environmental Services

Kimley-Horn will deliver comprehensive hydrologic and hydraulic analyses, drainage design, and erosion and sediment control plans in accordance with City of Beaufort standards, SCDOT requirements, and all applicable regulations. Our environmental services may also encompass National Environmental Policy Act (NEPA) documentation, environmental studies, permitting coordination, and preparation of public involvement materials, including exhibits and support for public meetings.

Our team leverages advanced hydrologic and hydraulic modeling tools such as ICPR, PCSWMM, HEC-HMS, HEC-RAS, StormCAD, and HydroCAD to thoroughly evaluate drainage systems, assess performance, and develop practical, constructable, and resilient design solutions. To ensure consistency and quality across all tasks, we will assign dedicated drainage reviewers, track submittals and project schedules, and maintain close coordination with design teams throughout the review and design process. Our methodology includes field verification of drainage patterns, assessment of existing infrastructure capacity and condition, and incorporation of cost-effective, constructable drainage improvements into final design documents.

Roadway, Traffic Impact Analysis, and Multimodal Design

Roadway design is a core strength of Kimley-Horn's practice. We will prepare roadway designs for preliminary, right-of-way (ROW), and final construction plans, including horizontal and vertical alignment, cross sections, pavement design, drainage, maintenance of traffic, signing, pavement markings, and traffic signal and pedestrian signal design. Traffic studies, counts, and operational analyses may be performed to support design decisions and regulatory requirements.

Bicycle and pedestrian facilities will be designed in compliance with Americans with Disabilities Act (ADA), Public Right-of-Way Accessibility Guidelines (PROWAG), and applicable American Association of State Highway and Transportation Officials (AASHTO) guidance.

Traffic Impact Analysis

Transportation needs within the City of Beaufort will continue to evolve as growth and development place increased demands on the local roadway network. Kimley-Horn is a recognized leader in transportation systems planning, corridor studies, transportation demand management programs, signal design, and TIAs, with experienced staff across South Carolina supporting municipalities with similar needs.

Our strong presence in South Carolina has enabled us to build effective working relationships with SCDOT, allowing for efficient coordination and streamlined review processes that support successful project delivery for the City of Beaufort. Kimley-Horn will also partner with All Traffic Data Services to collect accurate and reliable traffic counts, ensuring a strong data-driven foundation for all TIA evaluations and recommendations.

Kimley-Horn has assisted local agencies in identifying funding opportunities and securing private-sector contributions for transportation improvements, including evaluating alternative financing strategies tied to development impacts. Our transportation planning team brings a multimodal perspective to TIA efforts, applying practical and innovative approaches to assess network performance, support informed decision-making, and engage stakeholders through effective public involvement.

Why Select Kimley-Horn

Kimley-Horn partners with cities, towns, and counties to deliver innovative, practical solutions that address complex project challenges while meeting schedule and budget requirements. We are experienced in executing accelerated schedules, helping our clients fulfill their commitments with confidence and reliability.

Our approach combines deep technical expertise, creative problem-solving, and data-driven decision-making to develop effective solutions for a wide range of infrastructure needs. Through multidisciplinary collaboration and the use of advanced tools and emerging technologies, we design solutions that improve efficiency, manage risk, and enhance overall project outcomes. By engaging early with clients and stakeholders, we are able to anticipate challenges, adapt to evolving project conditions, and deliver results that are sustainable, constructable, and aligned with long-term objectives—while maintaining a strong focus on quality, schedule, and practicality.

Kimley-Horn applies a variety of innovative approaches to address client challenges and project needs. A few examples relevant to this contract are provided below:

Geographic Information System (GIS) and Mapping: Using GIS for precise data visualization and spatial analysis, which aids in effective decision making and efficient project planning. Our team uses GIS and mapping for transportation planning and traffic analysis, environmental impact studies, utility infrastructure management, and campus and urban planning. Kimley-Horn leverages GIS and mapping technology to deliver precise, data-driven solutions that enhance project outcomes and support sustainable development.

Public Engagement Tools: Kimley-Horn regularly develops digital platforms and interactive tools for our clients to help facilitate community involvement and feedback during projects. Our tools include virtual town halls and webinars, online project websites, interactive GIS-based mapping tools, surveys and polls, mobile applications, social media campaigns, and in-person workshops and open houses.

Stormwater Management Solutions: Our team is experienced in designing stormwater systems that help mitigate flooding, protect water quality, and support sustainable infrastructure. In Charlotte, NC, Kimley-Horn implemented a smart stormwater management system that uses real-time data and automated controls. The system optimizes stormwater infrastructure performance, helping ensure efficient storage and release of stormwater during peak flow events. In South Carolina, we worked with the City of Charleston Stormwater Department to create small, green infrastructure areas to mitigate flooding in residential areas. These areas reduced flood risks and improved water quality also while providing small amenities and beautification to the area.

Drones and Artificial Intelligence (AI): Kimley-Horn is leveraging Unmanned Aerial Systems (UAS) technology to revolutionize pavement condition assessments. Our Federal Aviation Administration (FAA)-licensed pilots and pavement engineers combine high-resolution aerial imagery and AI-driven analytics to deliver faster, safer, and more cost-effective pavement insights without disrupting traffic or operations.

General Information

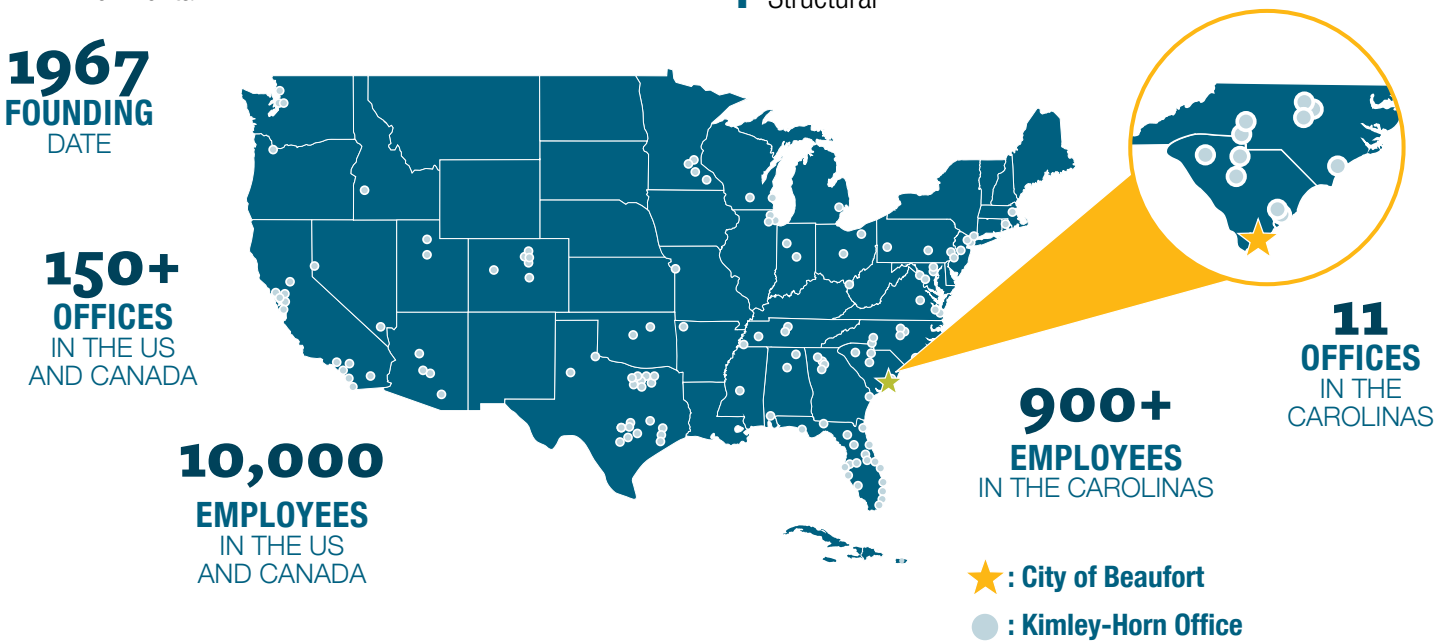
Kimley-Horn Firm Overview

Founded in 1967, Kimley-Horn is a privately-held corporation that has grown into a leading engineering and planning consulting firm offering comprehensive and innovative transportation, roadway, drainage, structural, environmental, landscape architecture, and development review services to clients nationwide. We employ nearly 10,000 personnel in 150+ offices across the United States and Canada—with 11 offices in the Carolinas—including our South Carolina offices in Charleston, Columbia, Greenville, Fort Mill, and Summerville. Our Carolinas offices staff more than 900 engineers, planners, and analysts—with 50+ staff members working out of our Charleston, SC office.

Kimley-Horn's continued growth and stability throughout the last 59 years is the direct result of our firm's commitment to integrity and devotion to providing quality services. This performance is evident by Engineering News-Record (ENR) ranking Kimley-Horn 8th among the nation's Top 500 Design Firms in 2025.

Our nationwide staff combine the creativity to develop real-world solutions with the rigor to deliver practical results that consistently exceed expectations. **Kimley-Horn is Beaufort County's one-stop consultant for:**

- Roadway and Bridge
- Transportation and Traffic
- Surface Water
- Water and Wastewater
- Environmental
- Land Planning and Landscape Architecture
- Mechanical, Electrical, and Plumbing (MEP)
- Parking
- Site Development
- Structural



Affirmative Statement

Kimley-Horn agrees that it has reviewed and accepts the General Terms and Conditions and will comply with them as part of the contract documents.

B. Firm's Summary of Qualifications

Specialized Experience and Technical Competence of the Firm and Key Personnel

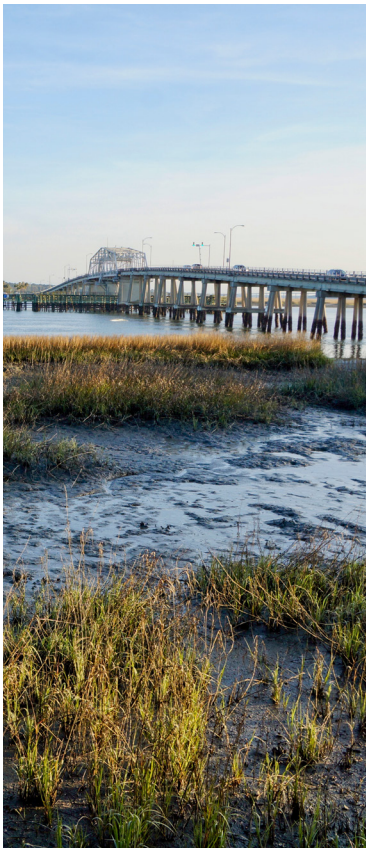
Our firm provides a multidisciplinary team with extensive experience delivering civil engineering and transportation projects for municipal clients. Our key personnel offer specialized expertise in roadway and intersection design, traffic studies and signal systems, drainage and stormwater design, hydrology and hydraulics, geotechnical engineering, structural design, as well as surveying and subsurface utility engineering (SUE). Each discipline is led by experienced professionals who apply sound engineering judgment, established design standards, and practical, constructable solutions, while maintaining close coordination with existing utilities and infrastructure.

Environmental documentation and permitting efforts are supported by knowledgeable staff experienced in regulatory compliance, agency coordination, and public engagement. Quality control and value engineering are embedded throughout the design process to ensure projects are technically sound, cost-effective, and built for long-term performance.

The project will be led by **Dillon Turner, PE, PTOE**, supported by a skilled team including **Jonathan Guy, PE, AICP, PTOE**; **Reeves Connelly, PE** (Roadway Design, Bicycle/Pedestrian Design, Conceptual Designs and Cost Estimates); **Jake Nielsen, PE** (Roadway Design, Conceptual Designs and Cost Estimates); **Melissa Helbert-Pogoloff, PE, PTOE** (Traffic and Pedestrian Signal Design/Traffic Design Maintenance); and **Stephen Thun, PE, LEED AP** (Hydrology/Hydraulic Design), along with our subconsultants: **Atlas Engineering** (Survey/SUE), **F&ME Consultants** (Geotechnical Engineering), **Colliers** (ROW Design), **Bowman Consulting Group** (Construction Support and Shop Drawing Review), **Triton Utility Coordinating, LLC** (Utility Relocation Coordination), and **All Traffic Data Services** (Traffic Counts).

Ability to Perform the Work

The proposed team is structured to provide responsive civil engineering services tailored to the City of Beaufort's needs. With strong in-house expertise across roadway, traffic, drainage and stormwater, geotechnical, surveying/SUE, and construction administration disciplines, the team is well positioned to manage multiple assignments concurrently while maintaining schedule and budget requirements.



Integrated permitting support, efficient coordination with City staff, and established quality control procedures enable projects to progress seamlessly from planning through construction. This flexible team structure allows for rapid mobilization, efficient task execution, and the ability to scale resources as project demands vary throughout the contract term.

In addition, the team's familiarity with municipal processes and prior experience supporting similar indefinite delivery/on-call contracts ensures a clear understanding of expectations for responsiveness, documentation, and communication. Our approach emphasizes proactive coordination, minimizing delays through early identification of potential issues, and maintaining consistent alignment with City standards and priorities.

The inclusion of experienced subconsultants further enhances the team's capacity to deliver specialized services without delay, ensuring that technical expertise is available when needed for specific task orders. This integrated approach reduces handoffs, improves efficiency, and supports continuity across all phases of project delivery. Overall, this combination of technical depth, organizational flexibility, and proven project delivery experience ensures the team is fully capable of providing consistent, high-quality support throughout the duration of the IDC.

Methods to Meet Schedule Given Current and Planned Workload

Communication and Update Reports— We prioritize proactive project management through bimonthly effort reports that provide real-time insight into staffing, costs, and schedule performance. This allows our project managers to closely monitor progress and maintain effective cost control. We also conduct regular progress meetings with clients to review status and next steps, ensuring clear communication, defined responsibilities, and adherence to project schedules.

Castaheads— Kimley-Horn manages staff workload through our Castaheads forecasting process, which evaluates project milestones and staffing needs on a weekly, monthly, and six-month basis. Using a firmwide database to track commitments, we can identify potential resource gaps or overloads early and adjust accordingly—ensuring we consistently meet the County's expectations.

Management Information System (MIS)—Another key factor in schedule control is preparing a detailed schedule that includes milestone completion dates for specific tasks and the overall project. We will develop a work plan for each project that commits individuals to each task. Twice monthly, our MIS generates a project effort report showing actual effort expended for each task. This internal control allows us to make necessary adjustments on time to maintain the schedule and meet deadlines.

General Business Expertise

- **Current Size:** Kimley-Horn has more than 10,000 employees across 160+ offices nationwide.
- **Financial Capacity:** Kimley-Horn has been in business since 1967. We are financially strong, and we are committed to our continued financial health. As of December 31, 2024, the Company had total assets of $1.8 billion and stockholder's equity of approximately $363 million. In addition to the financial resources noted, Kimley-Horn also has an untapped $125 million line of credit available for short-term cash flow needs. The Company's cash flow continues to be very strong. We maintain a disciplined focus on business fundamentals, operate the firm conservatively, and our internal controls and business standards are designed to keep our foundation strong.
- **Available Resources:** Kimley-Horn is your one-stop consultant for active transportation, roadway and bridges, transit, aviation, energy, environmental, forensics, integrated water, land planning and architecture, parking, site development, and technology.
- **General Organization:** Kimley-Horn and Associates, Inc. is wholly owned by Associates Group Services, Inc., which is wholly owned by APHC, Inc., which is owned by over 800 Kimley-Horn employees, none of which own 2% or more of the outstanding shares

Recent, Current, and Projected Workload

Kimley-Horn has the capacity and expertise to take on the Civil Engineering and Related Services Indefinite Delivery Contract contract project without compromising the quality of our work. Our team has a long history of achieving successful project completion through a combination of effective project management and technical expertise. Kimley-Horn is dedicated to delivering a high-quality product to the City of Beaufort that remains on schedule and within budget. Our key personnel availability is listed below:

- **Dillon Turner, PE, PTOE**—60%
- **Jake Nielsen, PE**—65%
- **Jonathan Guy, PE, AICP, PTOE**—35%
- **Melissa Helbert-Pogoloff, PE, PTOE**—40%
- **Reeves Connelly, PE**—65%
- **Stephen Thun, PE, LEED AP**—45%

Executive Summary

Executive Summary and General information can be found on **page 3**.

C. Key Personnel

Organizational Chart

We've assembled an experienced team to deliver responsive service to the County, combining strong local knowledge—primarily South Carolina–based staff—with the technical expertise required.

City of Beaufort

Project Manager
Dillon Turner, PE, PTOE

Principal-in-Charge/ Authorized Representative
Jonathan Guy, PE, AICP, PTOE

Roadway Design
Reeves Connelly, PE
Jake Nielsen, PE

Traffic Studies
Dillon Turner PE, PTOE
Rick Reiff, PE, PTOE, RSP2I, IMSA TS II
Nick Jehn, PE, PTOE, RSP1

Traffic and Pedestrian Signal Design
Dillon Turner, PE, PTOE
Melissa Helbert-Pogoloff, PE, PTOE
Rick Reiff, PE, PTOE, RSP2I, IMSA TS II

Traffic Design Maintenance
Dillon Turner, PE, PTOE
Melissa Helbert-Pogoloff, PE, PTOE

Bicycle/Pedestrian Design
Reeves Connelly, PE
Tori Rock, PE
Alex McIntyre, PE

Permitting
Paul Stephens, PE, PWS
Colten Winter, CEPSCI, PWS

Conceptual Designs and Cost Estimates
Reeves Connelly, PE
Jake Nielsen, PE

Hydrology/Hydraulic Design
Stephen Thun, PE, LEED AP
Jake Maschoff, PE

Utility Relocation Coordination
Patrick Jones[5]
Jordan Hohn, PMP[5]

Geotechnical Design and Monitoring
John Hamilton, PE[2]
Andy Whitfield, PE[2]
Alex Chandler, PE[2]

ROW Design
Jennifer Campbell[3]
Michelle Brabham[3]
Helena Drummond[3]
Christopher Ashley[3]
Jamie Frost[3]

Construction Support and Shop Drawing Review
Jeffrey Kulac[4]
Jeffrey Bowles[4]

Survey/SUE
Danny Langan, PLS[1]
Jeremy Reeder, PLS[1]

Traffic Counts
Jason Holloway[6]
Daryl Eaton[6]
Matt Evans[6]

Bold = Key Personnel

SUBCONSULTANTS

Atlas Engineering[1]
F&ME Consultants[2]
Colliers[3]
Bowman[4]
Triton Utility Coordination[5]
All Traffic Data Services[6]

Qualification and Experience of Key Personnel

For this contract, **Dillon Turner, PE, PTOE** will serve as Project Manager and will provide overall leadership, coordination, and oversight for the program. In this capacity, he will maintain primary communication with City of Beaufort, track progress across all task orders, and ensure that deliverables are completed on schedule, within scope, and in accordance with City expectations.

As individual projects are initiated, the Project Manager will review scope requirements and assign work to the appropriate technical leads based on expertise and availability. The technical leads, identified in bold on the organization chart, will be responsible for directing technical execution, coordinating with subconsultants, and managing day-to-day project activities. This organizational approach promotes clear lines of communication, efficient resource allocation, and consistent quality across multiple concurrent assignments, ensuring responsive and reliable delivery throughout the duration of the contract.

Name	Job Title	Professional Discipline	South Carolina License Number
Dillon Turner, PE, PTOE	Professional Engineer	Traffic/Transportation	33615
Jonathan Guy, PE, AICP, PTOE	Professional Engineer	Traffic/Transportation	25765
Reeves Connelly, PE	Professional Engineer	Traffic/Transportation	40394
Jake Nielsen, PE	Professional Engineer	Traffic/Transportation	42904
Melissa Helbert-Pogoloff, PE, PTOE	Professional Engineer	Traffic/Transportation	40275
Stephen Thun, PE, LEED AP	Professional Engineer	Hydrology/Hydraulic	32302

Recent Experience on Engineering Projects are shown on the resumes found on the following pages.

DILLON TURNER, PE, PTOE

Project Manager; Traffic Studies; Traffic and Pedestrian Signal Design; Traffic Design Maintenance

Dillon has 13 years of transportation experience, specializing in traffic analysis, roadway concept designs, roadway designs, opinions of probable construction costs (OPCCs), and signal designs for large-scale projects, including interchange access requests (IAR). He also is well versed in SCDOT and Beaufort County guidelines. Dillon's experience includes traffic signal design, TIAs, trip generation and intersection capacity analyses, traffic signal warrant studies, traffic simulation, and public involvement activities. This diverse background has given him a range of technical experience in the various facets of engineering and planning.

PROFESSIONAL CREDENTIALS

BS, Civil Engineering, Clemson University

Professional Engineer in SC, GA, and NC

Professional Traffic Operations Engineer

Relevant Experience

- Traffic Engineering On-Call Services, Beaufort County, SC
  - » Lady's Island Drive at Ribaut Road Turn Lane Extension
  - » Boundary Street and Ribaut Road Retiming
  - » SC 170 and 462 Intersection Improvements
  - » Cherry Point Widening and Intersection Design
  - » Intelligent Transportation Systems (ITS) Master Plan
  - » Lady's Island Drive at Meridian Capacity Analysis and Concept Designs

JONATHAN GUY, PE, AICP, PTOE

Principal-in-Charge/Authorized Representative

Jonathan offers 28 years of diverse experience in transportation planning and traffic operations. Specializing in integrating transportation systems, he brings a multidisciplinary approach to solving critical problems. Jonathan's experience encompasses interchange and roadway design, TIAs, interchange and corridor evaluations, traffic signal design, transportation safety, corridor planning, collector street planning, and parking analysis. He has worked on numerous complex projects involving coordination with federal, state, and local review agencies, including SCDOT and Beaufort County.

PROFESSIONAL CREDENTIALS

BS, Civil Engineering, University of North Carolina at Charlotte

Professional Engineer in SC, GA, and NC

American Institute of Certified Planners

Professional Traffic Operations Engineer

Relevant Experience

- Traffic Engineering On-Call Services, Beaufort County, SC
  - » ITS Master Plan
  - » McCullouch Tract TIA
- Hilton Head Corridors, Hilton Head Island, SC
- William Hilton Parkway Concept Designs, Hilton Head Island, SC
- Sea Pines Circle Concept Design, Hilton Head Island, SC
- West Ashley Traffic Circle Access Road Design Completion, Charleston, SC
- SCDOT, I-85 at SC 290 Interchange Upgrade, Duncan, SC

REEVES CONNELLY, PE

Roadway Design; Bicycle/Pedestrian Design; Conceptual Designs and Cost Estimates

PROFESSIONAL CREDENTIALS

BS, Civil Engineering,
University of South Carolina

Professional Engineer in SC

Reeves has 8 years of experience in project management and roadway and trail design. His experience includes various project types, including safety improvements, shared-use paths, intersections, roundabouts, bridge replacements, roadway widening, roadway realignments, dirt-to-pave, and interchange improvements. His experience with a multitude of standards—including SCDOT and Beaufort County—and coordination with review agencies helps ensure projects are completed correctly and according to schedule.

Relevant Experience

- Traffic Engineering On-Call Services, Beaufort County, SC
  - » Lady's Island Drive at Ribaut Road Turn Lane Extension
  - » SC 170 and 462 Intersection Improvements
  - » Cherry Point Widening and Intersection Design
  - » Lady's Island Drive at Meridian Capacity Analysis and Concept Designs
- US 278 Corridor Study, Hardeeville, SC
- LCOG, Corridor Study for SC 46/SC 315 and New Alternate Feasibility, Hardeeville, SC

JAKE NIELSEN, PE

Roadway Design; Conceptual Designs and Cost Estimates

PROFESSIONAL CREDENTIALS

BS, Civil Engineering,
University of South Carolina

Professional Engineer in SC

Jake offers 5 years of experience in roadway design. He has created concepts, construction plans, and cost opinions and also performed drainage calculations for various projects, including safety improvements, intersections, shared use paths, bridge replacements, roadway widenings, roadway realignments, and interchange improvements. Jake is proficient in MicroStation, GEOPAK, and GEOPAK Drainage, and is well versed in the FHWA Manual on Uniform Traffic Control Devices (MUTCD), AASHTO policies, and SCDOT and Beaufort County standards.

Relevant Experience

- Gold Hill Road at I-77 Interchange Improvements (Pennies for Progress), York County, SC
- RRSP Projects, Various Locations, SC
- SC 160/I-77 Interchange Reconfiguration, York County, SC
- US 321 Bridge Replacement over Allison Creek, York County, SC
- Cross Charlotte Trail, Charlotte, NC
- South Trenton Street/West Boulevard Intersection Improvements, Gastonia, NC

MELISSA HELBERT-POGOLOFF, PE, PTOE

Traffic and Pedestrian Signal Design; Traffic Design Maintenance

PROFESSIONAL CREDENTIALS

BS, Civil Engineering,
North Carolina State University

Professional Engineer in SC and NC

Professional Traffic Operations Engineer

Melissa has provided engineering services on various projects related to traffic capacity analysis and traffic safety for nearly a decade. She specializes in completing traffic studies for public- and private-sector clients across South Carolina, in coordination with SCDOT and local government organizations. She is committed to supporting sustainable transportation solutions by ensuring that traffic studies and designs accurately reflect the relationship between land use and transportation systems while meeting City expectations and project development needs.

Relevant Experience

- Traffic Engineering On-Call, Beaufort County, SC
- SC 170 and SC 462 Intersection Improvements, Beaufort County, SC
- Signal Improvements and ITS Planning, Beaufort County, SC
- Spartanburg CTC Studies, Spartanburg, SC
- On-Call Engineering Services for FY24 and FY25, Spartanburg County, SC
- North Church Street Signal Retiming, Spartanburg, SC
- US 178 at I-85 Interchange Study, Anderson County, SC
- Greenville County Square, Greenville, SC

STEPHEN THUN, PE, LEED AP

Hydrology/Hydraulic Design

PROFESSIONAL CREDENTIALS

BS, Civil Engineering,
The Citadel

Professional Engineer in SC, NC, and VA

LEED Accredited Professional

Stephen specializes in designing and constructing stormwater management systems for municipal clients. He has extensive experience in commercial and residential plan reviews for stormwater and erosion control compliance. His expertise includes gray and green infrastructure, best management practices (BMPs), hydrologic and hydraulic (H&H) analysis, BMP retrofits, and stormwater master plans. Stephen has worked on municipal storm drainage infrastructure in urban and suburban environments, dam rehabilitation, and both new construction and retrofits of stormwater BMPs.

Relevant Experience

- Unified Development Ordinance (UDO), Myrtle Beach, SC
- On-Call Professional Services, Beaufort County, SC
- South Carolina Office of Resilience (SCOR), H&H Study, Calhoun, SC
- Municipal Separate Storm Sewer System (MS4) Plan Review Support Services, Charleston, SC
- Drayton on the Ashley Drainage Improvements, Charleston, SC
- Watershed Planning and Mitigation Assessment for New Castle Development, Richland County, SC

D. Work History and References

Traffic Engineering On-Call

Beaufort County, SC

Kimley-Horn was selected by Beaufort County to serve as an on-call traffic engineering consultant. The project team holds frequent coordination meetings with the County to make sure our efforts are organized and on schedule. To date, Kimley-Horn has performed the following tasks under this on-call:

- Lady's Island Drive at Ribaut Road Turn Lane Extension
- Boundary Street and Ribaut Road Retiming
- SC 170 and 462 Intersection Improvements
- Cherry Point Widening and Intersection Design
- Lady's Island Drive at Meridian Road/Islands Causeway Peanut Roundabout
- ITS Master Plan
- Multiple Traffic Impact Analyses (TIAs)—Ramsey Farm, McCullouch Tract, and Malind Center

Customer	*Cost Estimates*	*Reference*
Beaufort County	Final cost comparison data, including percentage variance and fee percentages, is not available as the project is still ongoing.	Bryan Bauer; 843 255 2706 Kevin Sullivan; 843 255 2711

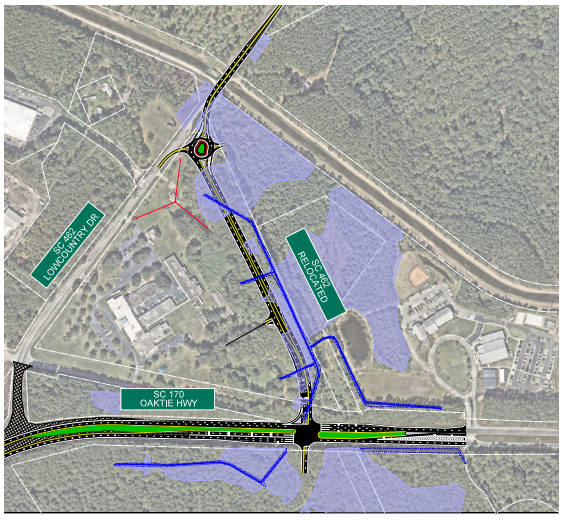
On the following pages, we have provided project descriptions for a few of the task orders listed above.

SC 170 and SC 462 Intersection Improvements

Beaufort County, SC

Kimley-Horn is engaged in the analysis, design, and permitting of the improvements to the SC 170 and SC 462 intersection. Based on the approved concept layout from May 2024, the current intersection will be relocated approximately 1,800 feet to the east. The new design includes a traditional signalized intersection at the new alignment of SC 462 and SC 170, and a roundabout at the intersection of the new SC 462 alignment with the Old SC 462.

The goal of these improvements is to enhance traffic flow, safety, and overall efficiency at this critical juncture. The design and permitting phases secured all required approvals, and the upcoming construction is planned to minimize disruption. By relocating and redesigning the intersection, the final constructed roadway will significantly improve local transportation infrastructure, offering a safer and more efficient travel experience for all road users.



Customer	*Cost Estimates*	*Reference*
Beaufort County	Final cost comparison data, including percentage variance and fee percentages, is not available as the project is still ongoing.	Bryan Bauer; 843 255 2706 Kevin Sullivan; 843 255 2711

Ashley Landing Downstream Improvements

Charleston, SC

The Ashley Landing Offsite Stormwater Improvements project is located in Charleston, SC, and is part of the redevelopment of the Ashley Landing Shopping Center. The project focuses on constructing downstream stormwater improvements to help the upstream development comply with current City of Charleston stormwater regulations while also providing significant flood mitigation improvements within the Charlestowne Estates II neighborhood by eliminating street and yard flooding during the 25-year design storm. Using detailed two-dimensional (2D) StormWise, H&H modeling, our team was able to successfully remove the project area from the City of Charleston's Special Protection Area (SPA) designated for areas of known flooding.

Proposed improvements include replacing the existing corrugated metal pipes with approximately 350 linear feet of reinforced concrete box culvert. Successful completion of the project required close coordination and permitting with the City of Charleston, Charleston Water System (CWS), and the South Carolina Department of Environmental Services (SCDES) Bureau of Coastal Management (BCM). Additionally close collaboration with adjacent residents was required for design development and easement coordination.

Customer	*Cost Estimates*	*Reference*
Edens	Final cost comparison data, including percentage variance and fee percentages, is not available as the project is still ongoing.	Jim McKinney; 803 269 8913

Drayton on the Ashley Neighborhood Drainage Improvements

Charleston, SC

The Drayton on The Ashley Drainage Improvements project, located in Charleston, SC, addresses historical maintenance and flooding issues within the Drayton on The Ashley neighborhood. Our team used a two-dimensional 2D StormWise H&H model to assess existing flooding conditions, confirm potential alternatives to alleviate existing flooding, and develop construction documents for necessary improvements. Our H&H analysis also included an evaluation of a high-intensity, short duration "rain-bomb" event to further evaluate potential flood mitigation benefits.

Successful completion of the project required close coordination with the client to incorporate project components that were based on prior conversations with individual property owners and knowledge of the project area developed over the long history of this area between the client and local neighborhood. Additionally, our team completed the design documents and acquired necessary permits on an accelerated timeframe to ensure the client could use special funding secured specifically for this project.

Customer	*Cost Estimates*	*Reference*
Charleston County Public Works	Final cost comparison data, including percentage variance and fee percentages, is not available as the project is still ongoing.	Chris Wannamaker; 803 202 7600

Signal Improvements and ITS Planning

Beaufort County, SC

Kimley-Horn provided signal improvements and ITS planning services to improve traffic operations and system coordination across Beaufort County. Services included traffic signal retiming along Boundary Street and Ribaut Road—two primary corridors—to improve progression and reduce delay. Work involved existing conditions and crash analyses, Synchro modeling, development of timing recommendations, and coordination with SCDOT, Beaufort County, the City of Beaufort, and the Town of Port Royal.

Kimley-Horn is also leading development of the County's ITS Master Plan in coordination with the Lowcountry Area Transportation Study (LATS) and Jasper County. The plan evaluates existing ITS infrastructure, identifies system gaps, and defines phased, actionable recommendations to support coordinated signal operations, communications, and future ITS investments.

Customer	*Cost Estimates*	*Reference*
Beaufort County	Final cost comparison data, including percentage variance and fee percentages, is not available as the project is still ongoing.	Bryan Bauer; 843 255 2706 Kevin Sullivan; 843 255 2711

E. Sub-Consultants/Contractors

Kimley-Horn's multidisciplinary team brings complementary expertise and a collaborative approach to deliver creative, practical, and constructable solutions tailored to the City of Beaufort's Civil Engineering and Related Services IDC needs. Our subconsultant partners provide specialized technical expertise and local experience, giving our integrated team the resources and technical depth to support the City's program and deliver high-quality, reliable results.

Atlas is a full-service land surveying company established in 2004. The firm provides existing conditions surveys, comprehensive tree and topographic surveys, boundary surveys, conducting roadway and drainage surveys, bathymetric surveys, utility surveys, underground utility location, construction stakeout, asbuilt surveys, GPS surveying, setting benchmarks and control, preparation of easement and ROW plats, American Land Title Association (ALTA)/National Society of Professional Surveyors (NSPS) (formerly American Congress on Surveying and Mapping [ASCM]) surveys, Federal Emergency Management Act (FEMA) flood certifications, wetland delineation surveys, and building machine control files.

All Traffic Data Services, a subsidiary of Rekor Systems, Inc., is a leading traffic data collection provider with over 20 years of experience serving public and private clients. Through a collaborative, multi-office approach, ATD efficiently manages projects of all sizes, delivering accurate, reliable data with consistent, on-time results. Backed by strong client relationships and a commitment to continuous improvement, ATD leverages advanced technology and proven processes to meet the specific needs of projects nationwide.

Bowman is a trusted, multi-faceted professional services firm offering a broad range of engineering, infrastructure, environmental management, energy and real estate solutions to both public and private clients across the country. From large commercial developments to master planned communities, and local transportation projects, Bowman delivers outstanding project results, builds long-lasting relationships and leverages the growth of our organization to serve the constantly changing needs of our clients.

CED is a multidisciplinary engineering and surveying firm. The firm's land acquisition division offers full-service, turnkey solutions for local, state, and federal projects. With experienced local professionals, it provides complete program management and comprehensive services across all phases of the acquisition process. CED's ROW team has extensive SCDOT and South Carolina project experience. They offer diverse expertise, supporting voluntary acquisitions, utility projects, public outreach, bid-build, and design-build projects. CED's experience includes whole parcel takes, partial acquisitions, easements, and relocations under the Uniform Relocation Act.

F&ME is a South Carolina-owned and operated firm offering a comprehensive range of geotechnical, environmental, materials sampling and testing, and construction services. F&ME's in-house team of licensed engineers, geologists, and technicians has performed geotechnical explorations and design throughout Beaufort County, ranging from pavement design to foundation design for structures. F&ME's team has a comprehensive understanding of the prevailing geology, as well as the major factors that influence geotechnical design.

Triton Utility Coordinating provides utility coordination services across the Carolinas, backed by more than 25 years of experience in utility management and government-sponsored infrastructure projects. Their seasoned team supports fast-paced projects through strong familiarity with SCDOT and municipal procedures, delivering efficient, collaborative solutions that minimize delays and drive successful outcomes.

F. Required Forms:

This page is intentionally left blank with required forms found on subsequent pages.

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 3/16/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Edgewood Partners Ins Center 3780 Mansell Rd. Suite 370 Alpharetta GA 30022	**CONTACT NAME:** Jerry Noyola **PHONE (A/C, No, Ext):** 770.552.4225 **FAX (A/C, No):** **E-MAIL ADDRESS:** greylingcerts@greyling.com
INSURED KIMLASS Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600 Raleigh, NC 27601	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** National Union Fire Ins Co of Pittsburg — 19445 **INSURER B :** New Hampshire Insurance Company — 23841 **INSURER C :** Lloyd's of London — 85202 **INSURER D :** Columbia Casualty Company — 31127 **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 185276491 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

jhohm@kimley-horn.com

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE [X] OCCUR X Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: POLICY [X] PRO-JECT [X] LOC OTHER:			GL5268169	4/1/2026	4/1/2027	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 2,000,000 $ 1,000,000 $ 25,000 $ 2,000,000 $ 4,000,000 $ 4,000,000 $
A A	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY			CA4489663 (AOS) CA2970071 (MA)	4/1/2026 4/1/2026	4/1/2027 4/1/2027	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) $	$ 2,000,000 $ $ $ $
D	X **UMBRELLA LIAB** X OCCUR X **EXCESS LIAB** CLAIMS-MADE DED X RETENTION $ 10,000			8038116944	4/1/2026	4/1/2027	EACH OCCURRENCE AGGREGATE $	$ 5,000,000 $ 5,000,000 $
B B	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		WC067961230 (AOS) WC013711885 (CA)	4/1/2026 4/1/2026	4/1/2027 4/1/2027	X PER STATUTE / OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 2,000,000 $ 2,000,000 $ 2,000,000
C	Professional Liability			RLUSP26000552026	4/1/2026	4/1/2027	Per Claim Aggregate	$2,000,000 $2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Umbrella Follows Form with respects to General, Automobile & Employers Liability Policies. Retroactive Date: 10/02/1967.

CERTIFICATE HOLDER

Sample Certificate

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Gregg Bachtel

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CITY OF BEAUFORT
RFQ SIGNATURE PAGE
PROFESSIONAL CIVIL ENGINEERING AND RELATED SERVICES
INDEFINITE DELIVERY CONTRACT
RFQ NO. 2026-106

SUBMITTER'S NAME: Kimley-Horn

The undersigned, having become familiar with the existing conditions and the Qualification Scope of Services hereby proposed, agrees to complete the work as described in accordance with the Request for and Contract Documents.

Submitter warrants that no gratuities, in the form of gifts, entertainment, or otherwise, were offered or given by the **Submitter**, to any officer or employee of the City with a view toward securing the contract or securing favorable treatment with respect to any determination concerning the performance of the contract.

This offer is genuine and not made in interest of or on behalf of any undisclosed person, vendor or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; **Submitter** has not directly induced or solicited any other **Submitter** to submit false or sham bid; **Submitter** has not solicited or sought by collusion to obtain for itself any advantage over any other **Submitter** or other **Owner**.

The words, "Bidder", "Submitter", "Submitter", "Vendor", and "Company" are used interchangeably throughout this solicitation, and are used in place of the person, vendor, or corporation submitting a solicitation.

Submitter has examined copies of all documents and of the following addenda (if applicable):

Addendum No.	Date
1	4/23/2026
2	4/23/2026
3	4/23/2026

Address: Post Office Box: N/A Zip: N/A
Street: 1080 Morrison Drive, Suite 240 Zip: 29403
City: Charleston State: South Carolina
Telephone: 843 737 6390 Fax: N/A
Email: jonathan.guy@kimley-horn.com

*Signature: Jonathan R. Guy Title: Senior Vice President

Qualifications will not be accepted unless signed in ink (not typed) in the appropriate space by an authorized officer or employee of the bidder.

Printed Name: Jonathan Guy, PE, AICP, PTOE Date: 5/8/2026

ETHICS IN PUBLIC CONTRACTING AFFIDAVIT

STATE OF South Carolina)

COUNTY OF Charleston)

Jonathan Guy, PE, AICP, PTOE, being first duly sworn, deposes and says that:

1. He/She is Senior Vice President (title) for/of Kimley-Horn (company/business), the Submitter that has submitted the attached Statement of Qualifications;
2. He/She is legally qualified and capable of signing this affidavit and is authorized to do so by Submitter;
3. He/She is fully informed regarding the preparation and contents of the attached Statement of Qualification and of all pertinent circumstances respecting such Qualification;
4. Such Qualification is genuine and is made without fraud;
5. Neither the said Submitter, nor any of its officers, partners, owners, agents, representatives, employees, or parties in interest has offered or received any kickbacks or inducements from any offeror, suppliers, manufacturer, or subCompany in connection with the offer, and they have not conferred on any public employee, public member, or public official having official responsibility for this procurement or transaction, any payment, loan, subscription, advance, deposit of money, services, or anything of value as defined in Section 8-13-100 of the South Carolina Code of Laws; and
6. Furthermore, neither the Submitter, nor any of its officers, partners, owners, agents, representatives, employees or parties in interest has any relationship with the City, another person, or organization that interferes with fair competition or that constitutes a conflict of interest with respect to a contract with the City.

4/30/26
DATE

Kimley-Horn
COMPANY/BUSINESS

KENYA GLISSON NOTARY PUBLIC COMMISSION EXPIRES JAN. 06, 2035 SOUTH CAROLINA

BY: _____
SIGNATURE

Jonathan Guy, PE, AICP, PTOE
PRINTED NAME

SWORN to before me this 30th day of April, 20 26

ITS: Senior Vice President
TITLE

Notary Public for South Carolina (state)
My commission expires: 01/06/2035
By: Kenya Glisson (signature)

NON-COLLUSION AFFIDAVIT OF PRIME SUBMITTER

STATE OF South Carolina)

COUNTY OF Charleston)

Jonathan Guy, PE, AICP, PTOE, being first duly sworn, deposes and says that:

1. He/She is Senior Vice President of Kimley-Horn, the Submitter that has submitted the attached qualification;
2. He/She is fully informed respecting the preparation and contents of the attached qualification and of all pertinent circumstances respecting such qualification;
3. Such Qualification is genuine and is not a collusive or sham qualification;
4. Neither the said Submitter nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived, or agreed, directly or indirectly with any other Submitter, company or person to submit a collusive or sham Qualification in connection with the Contract for which the attached Qualification has been submitted or to refrain from proposing in connection with such Contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other submitter, company or person to fix the price or prices in the attached Qualification or of any other submitter, or to secure through any other qualification, or to fix any overhead, profit or cost element of the bid price or the bid price of any other submitter, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Beaufort, SC or any person interested in the proposed contract.

(signed)
Senior Vice President
(title)

SWORN to before me this 30th
day of April, 20 26

Notary Public for South Carolina (state)
My commission expires: 01/06/2035
By: Kenya Glisson
(signature)

KENYA GLISSON
NOTARY PUBLIC
SOUTH CAROLINA
COMMISSION EXPIRES
JAN. 06, 2035

SMALL/WOMAN-OWNED/MINORITY BUSINESS ENTERPRISE FORM	
YOUR COMPANY'S CURRENT STATUS	**SUPPLIER BUSINESS CLASSIFICATIONS**
Is this a small business? Yes No	A small business is a business which is independently owned and operated, not dominant in its field of operation, and can qualify under criteria concerning number of employees, average annual receipts, or other criteria as outlined by the Small Business Administration. (See CFR Title 13, Part 121, as amended)
Is this a woman-owned business? Yes No	A woman-owned business is a business which is at least 51% owned by a woman or women who also control and operate the business.
Is this a minority-owned business? Yes No If Yes, please indicate minority group: ___Asian American ____Black American ___Hispanic American ___Native American	A minority-owned business is a business which is at least 51% owned, controlled and operated by socially and economically disadvantaged individuals. The following groups are among those presumed to be socially and economically disadvantaged: Asian Americans, Black Americans, Hispanic Americans, and Native Americans.
Is this a disabled-owned business? Yes No	A disabled-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are disabled.
Is this a veteran-owned business? Yes No	A veteran-owned business a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans.
Is this a disabled veteran-owned business? Yes No	A disabled veteran-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans and disabled.
Are the individuals who own, control and operate this business U.S. citizens?	Yes No
Is this business a non-profit organization?	Yes No
Is this business incorporated?	Yes No

Docusign Envelope ID: 15DD5230-6E84-4711-93C3-25A12D0FB2F5

1350

STATE OF SOUTH CAROLINA
DEPARTMENT OF REVENUE

NONRESIDENT TAXPAYER REGISTRATION AFFIDAVIT INCOME TAX WITHHOLDING

I-312
(Rev. 5/18/15)
3323

Mail to: The company or individual you are contracting with.
The undersigned nonresident taxpayer on oath, being first duly sworn, hereby certifies as follows:

1. Name of Nonresident Taxpayer: _____

2. Trade Name, if applicable (doing business as):

   _____

3. Mailing Address: _____

4. Federal Employer Identification Number (FEIN): _____

5. _____ Hiring or Contracting with:
   Name: _____
   Address: _____

   _____ Receiving Rentals or Royalties From:
   Name: _____
   Address: _____

N/A

6. I hereby certify that the above named nonresident taxpayer is currently registered with (check the appropriate box):
   ☐ The South Carolina Secretary of State or
   ☐ The South Carolina Department of Revenue:
   Date of Registration: _____

7. I understand that by this registration, the above named nonresident taxpayer has agreed to be subject to the jurisdiction of the South Carolina Department of Revenue and the courts of South Carolina to determine its South Carolina tax liability, including estimated taxes, together with any related interest and penalties.

8. I understand the South Carolina Department of Revenue may revoke the withholding exemption granted under Code Section 12-8-550 (temporarily doing business or professional services in South Carolina) or Code Section 12-8-540 (rentals) at any time it determines that the above named nonresident taxpayer is not cooperating with the Department in the determination of its correct South Carolina tax liability.

The undersigned understands that any false statement contained herein could be punished by fine, imprisonment or both.

Recognizing that I am subject to the criminal penalties under Code Section 12-54-44(B)(6)(a)(i), I declare that I have examined this affidavit and to the best of my knowledge and belief, it is true, correct and complete.

_____ **(Seal)** _____
Signature of Nonresident Taxpayer (Owner, Partner or Corporate Officer, when relevant) Date

If Corporate officer, state title: _____

_____
(Name - Please Print)

33231028

G. Other Information to Provide

Lawsuits or Arbitration Proceedings that have been Initiated by or Against your Company in the past Five Years

Kimley-Horn and its subsidiaries have provided services in all 50 states and numerous countries. Because of the many and varied projects we have completed, we are subject to various legal proceedings from time to time and in the ordinary course of business. It is not practical to provide a complete list as part of this proposal. None of the pending matters, if decided against Kimley-Horn, would have a material impact on our financial statements or impair in any way our ability to serve our clients. Generally, these matters are covered by insurance, and we consider them to be without merit. **If you would like to discuss our legal matters in more detail, please contact Kimley-Horn's General Counsel, Ashley Keil, at 919 678 4179.**

There have been no legal proceedings in South Carolina in the past 5 years.

ARCHITECT – ENGINEER QUALIFICATIONS

PART I – CONTRACT SPECIFIC QUALIFICATIONS

A. CONTRACT INFORMATION

1. TITLE AND LOCATION *(City and State)*

Civil Engineering and Related Services Indefinite Delivery Contract, Beaufort, SC

2. PUBLIC NOTICE DATE	3. SOLICITATION OR PROJECT NUMBER
April 16, 2026	2026-106

B. ARCHITECT – ENGINEER POINT OF CONTACT

4. NAME AND TITLE

Dillon Turner, PE, PTOE, Associate

5. NAME OF FIRM

Kimley»Horn

6. TELEPHONE NUMBER	7. FAX NUMBER	8. E-MAIL ADDRESS
843 574 8593	N/A	dillon.turner@kimley-horn.com

C. PROPOSED TEAM

(Complete this section for the prime contractor and all key subcontractors.)

	(Check) PRIME	(Check) J-V PARTNER	(Check) SUBCON-TRACTOR	9. FIRM NAME	10. ADDRESS	11. ROLE IN THIS CONTRACT
a.	X			Kimley-Horn **[X]** CHECK IF BRANCH OFFICE	1080 Morrison Drive Suite 240 Charleston, SC 29403	Traffic Analysis Lead
b.				**[X]** CHECK IF BRANCH OFFICE	550 South Main Street Suite 300 Greenville, SC 29601	
c.				**[X]** CHECK IF BRANCH OFFICE	802 Gervais Street Suite 201 Columbia, SC 29201	
d.				**[X]** CHECK IF BRANCH OFFICE		
e.				**[X]** CHECK IF BRANCH OFFICE		
f.				**[X]** CHECK IF BRANCH OFFICE		

D. ORGANIZATIONAL CHART OF PROPOSED TEAM **[X]** *(ATTACHED)*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
DILLON TURNER, PE, PTOE	Project Manager; Traffic Studies; Traffic and Pedestrian Signal Design; Traffic Design Maintenance	13	7

15. FIRM NAME AND LOCATION *(City And State)*

Kimley»Horn Charleston, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Bachelor of Science, Civil Engineering	Professional Engineer in SC, NC and GA Professional Traffic Operations Engineer

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Dillon has 13 years of transportation experience, specializing in traffic analysis, roadway concept designs, roadway designs, OPCCs, and signal designs for large-scale projects, including interchange access requests (IAR). He also is well versed in SCDOT and Beaufort County guidelines. Dillon's experience includes traffic signal design, TIAs, trip generation and intersection capacity analyses, traffic signal warrant studies, traffic simulation, and public involvement activities. This diverse background has given him a range of technical experience in the various facets of engineering and planning.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
Lady's Island Drive and Ribaut Road Turn Lane Extension, Beaufort County, SC	Ongoing	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — **[X]** Check if project performed with current firm

Project Manager. Kimley-Horn is designing and permitting a northbound right-turn lane extension at the Lady's Island Drive and Ribaut Road intersection. This project includes transforming the current stop-controlled right-turn lane into a free slow movement, decreasing queuing and delays at the intersection. The project scope included several utility relocations, coordination with Beaufort County Law Enforcement for camera locations, and ROW services. **Cost:** $183,215

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
Boundary Street and Ribaut Road Retiming, Beaufort County, SC	Ongoing	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — **[X]** Check if project performed with current firm

Project Manager. Kimley-Horn performed the traffic signal retiming of Boundary Street and Ribaut Road. The traffic signal retiming involved close coordination with SCDOT, the City of Beaufort, the Town of Port Royal, and Beaufort County. The project scope included optimizing intersection timing to increase vehicular progression along Boundary Street and Ribaut Road—two of the primary corridors in the County. Project tasks and deliverables include an existing conditions assessment, a crash analysis, Synchro outputs, a cycle length report, and several meetings with Beaufort County. **Cost:** $214,305

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
SC 170 and SC 462 Intersection Improvements, Beaufort County, SC	Ongoing	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — **[X]** Check if project performed with current firm

Project Manager. Kimley-Horn is engaged in the analysis, design, and permitting of the improvements to the SC 170 and SC 462 intersection. Based on the approved concept layout from May 2024, the current intersection will be relocated approximately 1,800 feet to the east. The new design includes a traditional signalized intersection at the new alignment of SC 462 and SC 170, and a roundabout at the intersection of the new SC 462 alignment with the Old SC 462. The goal of these improvements is to enhance traffic flow, safety, and overall efficiency at this critical juncture. The design and permitting phases secured all required approvals, and the upcoming construction is planned to minimize disruption. By relocating and redesigning the intersection, the final constructed roadway will significantly improve local transportation infrastructure, offering a safer and more efficient travel experience for all road users. **Cost:** $180,260

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
Cherry Point Widening and Intersection Design, Beaufort County, SC	2026	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — **[X]** Check if project performed with current firm

Project Manager. Kimley-Horn partnered with Beaufort County and a private developer to address traffic issues on Cherry Point Road in Okatie, SC. This project became necessary due to findings from a TIA, which revealed significant congestion issues. Specifically, queues at Okatie Elementary School were extending onto SC 170, causing safety and traffic flow concerns. **Cost:** $186,820

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
Lady's Island Drive at Meridian Road/Islands Causeway Peanut Roundabout, Beaufort County, SC	2024	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — **[X]** Check if project performed with current firm

Project Manager. Kimley-Horn was asked to provide intersection capacity, conceptual design, and OPCCs for the intersection of Lady's Island Drive at Islands Causeway/Merdian Road. This is a historically dangerous intersection, with an many accidents and long delays for residents living in the area. A signal warrant analysis was done for the intersections, but were not met. Kimley-Horn worked with Beaufort County to develop the concept shown for a P-nut roundabout. This concept helps minimize environmental impacts, increase safety, and slow speeds through the intersection. This concept received high praise from SCDOT as an innovative solution to a complex problem. **Cost:** $34,700

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
JONATHAN GUY, PE, AICP, PTOE	Principal-in-Charge/ Authorized Representative	28	22

15. FIRM NAME AND LOCATION *(City And State)*

Kimley»Horn Charleston, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Bachelor of Science, Civil Engineering	Professional Engineer in SC, GA, and NC American Institute of Certified Planners Professional Traffic Operations Engineer

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Jonathan offers 27 years of wide-ranging experience in transportation planning and traffic operations. Specializing in the integration of transportation systems, he brings to this assignment a multidisciplinary approach to solve critical problems. His project experience encompasses interchange and roadway design, TIAs interchange and corridor evaluations, traffic signal design, transportation safety, corridor planning, collector street planning, and parking analysis.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: SCDOT SC 160/I-77 Interchange Reconfiguration, York County, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[x] Check if project performed with current firm

Project Manager. Kimley-Horn is assisting SCDOT in reconfiguring the SC 160/I-77 interchange at Exit 85 to increase capacity and reduce congestion. Due to the expansive residential and commercial growth in the project area, the existing diamond interchange was experiencing significant operational issues during the AM, mid-day, and PM traffic periods. The team is working to overcome operational challenges—including a traffic pattern change during the AM and PM peak hour—created by the mix of residential traffic originating to the west of the interchange that has a designation to the north overlapping with the arrival of commercial traffic originating from the north with a designation to the east of the interchange in the AM with a reverse commute in the PM. The project also will include widening SC 160 from four lanes to six lane from US 21 to Sutton Road (S-49). **Cost:** $100 million (estimated construction)

b.

(1) TITLE AND LOCATION *(City and State)*: SCDOT I-85 at SC 290 Interchange Upgrade, Duncan, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Manager. Kimley-Horn is working with SCDOT to modify the existing interchange to a diverging diamond interchange (DDI). This interchange requires modifications to the existing bridge, including a partial deck replacement, new parapet and median barriers, and reconstruction of the approach slabs. Additionally, custom roadway barriers supported on moment slabs are being designed for the project. **Cost:** $12.5 million

c.

(1) TITLE AND LOCATION *(City and State)*: SCDOT US 76 Bridge Replacement over Catfish Branch, Marion, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Manager. Kimley-Horn was contracted by SCDOT to perform bridge hydraulic design and FEMA floodplain analysis in support of the US 76 bridge replacement over the Catfish Branch. For the bridge hydraulic design, Kimley-Horn performed detailed one- and two-dimensional models using United States Army Corps of Engineers (USACE) HEC-RAS to evaluate the Catfish Branch's hydraulic response and develop proposed bridge sizing. Scenarios were evaluated to ensure the bridge met SCDOT design guidelines as well as FEMA requirements, given the bridge being within a regulatory FEMA floodway. The selected bridge design was a 78-footwide, single-span, 110-foot-long bridge designed by Kimley-Horn's roadway and structural engineers. Through multidisciplinary collaboration and in-depth technical knowledge, our team was able to efficiently develop hydraulic models for the design of the bridge replacement necessary to keep the project on schedule. **Cost:** $1.5 million (estimated)

d.

(1) TITLE AND LOCATION *(City and State)*: SCDOT RMP, Statewide, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Contract Manager. Kimley-Horn is assisting SCDOT in piloting a statewide RMP, which serves to revise the process by which Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs) develop transportation improvement programs for their regions. This new program aims to increase funding and better align policies and measures with SCDOT's strategic goals. The current task order includes the developing a supporting analysis tool and beta evaluation of approximately 100 miles of corridors across South Carolina. **Cost:** $218,989 (contract value)

e.

(1) TITLE AND LOCATION *(City and State)*: SCDOT On-Call Traffic Safety Engineering Services, Statewide, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2023; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer and Planner. Kimley-Horn was selected by SCDOT to perform on-call traffic safety engineering and related services for projects statewide. Projects have included traffic safety and operational analysis, survey, public involvement, environmental permitting, cultural resources, roadway (conceptual, preliminary, ROW, and construction plans), hydrology, utility coordination, construction phase services, and RSAs. **Cost:** $1.5 million (contract value)

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
REEVES CONNELLY, PE	Roadway Design; Bicycle/Pedestrian Design; Conceptual Designs and Cost Estimates	8	8

15. FIRM NAME AND LOCATION *(City And State)*

Kimley»Horn Charleston, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Bachelor of Science, Civil Engineering	Professional Engineer in SC

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Reeves offers 8 years of experience in roadway design analysis under professional engineers' supervision. He has created concepts, construction plans, cost opinions, and performed drainage calculations for many projects, including safety improvements, shared use paths, intersections, roundabouts, bridge replacements, roadway widenings, roadway realignments, and interchange improvements. Reeves is proficient in MicroStation, GEOPAK, GEOPAK Drainage, StormCAD, and AutoCAD Civil 3D, and is well versed in the MUTCD, AASHTO policies, and SCDOT standards.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: SCDOT On-Call Traffic Safety Engineering Services, Statewide, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2023 — CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn was selected by SCDOT to perform on-call traffic safety engineering and related services for projects statewide. Projects have included traffic safety and operational analysis, survey, public involvement, environmental permitting, cultural resources, roadway (conceptual, preliminary, ROW, and construction plans), hydrology, utility coordination, construction phase services, and RSAs. **Cost:** $1.5 million (contract value)

b.

(1) TITLE AND LOCATION *(City and State)*: Lady's Island Drive and Ribaut Road Turn Lane Extension, Beaufort County, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing — CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn is designing and permitting a northbound right-turn lane extension at the Lady's Island Drive and Ribaut Road intersection. This project includes transforming the current stop-controlled right-turn lane into a free slow movement, decreasing queuing and delays at the intersection. The project scope included several utility relocations, coordination with Beaufort County Law Enforcement for camera locations, and ROW services. **Cost:** $183,215

c.

(1) TITLE AND LOCATION *(City and State)*: SC 170 and SC 462 Intersection Improvements, Beaufort County, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing — CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn is engaged in the analysis, design, and permitting of the improvements to the SC 170 and SC 462 intersection. Based on the approved concept layout from May 2024, the current intersection will be relocated approximately 1,800 feet to the east. The new design includes a traditional signalized intersection at the new alignment of SC 462 and SC 170, and a roundabout at the intersection of the new SC 462 alignment with the Old SC 462. The goal of these improvements is to enhance traffic flow, safety, and overall efficiency at this critical juncture. The design and permitting phases secured all required approvals, and the upcoming construction is planned to minimize disruption. By relocating and redesigning the intersection, the final constructed roadway will significantly improve local transportation infrastructure, offering a safer and more efficient travel experience for all road users. **Cost:** $180,260

d.

(1) TITLE AND LOCATION *(City and State)*: Cherry Point Widening and Intersection Design, Beaufort County, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2026 — CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn partnered with Beaufort County and a private developer to address traffic issues on Cherry Point Road in Okatie, SC. This project became necessary due to findings from a TIA, which revealed significant congestion issues. Specifically, queues at Okatie Elementary School were extending onto SC 170, causing safety and traffic flow concerns. **Cost:** $186,820

e.

(1) TITLE AND LOCATION *(City and State)*: Lady's Island Drive at Meridian Road/Islands Causeway P-Nut Roundabout, Beaufort County, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2024 — CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn was asked to provide intersection capacity, conceptual design, and OPCCs for the intersection of Lady's Island Drive at Islands Causeway/Merdian Road. This is a historically dangerous intersection, with an many accidents and long delays for residents living in the area. A signal warrant analysis was done for the intersections, but were not met. Kimley-Horn worked with Beaufort County to develop the concept shown for a P-nut roundabout. This concept helps minimize environmental impacts, increase safety, and slow speeds through the intersection. This concept received high praise from SCDOT as an innovative solution to a complex problem. **Cost:** $34,700

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
JAKE NIELSEN, PE	Roadway Design; Conceptual Designs and Cost Estimates	5	3

15. FIRM NAME AND LOCATION *(City And State)*

Kimley»Horn Charleston, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Bachelor of Science, Civil Engineering	Professional Engineer in SC

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Jake offers 5 years of experience in roadway design. He has created concepts, construction plans, cost opinions and performed drainage calculations for various projects, including safety improvements, intersections, shared use paths, bridge replacements, roadway widenings, roadway realignments, and interchange improvements. Jake is proficient in MicroStation, GEOPAK, and GEOPAK Drainage, and is well versed in the MUTCD, AASHTO policies, and SCDOT standards.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: SCDOT SC 160/I-77 Interchange Reconfiguration, York County, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn is assisting SCDOT in reconfiguring the SC 160/I-77 interchange at Exit 85 to increase capacity and reduce congestion. Due to the expansive residential and commercial growth in the project area, the existing diamond interchange was experiencing significant operational issues during the AM, mid-day, and PM traffic periods. The team is working to overcome operational challenges—including a traffic pattern change during the AM and PM peak hour—created by the mix of residential traffic originating to the west of the interchange that has a designation to the north overlapping with the arrival of commercial traffic originating from the north with a designation to the east of the interchange in the AM with a reverse commute in the PM. The project also will include widening SC 160 from four lanes to six lane from US 21 to Sutton Road (S-49). **Cost:** $100 million (estimated construction)

b.

(1) TITLE AND LOCATION *(City and State)*: SCDOT Harden Street/Saluda Avenue/Devine Street Road Diet, Columbia, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn prepared design plans for a road diet and streetscape improvement project for Harden Street and Devine Street through the heart of the Five Points District. Our efforts included extensive public involvement with many stakeholders, including SCDOT Traffic Safety, SCDOT District 1, the Five Points Association, local pedestrian and bicycle advocates, surrounding neighborhoods, and the City of Columbia. Services include a traffic feasibility study evaluating the potential to reduce the roadway cross-section from its current five-lane cross-section. The improvements include streetscape enhancements, median landscape enhancements, new mid-block pedestrian crossing, and bicycle improvements that will be achieved within the original roadway footprint. The project is currently under construction. **Cost:** $418,654 (contract value)

c.

(1) TITLE AND LOCATION *(City and State)*: SC 170 and SC 462 Intersection Improvements, Beaufort County, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn is engaged in the analysis, design, and permitting of the improvements to the SC 170 and SC 462 intersection. Based on the approved concept layout from May 2024, the current intersection will be relocated approximately 1,800 feet to the east. The new design includes a traditional signalized intersection at the new alignment of SC 462 and SC 170, and a roundabout at the intersection of the new SC 462 alignment with the Old SC 462. The goal of these improvements is to enhance traffic flow, safety, and overall efficiency at this critical juncture. The design and permitting phases secured all required approvals, and the upcoming construction is planned to minimize disruption. By relocating and redesigning the intersection, the final constructed roadway will significantly improve local transportation infrastructure, offering a safer and more efficient travel experience for all road users. **Cost:** $180,260

d.

(1) TITLE AND LOCATION *(City and State)*: Spurill Avenue Restriping, North Charleston, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Manager. Kimley-Horn will design new pavement markings along Spruill Avenue, from Justice Street to East Montague Avenue, based on coordination with the City and current aerial imagery. The preliminary pavement restriping construction plan will undergo a Quality Control/Quality Assurance (QC/QA) check by a licensed engineer before submission to the City for review. Subsequent to City feedback, a final pavement marking construction plan will be completed, with one round of review assumed. **Cost:** $14,000

e.

(1) TITLE AND LOCATION *(City and State)*: SCDOT Socastee Boulevard RSA, Myrtle Beach, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn is leading an RSA for Socastee Boulevard, a .77-mile segment in Horry County along Route SC 707. The RSA goal is a safety performance examination of the existing roadway corridor to identify any concerns to road users and opportunities to eliminate or mitigate the safety concerns. **Cost:** $73,098 (fee)

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
MELISSA HELBERT-POGOLOFF, PE, PTOE	Traffic and Pedestrian Signal Design; Traffic and Pedestrian Signal Design	10	10

15. FIRM NAME AND LOCATION *(City And State)*

Kimley»Horn Greenville, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Bachelor of Science, Civil Engineering	Professional Engineer in SC and NC Professional Traffic Operations Engineer

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Melissa has provided engineering services on various projects related to traffic capacity analysis, traffic safety analysis, and traffic signal design and timing for a decade. Her focus on completing traffic evaluations includes evaluating vehicular operations as well as bicycle and pedestrian operations. This includes traffic operational analysis, traffic calming studies, and crossing treatment studies. Melissa's focus on traffic signal work includes signal warrant studies, signal designs, and signal timing.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: I-85 Industrial Core Planning Study, Greenville, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn is leading the BMW–GSP Area Transportation Study to develop a comprehensive, multimodal transportation plan addressing existing and long-term (2050) mobility needs through evaluation of traffic operations, transit service, bicycle and pedestrian infrastructure, land use permits, and environmental and cultural resources, supported by future no-build traffic modeling. Building on this analysis, Kimley-Horn is evaluating up to four integrated transportation and land use alternatives and will identify a preferred alternative and prepare a graphics-rich Corridor Plan with conceptual alignments, implementation phasing, planning-level cost estimates, and stakeholder and MPO coordination. **Cost:** $318,670 (contract value)

b.

(1) TITLE AND LOCATION *(City and State)*: Spartanburg County Intersection Studies, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Manager. Kimley-Horn is working with SCDOT and Spartanburg County to evaluate seven intersections for improvement as part of the Spartanburg County Penny Program. Each evaluation includes a comprehensive safety and traffic analysis of the existing and future year conditions. Three alternatives were evaluated for each intersection and concept designs and cost estimates were provided to evaluate the alternatives. At the intersection of Cannons Campground Road at Old Converse Road, the intersection has a strong skew which was leading to operational and safety issues. Based on the results of the analysis, Kimley-Horn proposed a peanut roundabout to improve safety and operations while minimizing ROW impacts. **Cost:** $517,000

c.

(1) TITLE AND LOCATION *(City and State)*: Swamp Rabbit Trail (SRT), Phase 1 Rehabilitation Project, Greenville, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn is assisting the City of Greenville with the SRT, Phase 1 Rehabilitation project. This section of trail between South Hudson Street and River Street in downtown Greenville has been in service for more than 15 years. Our team is designing and permitting improvements including trail widening, safety fencing, roadway crossings, user specific signing and striping, landscaping, and furnishings to support the growth of Greenville's downtown environment. As part of this project, Kimley-Horn completed an evaluation of crossing treatments which evaluated Rectangular Rapid Flashing Beacons (RRFB), Pedestrian Hybrid Beacons (PHBs), raised crosswalks, and switching the stop-controlled movements to the vehicular street. **Cost:** $255,000 (contract value)

d.

(1) TITLE AND LOCATION *(City and State)*: Retreat at Clemson Multifamily Development, Oconee County, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Engineer. Kimley-Horn is providing comprehensive civil engineering, transportation, and environmental services for The Retreat at Clemson, a proposed multifamily residential development located on an approximately 41-acre site southeast of the intersection of Clemson Boulevard and Heritage Hills Drive. Core services include a full TIA encompassing data collection, trip generation, traffic volume development, capacity analysis, and preparation of a technical memorandum for review by local agencies and SCDOT, supported by civil site design and permitting coordination. **Cost:** $345,000 (contract value)

e.

(1) TITLE AND LOCATION *(City and State)*: Blalock Road Corridor Study, Greenville, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Manager. Kimley-Horn is providing engineering services for the traffic evaluation and design of upgrading Blalock Road as part of the Spartanburg Penny Sales Tax Program. Kimley-Horn performed a safety and traffic analysis on the corridor to determine if additional improvements are needed to accommodate design year. Based on the analysis, additional turn lanes were needed at the northern terminus of the project. Kimley-Horn is currently developing the roadway design plans for the corridor upgrades. **Cost:** $261,750 (contract value)

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
STEPHEN THUN, PE, LEED AP	Hydrology/Hydraulic Design	18	18

15. FIRM NAME AND LOCATION *(City And State)*

Kimley»Horn Columbia, SC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Bachelors of Science, Civil Engineering	Professional Engineer in SC, NC, and VA LEED Accredited Professional

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Stephen specializes in stormwater management systems and facilities for municipal clients, with extensive experience in commercial and residential plan reviews for stormwater and erosion control compliance. His design experience spans gray and green infrastructure, BMPs, hydrologic and hydraulic analysis, BMP retrofits, and stormwater master plans across urban, suburban, dam rehabilitation, and new construction projects. Stephen uses HEC-HMS, HEC-RAS, StormCAD, SWMM, HydroCAD, FlowMaster, HY-8, and spreadsheet models to analyze and design storm drainage systems.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Ashley Landing Downstream Improvements, Charleston, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — **[X]** Check if project performed with current firm

Project Manager. The Ashley Landing Downstream Improvements project in Charleston, SC supports the Ashley Landing Shopping Center redevelopment by constructing downstream stormwater improvements that bring the upstream development into compliance with City of Charleston regulations, while eliminating street and yard flooding in the Charlestowne Estates II neighborhood during the 25-year design storm. Using StormWise hydrologic and hydraulic modeling, our team successfully removed the project area from the City's Special Protection Area (SPA). Improvements include replacing existing corrugated metal pipes with 350 linear feet of reinforced concrete box culvert, requiring coordination with the City of Charleston, CWS, the SCDES, and BCM, and adjacent residents. **Cost:** $110,317

b.

(1) TITLE AND LOCATION *(City and State)*: **Drayton on the Ashley Neighborhood Drainage Improvements, Charleston, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — **[X]** Check if project performed with current firm

Project Manager. The Drayton on The Ashley Drainage Improvements project in Charleston, SC addresses historical maintenance and flooding issues within the neighborhood. Our team used a 2D StormWise H&H model to assess existing conditions, evaluate alternatives, and develop construction documents, including analysis of a high-intensity "rain-bomb" event. The project required close coordination with the client to incorporate design components informed by prior property owner conversations, and our team completed design documents and permits on an accelerated timeframe to confirm the client could use special funding secured for the project. **Cost:** $199,100

c.

(1) TITLE AND LOCATION *(City and State)*: **SCDOT US 76 Bridge Replacement over Catfish Branch, Marion County, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — **[X]** Check if project performed with current firm

Project Engineer. Kimley-Horn was contracted by the SCDOT to perform bridge hydraulic design and FEMA floodplain analysis for the US 76 bridge replacement over Catfish Branch. We developed detailed one- and two-dimensional hydraulic models using USACE HEC-RAS to evaluate hydraulic response and determine bridge sizing, confirming compliance with both SCDOT design guidelines and FEMA floodway requirements. The selected design was a 78-foot-wide, single-span, 110-foot-long bridge. Through multidisciplinary collaboration and technical depth, our team efficiently delivered hydraulic models that kept the project on schedule. **Cost:** $1.5 million (contract value)

d.

(1) TITLE AND LOCATION *(City and State)*: **Charleston MS4 Plan Review Support Services, Charleston, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — **[X]** Check if project performed with current firm

Project Manager. Kimley-Horn partners with the City of Charleston to review development plans for compliance with the City's Stormwater Design Standards Manual (SWDSM) and the SCDES National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP). We work closely with City staff to confirm timely reviews aligned with Construction Activity Application (CAA) and Construction Stormwater Pollution Prevention Plan (C-SWPPP) requirements, regularly attending Technical Review Committee (TRC) meetings to discuss comments with design engineers. Our locally based site development engineers integrated quickly into the City's review procedures and immediately reduced the plan review backlog. **Cost:** $300,000 (current contract value)

e.

(1) TITLE AND LOCATION *(City and State)*: **Calhoun SCOR Hydrology and Hydraulics Study, Calhoun, SC**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2024; CONSTRUCTION *(If Applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — **[X]** Check if project performed with current firm

Project Engineer. Kimley-Horn identified flooding issues, assessed existing stormwater systems, and developed a prioritized implementation strategy for Calhoun County. Data gathering included GIS data, prior stormwater studies, SCDOT transportation projects, FEMA flood risk data, and public input. Field surveying captured channel cross sections, bridges, culverts, and closed-system structures to support modeling and expand the County's infrastructure inventory. Our team performed two-dimensional riverine and one-dimensional closed-system modeling to complete the existing conditions analysis and develop improvement recommendations. **Cost:** $335,000 (total project cost)

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER 1

21. TITLE AND LOCATION (*City and State*)	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
TRAFFIC ENGINEERING ON-CALL, BEAUFORT COUNTY, SC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Beaufort County, SC	Bryan Bauer; Kevin Sullivan	843 255 2706; 843 255 2711

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (*Include scope, size, and cost*)

Scope: Kimley-Horn was selected by Beaufort County to serve as an on-call traffic engineering consultant. The project team holds frequent coordination meetings with the County to make sure our efforts are organized and on schedule. To date, Kimley-Horn has performed the following tasks under this on-call:

- Lady's Island Drive at Ribaut Road Turn Lane Extension
- Boundary Street and Ribaut Road Retiming
- SC 170 and 462 Intersection Improvements
- Cherry Point Widening and Intersection Design
- Lady's Island Drive at Meridian Road/Islands Causeway Peanut Roundabout
- ITS Master Plan
- Multiple TIAs—Ramsey Farm, McCullouch Tract, and Malind Center

Size: Varies by project

Cost: Varies by project

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (*City and State*)	(3) ROLE
a.	Kimley-Horn	Charleston, SC	Project Management; Traffic Engineering
b.	Kimley-Horn	Greenville, SC	Traffic Engineering

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER 2

21. TITLE AND LOCATION (*City and State*)	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
SC 170 AND SC 462 INTERSECTION IMPROVEMENTS, BEAUFORT COUNTY, SC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Beaufort County, SC	Bryan Bauer; Kevin Sullivan	843 255 2706; 843 255 2711

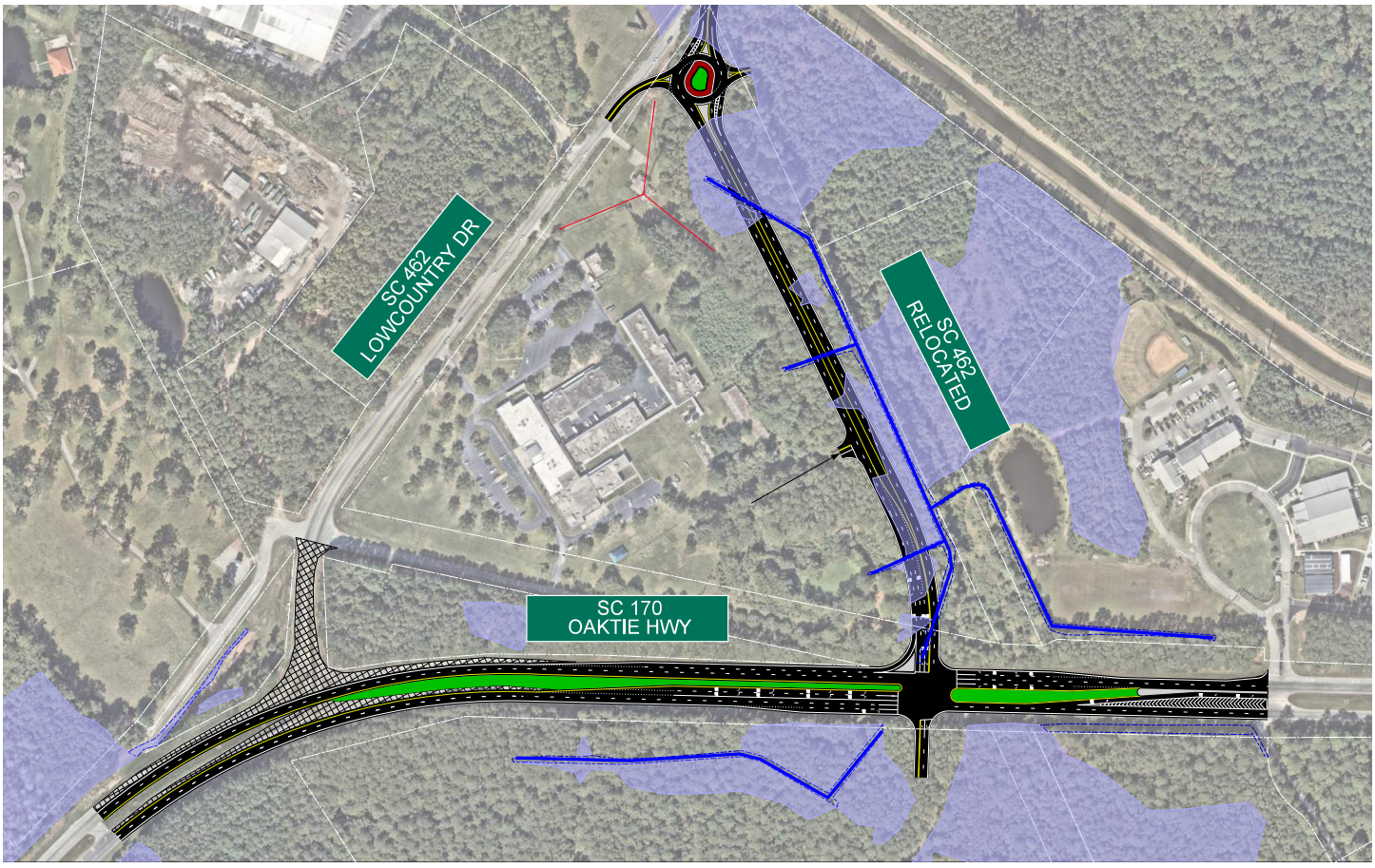
24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (*Include scope, size, and cost*)

Scope: Kimley-Horn is engaged in the analysis, design, and permitting of the improvements to the SC 170 and SC 462 intersection. Based on the approved concept layout from May 2024, the current intersection will be relocated approximately 1,800 feet to the east. The new design includes a traditional signalized intersection at the new alignment of SC 462 and SC 170, and a roundabout at the intersection of the new SC 462 alignment with the Old SC 462.

The goal of these improvements is to enhance traffic flow, safety, and overall efficiency at this critical juncture. The design and permitting phases secured all required approvals, and the upcoming construction is planned to minimize disruption. By relocating and redesigning the intersection, the final constructed roadway will significantly improve local transportation infrastructure, offering a safer and more efficient travel experience for all road users.

Size: 2 intersections

Cost: $180,260



25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (*City and State*)	(3) ROLE
a.	Kimley-Horn	Charleston, SC	Project Management; Traffic Engineering
b.	Kimley-Horn	Greenville, SC	Traffic Engineering

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER 3

21. TITLE AND LOCATION (*City and State*)	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
ASHLEY LANDING DOWNSTREAM IMPROVEMENTS, CHARLESTON, SC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Edens	Jim McKinney	803 269 8913

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (*Include scope, size, and cost*)

Scope: The Ashley Landing Downstream Improvements project is located in Charleston, SC, and is part of the redevelopment of the Ashley Landing Shopping Center. The project focuses on constructing downstream stormwater improvements to help the upstream development comply with current City of Charleston stormwater regulations while also providing significant flood mitigation improvements within the Charlestowne Estates II neighborhood by eliminating street and yard flooding during the 25-year design storm. Utilizing detailed StormWise hydrologic and hydraulic modeling, our team was able to successfully remove the project area from the City of Charleston's Special Protection Area (SPA) designated for areas of known flooding.

Proposed improvements include replacement of existing corrugated metal pipes with 350 linear feet for reinforced concrete box culvert. Successful completion of the project required close coordination and permitting with the City of Charleston, CWS, SCDES, and BCM. Additionally close collaboration with adjacent residents was required for design development and easement coordination.

Size: 1 drainage improvement

Cost: $110,317

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (*City and State*)	(3) ROLE
a.	Kimley-Horn	Charleston, SC	Hydraulics/Hydrology

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER 4

21. TITLE AND LOCATION (*City and State*)	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
DRAYTON ON THE ASHLEY NEIGHBORHOOD DRAINAGE IMPROVEMENTS, CHARLESTON, SC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Charleston County Public Works	Chris Wannamaker	803 202 7600

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (*Include scope, size, and cost*)

Scope: The Drayton on The Ashley Drainage Improvements project, located in Charleston, SC, addresses historical maintenance and flooding issues within the Drayton on The Ashley neighborhood. Our team used a 2D StormWise, H&H model to assess existing flooding conditions, confirm potential alternatives to alleviate existing flooding, and develop construction documents for necessary improvements. Our H&H analysis also included an evaluation of a high-intensity, short duration "rain-bomb" event to further evaluate potential flood mitigation benefits.

Successful completion of the project required close coordination with the client to incorporate project components that were based on prior conversations with individual property owners and knowledge of the project area developed over the long history of this area between the client and local neighborhood. Additionally, our team completed the design documents and acquired necessary permits on an accelerated timeframe to ensure the client could use special funding secured specifically for this project.

Size: 1 drainage improvement

Cost: $199,100

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (*City and State*)	(3) ROLE
a.	Kimley-Horn	Columbia, SC	Project Management; Hydraulics/Hydrology

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER 5

21. TITLE AND LOCATION (*City and State*)	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
SIGNAL IMPROVEMENTS AND ITS PLANNING, BEAUFORT COUNTY, SC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Beaufort County, SC	Bryan Bauer; Kevin Sullivan	843 255 2706; 843 255 2711

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (*Include scope, size, and cost*)

Scope: Kimley-Horn provided signal improvements and ITS planning services to improve traffic operations and system coordination across Beaufort County. Services included traffic signal retiming along Boundary Street and Ribaut Road—two primary corridors—to improve progression and reduce delay. Work involved existing conditions and crash analyses, Synchro modeling, development of timing recommendations, and coordination with SCDOT, Beaufort County, the City of Beaufort, and the Town of Port Royal.

Kimley-Horn also is leading development of the County's ITS Master Plan in coordination with the Lowcountry Area Transportation Study (LATS) and Jasper County. The plan evaluates existing ITS infrastructure, identifies system gaps, and defines phased, actionable recommendations to support coordinated signal operations, communications, and future ITS investments.

Size: 2 corridors

Cost: $481,975

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (*City and State*)	(3) ROLE
a.	Kimley-Horn	Charleston, SC	Project Management; Traffic Engineering
b.	Kimley-Horn	Greenville, SC	Traffic Engineering

G. KEY PERSONNEL PARTICIPATION IN EXAMPLE PROJECTS

26. NAMES OF KEY PERSONNEL (From Section E, Block 12)	27. ROLE IN THIS CONTRACT (From Section E, Block 13)	28. EXAMPLE PROJECTS LISTED IN SECTION F (Fill in "Example Projects Key" section below before completing table. Place "X" under project key number for participation in same or similar role.)									
		1	2	3	4	5	6	7	8	9	10
Dillon Turner, PE, PTOE	Project Manager; Traffic Studies; Traffic and Pedestrian Signal Design; Traffic Design Maintenance	X	X			X					
Jonathan Guy, PE, AICP, PTOE	Principal-in-Charge/ Authorized Representative	X									
Reeves Connelly, PE	Roadway Design; Bicycle/Pedestrian Design; Conceptual Designs and Cost Estimates	X	X								
Jake Nielsen, PE	Roadway Design; Conceptual Designs and Cost Estimates	X	X								
Melissa Helbert-Pogoloff, PE, PTOE	Traffic and Pedestrian Signal Design; Traffic Design Maintenance	X	X			X					
Stephen Thun, PE, LEED AP	Hydrology/Hydraulic Design			X	X						

29. EXAMPLE PROJECTS KEY

NO.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)	NO.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)
1	Traffic Engineering On-Call	6	
2	SC 170 and SC 462 Intersection Improvements	7	
3	Ashley Landing Downstream Improvements	8	
4	Drayton on the Ashley Neighborhood Drainage Improvements	9	
5	Signal Improvements and ITS Planning	10	

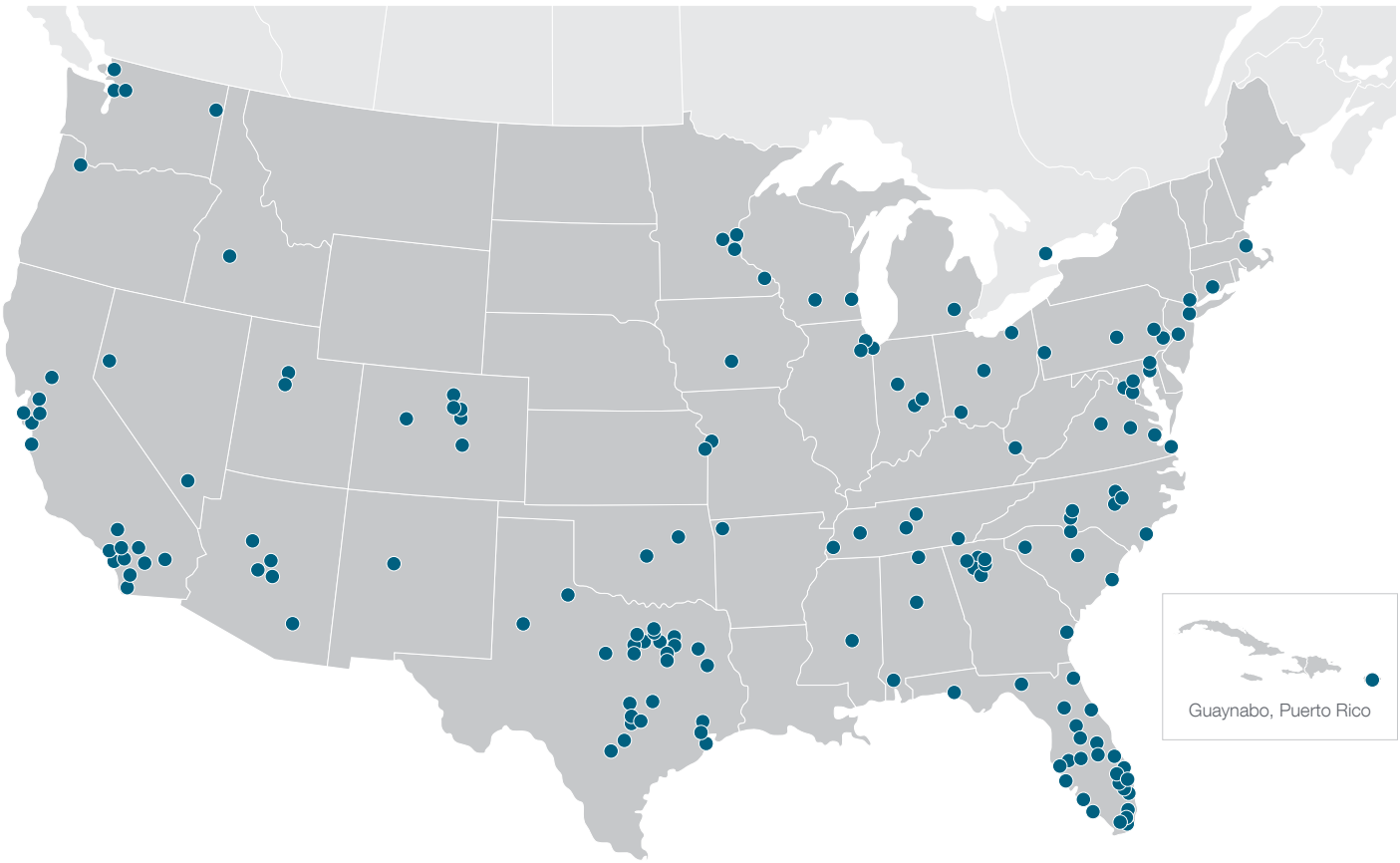
H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

SIZE AND DESCRIPTION OF FIRM

Founded in 1967, Kimley-Horn is a privately held corporation that has grown into a leading engineering consulting firm offering comprehensive environmental, transportation, traffic, structural, electrical, landscape design, and development review services to public agencies and private developers nationwide. We employ more than 10,000 personnel in 160+ offices in US and Canada—with 11 offices in the Carolinas—including our South Carolina offices in Greenville, Fort Mill, Columbia, Charleston, and Summerville. Our depth of resources means we have the staff available to execute virtually any assignment in response to City of Beaufort's needs for this contract.

OFFICE LOCATIONS MAP



I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

31. SIGNATURE

32. DATE

5/8/2026

33. NAME AND TITLE

Dillon Turner, PE, PTOE, Associate

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: 2026-106

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. DUNS NUMBER
Kimley»Horn	2018	V8PKGG6NLKV6

2b. STREET	5. OWNERSHIP
1080 Morrison Drive, Suite 240	a. TYPE: Corporation

2c. CITY	2d. STATE	2e. ZIP CODE	b. SMALL BUSINESS STATUS
Charleston	SC	29403	No

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM (If block 2a is a branch office)
Dillon Turner, PE, PTOE, Associate	APHC, Inc.

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
843 574 8593	dillon.turner@kimley-horn.com

8a. FORMER FIRM NAME(S) *(If any)*	8b. YR. ESTABLISHED	8c. DUNS NUMBER

9. EMPLOYEES BY DISCIPLINE				10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS		
a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	(2) BRANCH	a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
02	Administrative	591	1	A06	Airport; Terminals; & Hangars; Freight Handling	4
08	CADD Technicians	330	1	B02	Bridge Design	4
12	Civil Engineers	2,036	7	C10	Commercial Building; (low rise); Shopping Centers	6
23	Environmental Engineers	78	2	C12	Communications Systems; TV; Microwave	5
24	Environmental Scientists	84	2	E02	Educational Facilities; Classrooms	4
39	Landscape Architects	224	2	E07	Energy Conservation; New Energy Sources	6
48	Projects managers	448	2	G01	Garages; Vehicle Maintenance Facilities; Parking D	6
56	Specifications Writers	86	1	H07	Highways; Streets; Airfield Paving; Parking Lots	7
57	Structural Engineers	164	1	H11	Housing (Residential, Multifamily, Apartments, Con)	6
58	Technicians/Analysts	1,582	10	I01	Industrial Buildings; Manufacturing Plants	6
60	Transportation Engineers	712	7	I04	Intelligent Transportation Systems	6
63	Design Technicians	146	1	L03	Landscape Architecture	6
65	Technical Writers	187	1	O01	Office Building; Industrial Parks	6
64	Technical Support	1,696	12	P05	Planning (Community; Regional; Areawide & State)	5
				R03	Railroad and Rapid Transit	4
				R04	Recreational Facilities (Parks; Marinas; etc.)	6
				R13	Roadway Design	3
				S13	Stormwater Handling & Facilities	5
				T01	Telephone Systems (Rural; Mobile; Intercom;etc.)	4
				T03	Traffic & Transportation Engineering	6
	Other Employees	2,876	0	U02	Urban Renewals; Community Development	5
	Total	10,109	50	W02	Water Resources; Hydrology; Groundwater	4

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

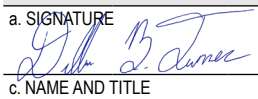
a. Federal Work	2
b. Non-Federal Work	7
c. Total Work	7

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. LESS THAN $100,000
2. $100,000 TO LESS THAN $250,000
3. $250,000 TO LESS THAN $500,000
4. $500,000 TO LESS THAN $1 MILLION
5. $1 MILLION TO LESS THAN $2 MILLION
6. $2 MILLION TO LESS THAN $5 MILLION
7. $5 MILLION TO LESS THAN $10 MILLION
8. $10 MILLION TO LESS THAN $25 MILLION
9. $25 MILLION TO LESS THAN $50 MILLION
10. $50 MILLION OR GREATER

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
	5/8/2026

c. NAME AND TITLE: Dillon Turner, PE, PTOE, Associate

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: 2026-106

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. UNIQUE ENTITY IDENTIFIER
Kimley»Horn	2021	V8PKGG6NLKV6

2b. STREET	5. OWNERSHIP
550 South Main Street, Suite 300	a. TYPE: Corporation

2c. CITY	2d. STATE	2e. ZIP CODE	b. SMALL BUSINESS STATUS
Greenville	SC	29601	No

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM (If block 2a is a branch office)
Melissa Helbert-Pogoloff, PE, PTOE, Associate	APHC, Inc.

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
864 501 2730	melissa.helbert@kimley-horn.com

8a. FORMER FIRM NAME(S) *(If any)*	8b. YR. ESTABLISHED	8c. DUNS NUMBER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
08	CADD Technicians	355	2
12	Civil Engineers	2,039	3
23	Environmental Engineers	78	1
24	Environmental Scientists	102	1
39	Landscape Architects	225	2
48	Project Managers	437	1
58	Technician/Analysts	1,950	6
60	Transportation Engineers	718	4
63	Design Technicians	149	1
65	Technical Support	2,155	10
	Other Employees	2,229	0
	Total	10,109	30

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
U02	Urban Renewals; Community Development	5
C10	Commercial Building; (low rise); Shopping Centers	3
H07	Highways; Streets; Airfield Paving; Parking Lots	3
T03	Traffic and Transportation Engineering	3
H11	Housing (Residential, Multifamily, Apartments, Con)	2
I01	Industrial Buildings; Manufacturing Plants	2
L03	Landscape Architecture	2
P05	Planning (Community; Regional; Areawide and State)	2
R04	Recreational Facilities (Parks; Marinas; etc.)	2
S01	Safety Engineering; Accident Studies; OSHA	2
E02	Educational Facilities; Classrooms	1
H09	Hospitals and Medical Facilities	1
O01	Office Building; Industrial Parks	1
R13	Roadway Design	1
C13	Computer Facilities; Computer Service	1
A06	Airports; Terminals and Hangars; Freight Handling	1
H10	Hotels; Motels	1
M06	Mining and Mineralogy	1

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	7
c. Total Work	7

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. LESS THAN $100,000
2. $100,000 TO LESS THAN $250,000
3. $250,000 TO LESS THAN $500,000
4. $500,000 TO LESS THAN $1 MILLION
5. $1 MILLION TO LESS THAN $2 MILLION
6. $2 MILLION TO LESS THAN $5 MILLION
7. $5 MILLION TO LESS THAN $10 MILLION
8. $10 MILLION TO LESS THAN $25 MILLION
9. $25 MILLION TO LESS THAN $50 MILLION
10. $50 MILLION OR GREATER

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
Melissa Helbert-Pogoloff	5/8/2026

c. NAME AND TITLE: Melissa Helbert-Pogoloff, PE, PTOE, Associate

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: 2026-106

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. UNIQUE ENTITY IDENTIFIER
Kimley»Horn	2013	V8PKGG6NLKV6

2b. STREET	5. OWNERSHIP
802 Gervais Street, Suite 201	a. TYPE: Corporation

2c. CITY	2d. STATE	2e. ZIP CODE	b. SMALL BUSINESS STATUS
Columbia	SC	29201	No

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM (If block 2a is a branch office)
Stephen Thun, PE, Associate	APHC, Inc.

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
+1 803 567 2030	stephen.thun@kimley-horn.com

8a. FORMER FIRM NAME(S) *(If any)*	8b. YR. ESTABLISHED	8c. DUNS NUMBER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
12	Civil Engineers	2,036	3
22	Electronics Engineer (Telecom)	18	1
24	Environmental Scientists	84	2
48	Risk Assessors	27	1
57	Structural Engineers	164	3
58	Technicians/Analysts	1,582	3
60	Transportation Engineers	712	4
62	Water Resources Engineers	384	2
65	Technical Support	1,696	8
	Other Employees	2,540	0
	Total	10,109	27

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
A03	Agriculture	1
A06	Airport; Terminals; & Hangars; Freight Handling	1
B02	Bridge Design	3
C10	Commercial Building; (low rise); Shopping Centers	2
C12	Communications Systems; TV; Microwave	1
E03	Electrical Studies and Design	1
E07	Energy Conservation; New Energy Sources	1
E11	Environmental Planning	3
F02	Field Houses; Gymnasiums; Stadiums	1
G01	Garages; Vehicle Maintenance Facilities; Parking D	4
H07	Highways; Streets; Airfield Paving; Parking Lots	3
H11	Housing (Residential, Multifamily, Apartments, Con)	2
I01	Industrial Buildings; Manufacturing Plants	1
L03	Landscape Architecture	1
P05	Planning (Community; Regional; Areawide & State)	1
P06	Planning (Site, Installation and Project)	2
R04	Recreational Facilities (Parks; Marinas; etc.)	1
S01	Safety Engineering; Accident Studies; OSHA Studies	3
S06	Solar Energy Utilization	3
S13	Stormwater Handling & Facilities	4
T01	Telephone Systems (Rural; Mobile; Intercom; etc.)	2
T03	Traffic & Transportation Engineering	4

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	7
c. Total Work	7

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. LESS THAN $100,000
2. $100,000 TO LESS THAN $250,000
3. $250,000 TO LESS THAN $500,000
4. $500,000 TO LESS THAN $1 MILLION
5. $1 MILLION TO LESS THAN $2 MILLION
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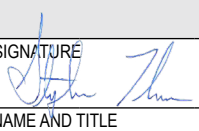
8. $10 MILLION TO LESS THAN $25 MILLION
9. $25 MILLION TO LESS THAN $50 MILLION
10. $50 MILLION OR GREATER

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
	5/8/2026

c. NAME AND TITLE: Stephen Thun, PE, Associate

Kimley»Horn

Kimley-Horn and Associates, Inc.

Hourly Labor Rate Schedule

Classification	*Rate*
Analyst I	$165 - $185
Analyst II	$195 - $230
Professional	$225 - $280
Senior Professional I	$275 - $360
Senior Professional II	$365 - $450
Senior Technical Support	$200 - $325
Technical Support	$110 - $210
Support Staff	$100 - $160

Effective through June 30, 2027

Subject to annual adjustment thereafter

Internal Reimbursable Expenses will be charged at 5% of Labor Billings

External Reimbursable Expenses will be charged at 15% mark-up, or per the Contract

Sub-Consultants will be billed per the Contract

Kimley-Horn will negotiate each assignment with the City of Beaufort to best align staff with the project needs.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

Standard Agreement Between

City of Beaufort and McCormick Taylor, Inc.

where the basis of payment is a STIPULATED SUM

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

AGREEMENT made as of the _____ day of **August** in the year 2026**.**

BETWEEN the Owner:

CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 29902

and the Contractor:

MCCORMICK TAYLOR, INC.
1441 MAIN STREET, SUITE 305
COLUMBIA, SC 29201

The Project is:
RFQ 2026-106 CIVIL ENGINEERING SERVICES, INDEFINITE DELIVERY CONTRACT

The Owner and Contractor agree as follows:

ARTICLE 1 - THE DOCUMENTS

The Contract Documents consist of this Agreement (hereinafter "Agreement"); Conditions of the Contract (General, Supplementary, and other Conditions); Request for Qualifications, 2026-106 (hereinafter "RFQ"); the Proposal Submitted in response to the RFQ (hereinafter "Proposal"); drawings, specifications, or addenda issued prior to execution of this Agreement; other documents listed in this Agreement; and Modifications issued after execution of this Agreement. These form the Contract and are as fully a part of the Contract as if attached to this Agreement or repeated herein. The Contract represents the entire and integrated agreement between the parties hereto and supersedes prior negotiations, representations, or agreements, either written or oral. An enumeration of the Contract Documents, other than Modifications appears in Article 8.

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

ARTICLE 2 - THE WORK OF THIS AGREEMENT-

The contractor shall enter into this agreement to provide civil engineering and related services as needed, except to the extent specifically indicated in the Agreement to be the responsibility of others.

ARTICLE 3 - TERM, DATE OF COMMENCEMENT

3.1 The term of this agreement shall be October 1, 2026, through September 20, 2027, with an option for four, twelve-month extensions upon mutual acceptance each year under agreed upon terms and conditions..

ARTICLE 3 - CONTRACT SUM

4.1 The Owner shall pay the Contractor on a fee basis not to exceed one hundred thousand dollars ($100,000.00). Total annual payments exceeding one hundred thousand dollars ($100,000.00) must be approved by City Council prior to commencing the work.

ARTICLE 5 - PAYMENTS

5.1 Payments shall be remitted after completed tasks have been approved by the Owner's Representative and an invoice for said service has been submitted and received.

ARTICLE 6 - TERMINATION OR SUSPENSION

6.1 This Agreement may be terminated by the Owner or Contractor prior to assignment of tasks.

6.2 The Owner may, by written notice to the Contractor, terminate the Agreement completely or partially if the Contractor is in default regarding any provision of the Contract. If the Agreement is terminated by the Owner due to the Contractor's default, the Owner is not liable to the Contractor for any payment to the Contractor for any incomplete or undelivered work.

6.2 The work may be suspended by the Owner.

ARTICLE 7 - NOTICE

The parties' representatives for any notice required to be given herein are as follows:

7.1 The Owner's representative is:

ERIC CLAUSSEN
ASSISTANT CITY MANAGER
CITY OF BEAUFORT

Scott Marshall
CITY MANAGER
843-525-7070

COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 2990

7.2 Contractor's representative is:

JASON HETRICK
MCCORMICK TAYLOR, INC.
1441 MAIN STREET, SUITE 305
COLUMBIA, SC 29201

7.3 Neither the Owner's nor the Contractor's representative shall be changed without ten days' written notice to the other party.

ARTICLE 8 - ENUMERATION OF CONTRACT DOCUMENTS

8.1 The Contract Documents, except for Modifications issued after execution of this Agreement, are enumerated as follows:

8.1.1 The Agreement;

8.1.2 The General Conditions, which are the City of Beaufort General Terms and Conditions as published on the Owner's website.

8.1.3 The Specifications, which are those stated in the RFQ;

8.1.4 The Proposal;

8.1.5 Contractor's Certificates of Liability and Workers Compensation Insurance;

8.1.6 Contractor's City of Beaufort Business License;

This Agreement is entered into as of the day and year first written above and is executed in at least three original copies, one of which is to be delivered to the Assistant City Manager, one to the Contractor for use in the administration of the Agreement, and the remainder to the Owner.

Scott Marshall
CITY MANAGER
843-525-7070

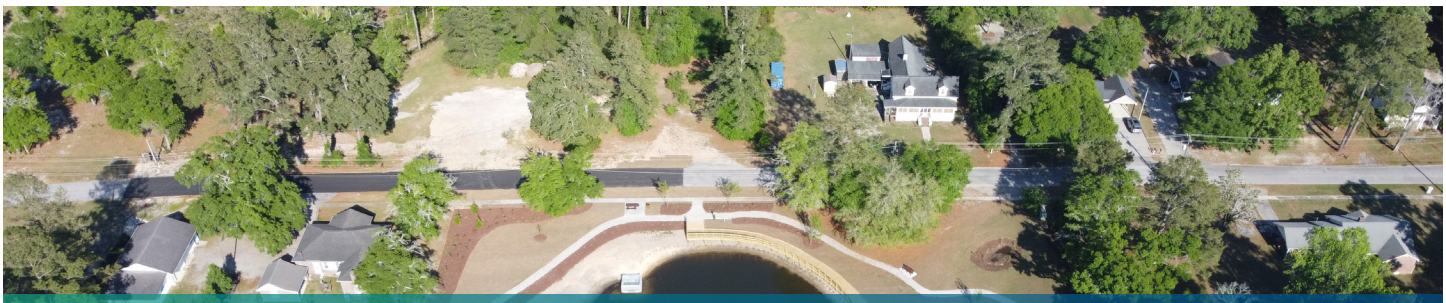
COUNCIL MEMBERS:
Philip Cromer, Mayor
Mike McFee, Mayor Pro Tem
Neil Lipsitz
Mitch Mitchell
Josh Scallate

CITY OF BEAUFORT
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902

_____	_____
City Manager (signature)	McCormick Taylor, Inc. (signature)
_____	_____
City Manager (printed name)	McCormick Taylor, Inc. (printed name and position)
_____	_____
Witness for the City (signature)	McCormick Taylor, Inc. (signature)
_____	_____
Witness for the City (printed name)	McCormick Taylor, Inc. (printed name)

McCORMICK TAYLOR

1441 Main Street, Suite 305
Columbia, SC 29201 ▪ 803.978.2744
mccormicktaylor.com



STATEMENT OF QUALIFICATIONS

CITY OF BEAUFORT
CIVIL ENGINEERING AND RELATED SERVICES IDC

RFQ NO. 2026-106 ▪ MAY 8, 2026

McCORMICK TAYLOR

1441 Main Street, Suite 305
Columbia, SC 29201 ▪ 803.978.2744
mccormicktaylor.com

May 8, 2026

Jay Phillips
City of Beaufort
1911 Boundary Street Finance Department
Beaufort, SC 29902

RE: Civil Engineering and Related Services IDC | RFQ No. 2026-106

McCormick Taylor, Inc. is pleased to submit our Statement of Qualifications for providing engineering services for the City of Beaufort. Serving as the City's Stormwater Engineer for the past 6 years, we have demonstrated that we have the experience and available manpower to meet the requirements of the Request for Qualifications (RFQ) and are qualified to serve as the City's Civil Engineering Consultant.

McCormick Taylor has provided civil engineering, permitting, and construction support services throughout coastal South Carolina for over ten years. We understand the regulatory, environmental, and constructability challenges associated with projects located in proximity to tidal waters and sensitive coastal environments. Our recent experience includes permitting and design services for coastal municipalities, including the City of Beaufort. This work consisted of obtaining Coastal Zone Consistency determinations and meeting South Carolina Department of Environmental Services (SCDES) National Pollutant Discharge Elimination System (NPDES) requirements for projects within one-half mile of tidal waters.

Our experience unites traditional civil engineering projects with ecological restoration and green infrastructure projects. We are currently overseeing the construction of a complex drainage improvement and roadway restoration project along Charles Street on behalf of the City of Beaufort. Recent civil engineering projects include several parks that incorporate flood mitigation with recreational areas that include restoration of wetlands, low impact stormwater practices, and pervious hardscape systems as well as parking lots, playgrounds, and utility relocations. We are overseeing construction of several projects that implement these practices, including the Town of Nichols' Tommesenia Floyd Nature-Based Stormwater Memorial Park, the Town of Winnsboro's Fortune Springs Park, and the Town of Nichols' Downtown Stormwater Resilience Project. Additionally, we have experience with SCDOT projects, we are leading the 1.5-mile corridor improvements for the US 21/178 bypass that widens the roadway from 2 to 5 lanes and installs multiuse paths, lighting and traffic signals.

For this project, we have partnered with **Freehold Focus, LLC, Render, LLC, McKim & Creed, Inc., A. Thomas Morton and Associates (AMT), Inc., and F&ME Consultants, Inc.** We value collaboration and look forward to working closely with our teaming partners to deliver a successful project.

Jason Hetrick, PE, CFM will serve as Project Manager and the primary point of contact. Jim Wiggins, Chief Executive Officer, and Pat Guise, Chief Visionary Officer, are authorized officers of McCormick Taylor and have the authority to commit our firm to this proposal. McCormick Taylor has read and agrees with the General Terms and Conditions and will adhere to them as a component in the contract documents.

Sincerely,

Jason M. Hetrick, PE, CFM *Assistant Director, Water Resources*
D 803.251.9838 ▪ C 443.619.8868 ▪ **jmhetrick@mccormicktaylor.com**

SIMILAR PROJECT EXPERIENCE

City of Beaufort | Charles/Craven Street and Port Republic/Carteret Street Drainage Improvements. We prepared plans, specifications, and permits to improve the stormdrain systems within Beaufort's historic district as well as restore sidewalks, roadways, ADA ramps, and landscaping. We are currently providing construction support.

City of Beaufort | Stormwater On-Call. We provide the City of Beaufort with ongoing stormwater, drainage, and erosion control reviews for all development projects within the City limits, and address drainage concerns reported by property owners.

Town of Nichols | Tommesenia Floyd Nature-Based Stormwater Memorial Park. We prepared plans, specifications, and permits to construct a nature-based stormwater park to address localized flooding and improve water quality. We are currently providing construction support.

Town of Winnsboro | Fortune Springs Park Stormwater Improvements. We prepared plans, specifications, and permits to implement a green infrastructure drainage system and restore a degraded wetland system and pond to address localized damaging drainage issues. We are currently providing construction support.

Town of Nichols | Downtown Stormwater Resilience Improvements. We prepared plans, specifications, and permits to improve the stormdrain systems along several streets and intersections as well as construct two passive parks with green infrastructure. We are currently providing construction support.

SCDOT | US 21/178 Bypass Corridor Improvements. We prepared plans, specifications, and permits to widen 1.5 miles of roadway from 2 to 5 lanes. The project includes a small bridge structure, multi-use pathway, lighting, maintenance of traffic, pavement markings, signing, and new traffic signals.

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SUMMARY OF FIRM'S QUALIFICATIONS

SUMMARY OF FIRM QUALIFICATIONS

FIRM EXPERIENCE AND TECHNICAL COMPETENCE

McCormick Taylor, Inc. is a full-service engineering corporation headquartered in Philadelphia, Pennsylvania and owned by two partners - Jim Wiggans, PE and Pat Guise. Founded in 1946, we have over 400 employees in 16 offices. McCormick Taylor offers the ideal combination of service and experience, through the personalized attention of a small local firm and the valuable resources that can be provided only by a large regional consultant. Our diverse strengths include highway engineering, structural engineering, traffic engineering, water resources engineering, environmental studies and permitting, and public involvement.

With a South Carolina presence since 2012, McCormick Taylor, led by Jason Herick PE, CFM, has served municipalities, counties, and state agencies throughout the state on project-specific and on-call contracts. For the last 10 years, we have been working along South Carolina's coast, gaining direct experience with the drainage, permitting, and environmental challenges faced by coastal communities. In particular, McCormick Taylor has provided civil engineering services on a range of projects for the Cities of Beaufort and Folly Beach; Towns of Bluffton, Kiawah Island, Mount Pleasant, and Sullivan's Island; Counties of Beaufort and Berkeley; Berkeley-Charleston-Dorchester Council of Governments (BCDCOG); South Carolina Office of Resilience (SCOR); and South Carolina Department of Transportation (SCDOT).

For the City of Beaufort, our team has served as the City's Stormwater Engineer for the past five years, providing plan review services, conducting drainage complaint investigations, and preparing engineering designs and construction documents for drainage projects, such as the Otter Circle Drainage Improvements, Broad Street Rehabilitation, and several tidal outfall dredging projects. We have also coordinated with the City and SCOR on the Charles/Craven Street and Port Republic/Carteret Street Drainage Improvement Project. Additionally, McCormick Taylor has supported other consultants working for Beaufort by providing stormwater design and environmental permitting for projects at Southside Park, Duke Street, and Washington Park. Lastly, we have engineering and permitting experience working for the Beaufort-Jasper Water and Sewer Authority. With our proven record of working with the City for the past 6 years, plus the diversity of work within the state and local levels, McCormick Taylor brings the experience and relationships to serve as the City's Civil Engineering Consultant.

ABILITY TO MEET TIME AND BUDGET

Jason Hetrick, PE, CFM, Project Manager is the Operations Manager of McCormick Taylor's South Carolina offices which allows him to have access to all staff and the ability to assign the ideal staff needed to successfully execute City of Beaufort projects. Upon contract execution and assignment of a project, a project management plan including budget, scope, team roster, and schedule will be developed by Jason based on coordination amongst leads. This schedule will be reviewed daily to ensure we are on schedule and to identify any potential delays, so that we may implement recovery/mitigation efforts before the schedule is impacted. McCormick Taylor uses project tracking software which allows team members to see the full scope of the project, creating a clear picture for everyone involved with project development. Team members are also assigned tasks and deadlines through the software which enables all parties to track the project's progress. Jason will lead weekly project update meetings with the City to keep project development on schedule. Team members will be apprised of project status and coordinate activities to incorporate context-sensitive designs and reduce the risk of rework or other quality issues.

Our team also intends to hold in-person monthly project status meetings with the City. McCormick Taylor will develop agendas and meeting minutes to be provided to the City and other stakeholders. Project status meeting minutes will provide the basis for monthly progress reports and will document project milestones reached, issues encountered and/or resolved, and projections for upcoming milestones. Any issues that arise will be immediately communicated to the City to begin resolution. Finally, we will submit monthly progress reports to City providing the project status, potential opportunities to advance the schedule, and any known hindrances.

FINANCIAL STRENGTH AND STABILITY

McCormick Taylor is a privately owned corporation that has been in business for 80 years. We have a balanced client base that includes state and local governments and federal agencies. Our diversity of services and clients and multi-state portfolio ensures continually stable revenues regardless of fluctuations in particular market sectors. Throughout our long history, McCormick Taylor has always remained fiscally stable and responsible for our clients. McCormick Taylor's financial statements can be provided upon request.

FIRM WORKLOAD

McCormick Taylor's team has been compiled with the depth of personnel and resources available to meet the City's project needs. Our professionals are currently involved in a several assignments; however, through proper scheduling and our weekly workload meetings, Jason, will ensure the identified staff (McCormick Taylor's and our subconsultants) are available to complete their project tasks to maintain the project schedule. The following is a list of projects McCormick Taylor's proposed staff are currently working on.

Current Projects	Estimated End Date
SCOR Graves Station Friendfield Drainage Improvements	08/2026
SCOR Fortune Springs Park Stormwater Construction Administration	12/2026
Town of Nichols Stormwater Improvements Construction Administration	05/2026
SCOR Battle Park Stormwater Improvements Construction Administration	05/2026
SCOR Fortune Springs Park Stormwater Improvements Construction Administration	05/2026
City of Mullins Stormwater Mitigation Park	10/2026
Town of Scotia Flood Study	08/2026

Proposed Team Staff	Percent Available
Jason Hetrick, PE, CFM MT	65%
Andy Young, PE MT	45%
Hassan Ismail, PhD, PE MT	55%
Zach Johnson, EIT MT	70%
Amanda Balkus, EIT MT	70%
Nelson Werber, EIT MT	80%
Jackie Welles MT	45%
Kim Sitta MT	55%
Brian Roberts, PWS MT	45%
Michael Burns, PE MT	65%

Proposed Team Staff	Percent Available
Aaron Bertoldi, PE MT	35%
Virginia Bailey MT	35%
Angela Schlefler, SWPS, CE MT	60%
Samuel Styers, PE, Assoc. DBIA MT	30%
Matt Sosnoswki, PTOE, PE MT	50%
Josh Kozlowski MT	30%
Summer Frost FF	25%
David Cunha MC	30%
David Lukac, PLS, EIT MC	40%
Andy Whitfield, PE FME	30%

Alhambra Hall Parking Improvements with Pervious Pavers

Fortune Springs Park Improvement Project

EXECUTIVE SUMMARY

UNDERSTANDING OF SCOPE OF SERVICES

Close coordination with our Clients and our design team has been one of the keys to creating successful designs and meeting schedules on our assigned projects. **McCormick Taylor's approach to coordination will be to develop relationships with key stakeholders and project participants to ensure implementation of the desired standards.** McCormick Taylor understands the flexibility needed to succeed under an on-call contract where the scope and project participants may be widely variable. In general, successful planning and design projects require technical expertise combined with thorough coordination from project inception to completion. We will demonstrate our commitment to both through a rigorous QA/QC process and effective communication with careful scoping and staff responsiveness.

ENVIRONMENTAL DELINEATION AND PERMITTING PROCESS

Over the last ten years, McCormick Taylor has completed numerous environmental delineations and permitting packages for projects in South Carolina, including coastal projects that require coordination with the South Carolina Department of Environmental Services (SCDES), South Carolina Department of Environmental Services Bureau of Coastal Management (SCDES BCM), United States Army Corps of Engineers (USACE), South Carolina Department of Transportation (SCDOT), and United States Coast Guard (USCG). Work has involved wetland delineations and natural resources surveys, jurisdictional determination applications, regional and nationwide permit applications, including those requiring compensatory mitigation and the purchase of mitigation bank credits, SCDES critical area permits, Coastal Zone Consistency (CZC) Determinations, Notices of Intent (NOIs), Encroachment Permits, and Stormwater Pollution Prevention Plans (SWPP).

JURISDICTIONAL DETERMINATION OF WETLANDS/STREAMS/CRITICAL AREAS

Prior to conducting an environmental delineation, McCormick Taylor will review existing data. Wetlands and other Waters of the United States (WOTUS) will be delineated in accordance with the USACE Wetlands Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coast Supplement (Version 2.0), and the Navigable Waters Protection Rule (2020 Rule). Hydrological conditions, vegetation, and soil profiles sampled in the field will be documented on USACE wetland datasheets. McCormick Taylor will delineate streams and other relatively permanent waters located within the project study area, completing a stream assessment form for each feature. McCormick Taylor will also delineate and flag the critical area line as necessary. The critical area includes the states coastal waters, tidelands, beaches, and beach/dune system, with the critical area line representing the boundary between the upland and the coastal waters/tidelands. McCormick Taylor will delineate the critical line by identifying where salt tolerant plant species transition to freshwater species as well as other site characteristics (animals, water marks, and erosional escarpments).

McCormick Taylor will prepare and submit delineation packages to the appropriate agencies. If there is critical area within the project boundaries, we will submit a request to have the critical line verified by SCDES BCM and coordinate with the McKim and Creed Team to prepare a signed/sealed plat consistent with the requirements of SCDES BCM. McCormick Taylor will submit to the USACE Charleston Office a Preliminary Jurisdictional Determination (JD) Request. The JD Request package will include the project site location figures (City Map, USGS Topography Map, and NRCS Soil Survey Map), and an aerial map depicting the surveyed jurisdictional boundaries of WOTUS, including tidally influenced waters and any freshwater wetlands. Other items to be prepared and submitted with the JD Request package will include representative photographs of each wetland area or wetland types delineated within the project study area, and the wetland determination data forms of each wetland area and the adjacent upland that were completed in the field. If requested, McCormick Taylor will attend an onsite review of the jurisdictional wetlands and waters with representatives of the USACE or SCDES BCM.

PERMITTING

Early in the permitting process, before submitting a permit application, McCormick Taylor will engage the regulatory agencies. Depending on the complexity of the project, McCormick Taylor will schedule a pre-application meeting with USACE and SCDES to confirm and identify the most appropriate permitting route to follow to streamline the permit review process. The timeframe of the permit submittal will ultimately depend on the project design schedule, as impacts to the onsite aquatic resources must be listed and shown in the permit documents.

The following permits could be potentially utilized for work within the City:

- **SCDES BCM CZC Application:** A CZC Certification will be required for any work within the City that requires a state or federal permit. To complete the CZC application, coordination with the South Carolina State Historic Preservation Office (SHPO) and the SC Department of Natural Resources (SCDNR) may be necessary to determine if archaeological or cultural resources or threatened and endangered species may be impacted by the proposed work. These agencies are contacted early in the permitting process as they may have additional requirements, such as the development of an Archaeological Monitoring Plan. The State CZC review for a project does not begin until the project has been entered into SCDES Coastal Stormwater and should be coordinated with the National Pollutant Discharge Elimination System (NPDES-NOI)/SWPPP submittal to keep the project on schedule. SCDES's goal is to issue the permit within 90 days, however this time frame may vary, and it's important to hold pre-application meetings to discuss any complex projects. While federal CZC concurrence is already issued for many of the USACE Nationwide Permits, if it is listed as denied or an individual permit from the USACE is needed, the permittee must submit and obtain federal CZC approval separately. The federal CZC review will not begin until the respective USACE permit is issued and therefore has the potential to impact the project schedule. SCDES estimates 180 days to process federal CZC certifications, therefore consistent communication and coordination is necessary.
- **SCDES BCM Critical Area Permit:** If a proposed project has impacts to the critical area, a critical area permit from SCDES BCM will be required. There are two types of permits: an individual critical area permit for minor and major activities, or a general critical area permit. SCDES BCM maintains a general permit which authorizes activities for the re-establishment, improvement, or maintenance of existing, maintained, and non-maintained public stormwater conveyance systems, which the City would be able to utilize for any applicable drainage infrastructure projects. Projects that require a critical area permit must have a public notice published in the local newspaper and a notice of the project sent to adjacent property owners by certified mail before the permit can be issued. Proper coordination is necessary to complete these steps and keep the permit application moving forward in a timely manner. Based on which critical area permit is needed, the process may take between three to six months, and pre-application meetings are encouraged.
- **USACE Section 10/404 Permit:** If a proposed project results in impacts to jurisdictional wetlands, streams, and/ or navigable waterways, a Section 10 and/ or 404 USACE permit is required. Depending on the project and potential impacts, it may require a Nationwide Permit (NWP), a Regional General Permit (RGP), or an Individual Permit (IP). Common Nationwide Permits for utility, roadway, drainage, and facility projects include NWP 3 for maintenance, NWP 14 for linear transportation projects, and NWP 18 for minor discharges. Regional General Permit 23 for Stormwater Conveyances may also be used for projects located in tidal waters. Typically, the processing time for Nationwide or General Permit is between 45 days to 3 months. However, it may take longer to process the application if additional information is needed, therefore McCormick Taylor schedules pre-application meetings to ensure a complete submittal package. Projects that do not qualify for Nationwide or Regional General Permits will be reviewed as Individual permits. Individual Permits undergo a more intensive, lengthy project review period, including a public notice period and consultation with other federal agencies. Processing Individual Permits can take anywhere from 120 days to one year and may substantially extend the schedule.
- **SCDES 401 Water Quality Certification:** If a proposed project requires a USACE permit that does not already have an approved 401 Water Quality Certification, a separate 401 Water Quality Certification must be obtained from SCDES. Under the 2023 Federal 401 rule, a 30-day waiting period is no longer required prior to submitting the application.
- **Additional Permits:** McCormick Taylor has extensive experience completing NOI's (Notice of Intents) and SWPPP packages for NPDES coverage within the Lowcountry, including for projects within the coastal zone. We have also completed numerous SCDOT encroachment permits for work within the SCDOT right-of way.

PERMIT SUBMISSION AND AGENCY COORDINATION

The necessary permit applications will be submitted to the corresponding agencies along with accompanying site maps, photographs, and descriptions of work to be performed. USACE and SCDES have both transitioned to online submittals. USACE only accepts preapplication meeting requests, JD requests, and permit package submittals through the Regulatory Request System (RSS), while SCDES requires all submittals to be done through their E-permitting Portal. While the new online systems allow the users to track the status of their permits, **McCormick Taylor prioritizes regular communication with the regulatory agencies to ensure they have what they need to process the application and quickly respond to any follow-up requests.**

COMPENSATORY MITIGATION PLANNING

If the proposed project results in unavoidable impacts to WOTUS that exceed the permit thresholds or require an Individual Permit, the City will be required to provide compensatory mitigation. Compensatory mitigation can be provided in three

ways: mitigation banks, in-lieu fee programs, and permittee-responsible mitigation, with mitigation banks and in-lieu fee programs being the preferred option by USACE.

McCormick Taylor has extensive experience completing compensatory mitigation credit worksheets and facilitating the purchase of mitigation bank credits for clients. Our team will use the existing *"Guidelines for Preparing a Compensatory Mitigation Plan,"* dated October 7, 2010 to determine mitigation requirements for each project. McCormick Taylor will reach out to all eligible banks within the City's service area to obtain the best price for each mitigation credit and make recommendations for possible project modifications to reduce potential credit requirements for the City.

ENVIRONMENTAL ASSESSMENT SUPPORT

McCormick Taylor has a strong background in completing biological surveys, environmental assessments, and preparing technical reports and NEPA documents including threatened and endangered species surveys, noise analysis, cultural resource surveys, and Phase I and II site assessments.

THREATENED AND ENDANGERED SPECIES

We can support the City with any rare, threatened, and/or endangered species surveys and coordination with the United States Fish and Wildlife Service (USFWS) and/or South Carolina Department of Natural Resources (SCDNR) to conclude ESA Section 7 consultation. McCormick Taylor will evaluate any state listed species identified through the SCDNR Natural Heritage Program (NHP) and any federally listed species identified through USFWS Information, Planning, and Consultation (IPaC) Official Species List and utilize the most appropriate determination key to streamline the Section 7 process and generate USFWS/state Agency Consistency/Determination Letter Clearance. McCormick Taylor will identify any additional survey needs and acquire any background information in order to proceed through consultation.

If species of concern conflicts are identified during environmental screenings, McCormick Taylor can perform a field habitat assessment to identify the type and distribution of distinct vegetation communities, soils, hydrology, and existing land use within and adjoining the project area. The habitat requirements for species of concern will be compared to the habitat characteristics in the study area to make a determination as to whether one or more species of concern may be present in the study area. If bat species conflicts are identified during the environmental screening review(s), McCormick Taylor can perform a Bat Occupancy Bridge/Culvert Inspection Survey and a Phase I: Potentially Suitable Habitat Assessment for the project. Our certified staff will perform the survey and bat habitat assessment following the USFWS April 2024 guidelines and SCDOT Work plan for Assessing Bridges and Structures for Bat Use dated January 2025 (as applicable).Targeted presence/absence surveys for threatened or endangered species can also be completed upon request. If a Clean Water Act (CWA) Section 404/401 permit is anticipated, McCormick Taylor can develop a separate Biological assessment (BA) or Biological Evaluation (BE) report regarding the project effects on any recognized rare, threatened, or endangered species as necessary

Our staff will keep the project up to date with new occurrences of species within the project area by screening the project through the USFWS-IPaC and SCDNR-NHP consultation as the project progresses through design. McCormick Taylor anticipates and can provide on-going coordination with USFWS and SCDNR as necessary through the life of the project.

CULTURAL RESOURCES

Projects within City of Beaufort have the potential to affect historic properties (sites, buildings, objects, or districts listed on or eligible for the National Register of Historic Places) and a Phase I Cultural Resources Survey, or other archeological survey, may be necessary. McCormick Taylor can perform all investigations following current federal and state standards and guidelines. Background research for the assessment will focus on previous cultural resources studies and recorded sites, properties, and buildings within the Area of Potential Effect (APE). Archaeological and architectural surveys will incorporate the results of all previous investigations that meet current standards for intensive survey. All portions of the APE not previously surveyed and undeveloped will be systematically surveyed. All abandoned cultural landscape features or artifact or cultural feature producing locality will be documented as an archaeological resource and all buildings, cultural landscape features, and structures more than 45 years of age will be documented following current state standards. Appropriate forms will be prepared for each identified archaeological or architectural resource. A full technical report that summarizes the results of the background research, field investigations, and any additional analyses will then be prepared and submitted to the City for initial review and then to the appropriate review agencies. Project staff, primarily the Principal Investigator, can also attend public and/or team meetings as necessary.

TRAFFIC NOISE AND AIR QUALITY

- **Traffic Noise Analysis.** McCormick Taylor has been performing noise analyses and abatement design for over 35 years through multiple on-call contracts with departments of transportation (DOT) across the eastern United States, including SCDOT. Our staff will conduct preliminary traffic noise analyses in accordance with 23 CFR 772 and the SCDOT Traffic Noise Manual. We will identify noise-sensitive land uses in the vicinity of the project and collect ambient

noise measurements. We will prepare existing, no-build, and build traffic noise models. McCormick Taylor will investigate potential noise abatement measures defined by the SCDOT Traffic Noise Policy for all noise impacts resulting from the project, and document the results of the analysis in a report following SCDOT guidelines. A qualitative discussion of construction noise will be included. We will also prepare streamlined traffic noise text for inclusion in the environmental document.

- **Air Quality Analysis**. McCormick Taylor has staff with decades of experience completing project level air quality analysis. Our professionals evaluate projects for conformity under the Clean Air Act and compliance with the United States Environmental Protection Agency (EPA) regulations, as well as NEPA requirements (23 CFR 771) and state guidance documents. We will conduct air quality analyses in accordance with the SCDOT Air Quality Requirements.

McCormick Taylor's Noise Analysis Device

PUBLIC INVOLVEMENT

The public involvement process can be challenging with either not getting enough public interest in the project or concern with "Not in My Backyard" mindset. McCormick Taylor's public involvement will consist of ongoing coordination with the City and other stakeholders like neighborhood groups, SCDOT and Beaufort County. McCormick Taylor has in house communication specializes that develop meeting announcements, flyers, websites, social media, communication pieces and displays.

TRAFFIC ANALYSIS

McCormick Taylor have prepared traffic analysis for many projects for state and local DOTs. We have utilized a suite of analytical tools ranging from Synchro/SimTraffic capacity analysis model for smaller-scale arterial corridor improvement projects to TransModeler simulation model for larger-scale freeway corridor improvement projects and when queuing impacts is of significant concern or different interchange types are under consideration. **We have used several specialized modeling tools, such as SIDRA for capacity analysis of roundabouts, HCS for ramp merge and diverge operations, and Vistro for development generated traffic impacts.**

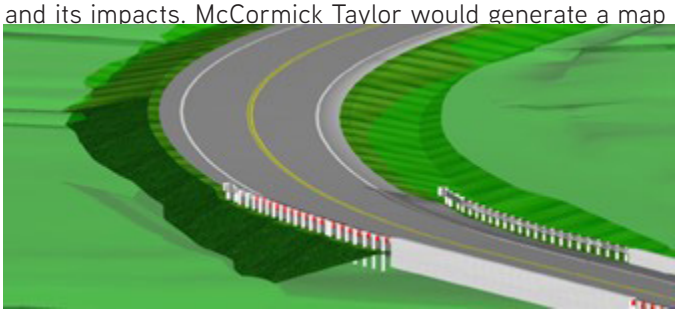
We have applied this traffic capacity analysis approach to forecast preparation of future traffic volume estimates using local or regional travel demand models, specific measures of effectiveness tables related to travel time savings, and comparative metrics with a future year no-build condition. We also coordinate traffic analysis modeling assumptions prior to preparing any Measure of Effectiveness (MOE) tables for a project. For projects along interstate corridors, we have applied the Federal Highway Administration's (FHWA) eight- point policy guidelines to prepare either an Interchange Justification Report (IJR) or Interchange Modification Report (IMR).

McCormick Taylor routinely utilize Python data visualization scripts and ArcGIS mapping software to visualize the traffic simulation model outputs with meaningful maps and charts that can be used in public engagement or stakeholder workshops. Based on each project's purpose and need, we have also correlated traffic impact MOEs with underlying community's socio-economic profiles from the latest Census-based American Community Survey (ACS) data.

ROADWAY DESIGN

One of the challenges when laying out horizontal and vertical alignments pertains to how traffic will be maintained during construction. McCormick Taylor's engineers and planners will work in close collaboration to complete thorough data gathering and engage project stakeholders to determine the proposed project requirements. **Design criteria would be developed using SCDOT Roadway Design Manual, SCDOT standards, and the AASHTO Green Book.** After this information has been gathered, a Conceptual Design may be developed illustrating preliminary impacts, right-of-way, and traffic management. McCormick Taylor will ensure proper sight distance is provided along all aspects of the project.

At this point, a public meeting could be held to discuss the project and its impacts. McCormick Taylor would generate a map to illustrate the design, and our engineers would be in attendance to answer questions and provide project information. Comments received from the public would be used to adjust the design in the development of design recommendation plans. McCormick Taylor will coordinate with the hydraulic engineer to complete the hydraulic design. This information will be used to identify any utility conflicts and additional right-of-way needed for the relocation of these facilities. Once the hydraulic, utility relocation, and erosion control designs are completed, right-of-way and



Example of Modeling in OpenRoads Designer

easements will be finalized, allowing for the acquisition of property. In addition, an estimate with quantities will be developed to determine the construction cost.

During development of final construction plans, McCormick Taylor will coordinate with the hydraulic engineer to ensure permit drawings reflect the latest design, which will aid the agencies through the review process. The main task during this phase will be the development of the pay item calculation package. **We will complete a thorough study of the plans to ensure all pay items are accounted for to minimize claims during construction. The quantities will be completed utilizing a rigorous internal quality assurance/quality control (QA/QC) process.** Plans, calculation sheets, estimates and any special provisions needed for the final construction plans will be submitted for review and concurrence from the City and SCDOT if within their Right-of-Way (ROW).

MULTI USE PATHS AND GREENWAY DESIGN

McCormick Taylor has an extensive history of designing and maintaining greenways. We will use our background and lessons learned to provide solutions to project challenges that arise during development. The design will consider key factors that all greenways should account for, including environmental impacts, existing utility locations, Americans with Disabilities Act (ADA) standards, construction access, community connectivity, and pedestrian safety.

STORMWATER MANAGEMENT DESIGN AND PERMITTING

The City of Beaufort has established their own stormwater requirements as well as requiring SCDES NPDES approval as the City is not yet a MS4 community. McCormick Taylor led the effort in developing the Southern Lowcountry Stormwater Manual (SoLoCo) and has been utilizing this manual for the last 4 years proving stormwater reviews for development projects within the City as part of McCormick Taylor's Stormwater On-call Contract. All projects that result in 5,000 sqft or more of land disturbance must adhere to the SoLoCo stormwater requirements to the maximum extent practical including roadway projects unless a variance or waiver is approved. The SoLoCo requirements places an emphasis on volume reduction and the use of green infrastructure style stormwater Best Management Practices (BMP) such as rain gardens, pervious surfaces and infiltration basins and utilizes the Center for Watershed Protection's SoLoCo excel worksheet calculator. Stormwater Quantity management may be provided through traditional stormwater BMPs or a combination of both approaches. Simultaneously, projects must also adhere to SCDES's stormwater requirements for coastal counties and projects within ½ mile of tidal waters, though typically, compliance to the SoLoCo requirements exceed the SCDES requirements. Erosion and sediment control must be designed to meet SCDES's NPDES requirements and include the minimum required phases based on the area of disturbance including the development of a C-SWPPP. If the project is located within the SCDOT right of way, additional SCDOT requirements for design and implementation must be considered and a SCDOT encroachment permit obtained indicating no increase of discharge onto their right of way will occur.

ROADWAY DRAINAGE DESIGN

As the majority of roads within the City are owned by the SCDOT, the SCDOT Roadway Design Manual and SCDOT Hydraulic Design Manual must be followed when designing roadway drainage systems, crossline culverts and bridges. Additionally, the AASHTO Model Drainage Manual and Highway Drainage Guidelines, SCDOT Hydraulic Design Bulletin (HDB) 2019-2, FHWA HEC-15 and HEC-11 will be utilized. Typically, City owned roads will follow the same requirements as well, however deviations may be allowed given site constraints or other considerations. Care must be taken to ensure that the drainage systems maintain the required offset from water and sewer utilities as well as other dry utilities. If required offsets cannot be maintained, utility relocations may be required. Drainage plans and reports are prepared following SCDOT requirements to facilitate the encroachment permit process. If the project is located within the SCDOT right of way or drains into the right of way, additional SCDOT requirements for design and implementation must be considered and a SCDOT encroachment permit obtained indicating no increase of discharge onto their right of way will occur.

SITE DRAINAGE DESIGN

Civil projects such as parks, parking lots, or other site development style projects will follow the City and County design requirements. Site drainage will be designed to convey the 25-year storm if practical but at minimum the 10-year storm event. Utilizing the Rational Method, drainage system design will be based on tailwater conditions as submerged conditions are often encountered to ensure that the hydraulic gradient remains below ground. The drainage systems will be designed with SoLoCo in mind, incorporating low impact development/green infrastructure bmps into the conveyance design train such as bio swales, grass swales and other practices that can provide both conveyance and stormwater management within the same footprint.

BRIDGE HYDROLOGY AND HYDRAULIC DESIGN

Hydraulic crossings spanning 20 feet or greater (including a series of culverts) will be considered a bridge and will follow these design requirements: SCDOT Requirements for Hydraulic Design Studies (Part 1), SCDOT HDB 2019-2 through 4,

SCDOT Bridge Design Manual, FHWA HEC-23 Bridge Scour and Stream Instability Countermeasures, and United States Geological Survey (USGS) Scour Manual and Bridge Scour Analysis.

FEMA STUDIES AND MODELING

Roadway projects will typically utilize SCDOT HDB 2019-1 and 4, SCDOT Requirements for Roads and Bridges in regulated and unregulated floodplains, and Effective Models for the FEMA studies and modeling. Projects will require development of either a one-dimensional (1D)- or two-dimensional (2D) HEC-RAS model or equivalent such as PCSWMM. Designs will attempt to have no increase in flood profiles, otherwise Section 1.1.2.3 Requirements and Process for the CLOMR/LOMR will be required. For civil site projects outside of the SCDOT right of way, the City's flood plain regulations will be followed including development of no—impact certifications, CLOMRs/LOMRs as necessary.

STRUCTURES DESIGN

Route 9 Bridge over Jobs Creek, Burlington County, NJ

Bridge and culvert design will include close coordination with roadway designers, hydraulic designers, and other disciplines at the preliminary stage to establish site constraints and determine possible and optimal structure types for the site, including recommendations on possible bent locations. Once the Hydraulic Bridge Report, Roadway Structure Recommendations, and/or other documentation is completed, the preliminary structure plans will be finalized.

The clear roadway width, horizontal and vertical clearance below the structure, and other criteria will be considered to establish required bridge lengths. The superstructure types will utilize SCDOT preferred elements and design requirements. The route classification and owner preferences will influence selection of specific bridge elements, including railing type.

Our pedestrian bridge experience includes varied structures from standard truss pedestrian bridges to suspension, arch, and strollway bridges as well as boardwalks that aesthetically match the greenway/multi-use corridors.

In addition to bridges and culverts, our structural engineers will design retaining walls and bulk heads as needed to support a projects goals and intent.

SIGNAL DESIGN

Projects will follow the SCDOT Transportation Systems Management and Operations (TSMO) Design Guidelines for all signal design, signal electrical plans, and signal communication designs. Unless otherwise directed by the City, the signal design schedule follows the SCDOT Signals/Signal Communications Scope of Services process. Our design philosophy acknowledges that careful decisions during the design phase reduce costly conflicts later in the construction process. Their signal team understands the design factors affecting other disciplines' plans and they strive to place their equipment into positions that minimize common conflicts with existing and proposed drainage devices, erosion control, utilities, and other design features. When required, McCormick Taylor designs temporary signal and/or temporary signal communication plans in a manner that is efficient and effective.

TRAFFIC MANAGEMENT

With any construction, there are going to be challenges and impacts to the normal traffic patterns of vehicles and pedestrians that will require careful planning and coordination with the roadway engineer. The Traffic Management Plan (TMP) will be critical for the project to balance traffic maintenance and right-of-way impacts. McCormick Taylor will develop and detail the TMP using the Manual on Uniform Traffic Control Devices (MUTCD) and SCDOT standards. **We will create a plan that creates the smallest impact to traffic capacity and safety, while allowing the contractor to construct the roadways with a sufficient work zone and minimize cost of construction.**

McCormick Taylor is familiar with the process and guidelines of SCDOT's Work Zone Safety and Mobility Policy and the Guidelines for Transportation Management Plan Development. We will focus on strategic emphasis areas (e.g. incident management, safety and mobility) in preparing plans that

Management of Traffic Plan/Transportation Management Plan for Greenview Drive Widening, Lynchburg, VA.

ensure the safety of vehicular traffic, construction contractors, and any others that come in contact with the roadway on a daily basis, such as pedestrians and bicyclists.

SIGNING AND DELINEATION

River Road Extension, Reading, PA

One of the last design components to a project would involve the signs and pavement markings along the project corridor. McCormick Taylor will design the plans to be in accordance with SCDOT Standards and the MUTCD. Our experience ranges from bridge replacements and four-lane divided highways to super-streets, roundabouts, and interchanges. When the design requires, we accommodate pedestrians and bicyclists to provide a safe traveling experience for all users.

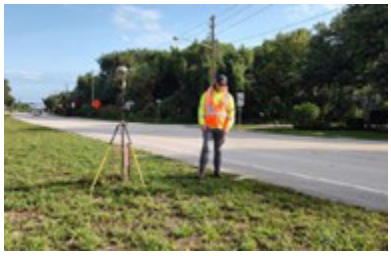
CONSTRUCTION COST ESTIMATES

Construction cost updates are vital in the project life cycle. With costs escalating on a monthly basis it is important to understand the project cost for available funding and project programming. Each phase of the project requires refinement of the estimate as the project design gets closer to final plan quality. McCormick Taylor has a vast knowledge of the required pay items needed and how to calculate the required quantity for the pay item. **We have an internal QA/QC process for reviewing estimate and quantities to help ensure our estimates are to the highest caliber.**

SURVEY

For route location surveys, McKim & Creed will utilize state-of-the-art GPS and conventional surveying techniques to establish accurate route alignments, supported by detailed courthouse research and property owner contacts for precise boundary definitions and right-of-way acquisitions. Best-fit alignment computations will be implemented to optimize route efficiency and minimize environmental impact.

Topographic surveying will involve detailed surveys using high-definition laser scanning and aerial LiDAR to capture existing site conditions, with horizontal and vertical control networks established to support accurate mapping and design. Digital terrain models and contour maps will be provided to assist in design and construction planning.



McKim & Creed's Survey Team

SUBSURFACE UTILITY ENGINEERING

In the realm of SUE, Level A and B investigations will be conducted to accurately locate and map underground utilities, reducing the risk of utility conflicts during construction. Non-destructive techniques, such as vacuum excavation and electromagnetic detection, will be employed to verify utility locations, and SUE data will be integrated with existing utility records to create a comprehensive utility map for project planning and design.

GEOTECHNICAL EXPLORATION AND DESIGN

F&ME understands that in performing geotechnical engineering, drilling, and geophysical services, it's assignment will be to obtain sufficient data regarding subsurface soil, rock, groundwater, and general environmental conditions to allow design of roadways and structure foundations. F&ME will perform geotechnical investigation, geoenvironmental services, and geophysical services and will prepare final reports (products) that will conform to the SCDOT guidelines. This compatibility will include field documentation, report and boring log formats, and electronic files in MicroStation (OpenRoad) format using the most current SCDOT approved versions as needed.

During the course of the project, the City will be kept informed of field conditions. Upon completion of field activities, laboratory services may be performed and a final report prepared. These reports will be thorough and complete such that "changed conditions and cost overruns" can be minimized during the construction phase. Final reports and recommendations will be accurate and reflect the scope of the investigation and will be performed in general accordance with SCDOT guidelines.

UTILITY COORDINATION

McCormick Taylor promote early utility coordination, allowing utility owners adequate time to plan funding, design utilities, acquire, or request utility easements, order materials, comply with environmental requirements, and schedule construction crews. Our mission is to have all applicable utilities safely and adequately relocated prior to the construction availability date which reduces project delays, conflicts, and added inconvenience to the City, the contractor, utility companies, and property owners.

During the design phase, they will provide plans and schedule a utility kick-off meeting. Through this meeting, they will assist in identifying utility conflicts, define and develop utility activities for the project schedule, and discuss solutions for utility design and construction. Through continuous coordination, they will work with each utility owner or representative to develop a plan tailored to meet the relocation needs of the project while maintaining coordination and placement of all utilities within the project limits. Our utility coordinators will work with all disciplines to avoid conflicts with utilities or minimize impacts where conflicts cannot be avoided.

A review of all relocation packages will take place to ensure relocations comply with the SCDOT Utility Manual – Policy and Procedures for Accommodating Utilities on Highway Rights-of-Way, along with state and federal guidelines. The data collected from each company will be incorporated into Utility by Other (UbO) plans and Special Provisions. Our utility coordination approach consists of the phases that mirror the processes used by SCDOT's Utilities Process.

RIGHT OF WAY

Freehold Focus, a DBE firm, has years of experience performing right-of-way acquisition projects, working with numerous property and land owners across the state of South Carolina. Following the SCDOT process, their approach begins with a thorough review of project plans and on-site evaluations to identify potential relocatees, septic concerns, or other obstacles that may impact acquisition. This is followed by detailed title research to verify ownership, easements, encumbrances, and any legal considerations. Next, they conduct property assessments, utilizing appraisals or claim report valuations to determine fair market value and ensure just compensation for property owners.

Freehold Focus engage in good-faith negotiations, prioritizing ethical and transparent communication to facilitate agreements whenever possible. For projects involving displacement, they provide comprehensive relocation assistance, ensuring full compliance with the Uniform Relocation Act, while supporting affected individuals throughout the transition.

WATER DISTRIBUTION AND SANITARY SEWER COLLECTION SYSTEMS

McCormick Taylor will identify the need for new wet utility services as well as design conflicts between existing water and sanitary sewer infrastructure as a result of the proposed project design and engage Beaufort Jasper Water and Sewer Authority. Our team will assess the condition of the existing pipes and analyze potential bypass requirements in order to prepare relocation designs which mitigate project conflicts. Wet utility design will be in accordance with the Beaufort Jasper Water and Sewer Authority design guidelines.

GRANT SUPPORT

Grant funding through state, federal, and nongovernmental organizations is an opportunity to leverage fiscal resources and build the partnerships needed to keep projects moving and deliver capital programs. McCormick Taylor is skilled in identifying and applying for funding sources on an owner's behalf. With grant program experience ranging from transportation and multimodal to water resources, flood mitigation, and environmental, our team's knowledge of the application process has been integral in helping our clients secure the funding to complete their projects.

We will utilize our database of potential grant funding sources, which includes funding cycles, to determine applicability. We have previously helped clients pursue funding through USDOT RAISE and BUILD Grants, SCIIP and ASIP Grants, FEMA Hazard Mitigation Assistance (HMA) family of grant programs, including the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM) program, and Flood Mitigation Assistance (FMA) program. We have also helped our clients administer revolving loans through RIA and SRF and Transportation Alternative Grants which are available through SCDOT.

PROJECT MANAGEMENT APPROACH

Jason Hetrick, PE, CFM will serve as our team's Project Manager and City of Beaufort's point of contact. He will be responsible for the day-to-day activities of each assignment. To successfully act as an arm of the City's staff and effectively assist in managing the City's Capital Projects Program, being in person is paramount. Jason and his staff are frequently in the Beaufort area as they are currently overseeing several projects within the region, making them accessible to City staff in a moment's notice.

PROJECT INITIATION

Upon receipt of an assignment, Jason and the appropriate key personnel will meet with the City to initiate the assignment. Attendees will discuss the scope of services, identify project issues and schedule requirements (e.g., community coordination, environmental permits, and utility coordination), determine appropriate staffing, and identify stakeholders. Jason and the key personnel will determine the appropriate project team to complete the assignment.

McCormick Taylor will submit a task proposal that includes a scope of work, proposed staffing, task list scoping worksheet, man- hour and cost estimates, and schedule. Several priority assignments may be given simultaneously, and our team is adequately staffed to provide qualified personnel to meet multiple concurrent deadlines.

McCormick Taylor will begin work upon receipt of an approved written Task Order by the City and issuance of Notice to Proceed. Jason will be available to respond immediately to the City's requests and will remain available and involved with the project until completion.

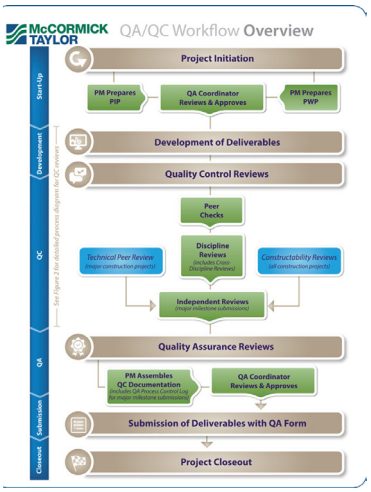
For emergency task orders, our team will respond to the City as soon as possible. Once the nature of the emergency is known and discussed with the City and team, we will submit a proposal immediately so we can initiate services quickly.

PROJECT MANAGEMENT PLAN

Jason, in collaboration with the project team, will prepare a project-specific Project Management Plan for each assignment. At a minimum, the plan will contain goals, scope and budget, team roster and points of contact, schedule and identification of critical path/dependencies, stakeholders and communications plan, QA/QC plan and risk management, change management, deliverables and milestones, and process improvement plan.

QUALITY ASSURANCE/QUALITY CONTROL

McCormick Taylor has a comprehensive Quality Assurance/Quality Control (QA/ QC) program that includes peer reviews throughout the project and prior to submittals, as well as discipline reviews and an overarching review completed by technical experts. Our QA coordinators then back check to ensure the QC process has been followed. We adhere the same procedures in reviewing our sub consultants' work as well.



McCormick Taylor's QA/QC Workflow Chart

PROJECT CLOSEOUT

Before a project is considered closed, the scope of services is reviewed and a meeting is conducted with the City to ensure all requirements and expectations are met. The closeout phase is intended to develop lessons learned during each task and to use that information to improve the overall quality of the work done on subsequent task assignments under the contract.

LOCAL PROJECT EXPERIENCE

McCormick Taylor has spent the last 10 years working in the Lowcountry region of South Carolina. Through project specific and on-call contracts, we have gained direct experience with the civil engineering challenges faced by coastal communities. This experience was gained through projects performed directly for the City of Beaufort as well as surrounding communities.

- SCOR | Charles/Craven Street & Port Republic/Carteret Street Drainage Improvements, Beaufort, SC
- City of Beaufort | Otter Circle Drainage Improvements, Beaufort, SC
- City of Beaufort | Broad Street Pond Rehabilitation, Beaufort, SC
- City of Beaufort | Battery Creek Road, Southside Park at Battery Creek Road, and West Royal Oaks Drive Channel Cleaning and Dredging Projects, Beaufort, SC
- City of Beaufort | Stormwater Engineer, Beaufort, SC
- City of Beaufort | Stormwater Plan Reviews, Beaufort, SC
- City of Beaufort | Environmental Permit Preparation and Support, Beaufort, SC
  - Southside Park Improvements
  - Washington Street Park Improvements
  - Duke Street Improvements
  - 1st SC VAD Park Improvements
- Beaufort County | SC-46 Corridor Improvements, Beaufort County, SC
- Southern Lowcountry Stormwater Design Manual, Beaufort and Jasper Counties, SC
- BJWSA | Dataw Island Wastewater Diversion, Beaufort County, SC
- BJWSA | 300 Block Charles Street Sanitary Sewer Design, Beaufort, SC

- Town of Bluffton | As-Need Stormwater Consulting Services, Bluffton, SC
- Town of Bluffton | 2025 May River Watershed Action Plan Stormwater Model Calibration, Bluffton, SC
- Town of Bluffton | 2020 May River Watershed Action Plan Update, Bluffton, SC
- Town of Bluffton | Wetlands And Resilience Ordinance, Bluffton, SC
- SCOR | Salkehatchie River Basin Watershed Resilience Plan, SC

Outside of the Lowcountry, McCormick Taylor has led corridor improvement projects for the Town of Kiawah Island's Kiawah Parkway, SCDOT's US21/178BYP widening project, Aiken County's dirt road to pavement program, as well as site improvement projects such as Town of Mount Pleasant's Alhambra Hall Site and Playground Improvements, two parks within the Town of Nichols, and a park improvement project for the City of Winnsboro. These projects included utility coordination and relocations, SCDES and USACE permitting, SCDOT encroachment permits as well as construction administration and inspection services.

Jason Hetrick, Project Manager, has worked directly with the City of Beaufort since 2021 and has built relationships with city staff as well as understanding the City's priorities, procedures and protocols. He understands the City's Capital Improvement Program and the City's priority projects such as the Waterfront Promenade. While the Promenade is the primary focus currently, projects such as park rehabilitations, road rehabilitations, streetscapes, the Pigeon Point and Downtown drainage improvements will continue to move forward as budget and other constraints allow. Additionally, as the City's Civil Engineering consultant, coordination with SCDOT to help facilitate and accelerate projects within the DOT's program is important as well.

McCormick Taylor's Award Winning SR299 Widening Project in Delaware

McCormick Taylor's Award Winning Hitchcock Woods Stormwater Implementation Project in Aiken, SC

2

KEY PERSONNEL

ORGANIZATIONAL CHART

McCormick Taylor's proposed project team is outlined below. Detailed biographies and resumes for each key staff member are provided on the following pages.

LEGEND

- MT McCormick Taylor
- FF Freehold Focus (DBE)
- RN Render
- FME F&ME Consultants
- MC McKim & Creed
- AMT AMT
- * Key Personnel

PROJECT MANAGER
Jason Hetrick, PE, CFM* MT

DEPUTY PROJECT MANAGERS
Hassan Ismail, PhD, PE* MT
Andy Young, PE* MT

PRINCIPAL AND QA/QC MANAGER
Jim Dorsey, PE, Assoc. DBIA* MT

SERVICES

TOPOGRAPHIC SURVEY
David Lukac, PLS, EIT* MC
Tyler Ware, PLS MC

CIVIL SITE DESIGN
Zach Johnson, EIT* MT
Nelson Werber, EIT MT

NEPA AND ENVIRONMENTAL DOCUMENTATION
Virginia Bailey* MT
Angela Schreffler, SPWS, CE MT
Kim Sitta* MT

CONSTRUCTION ADMINISTRATION AND INSPECTIONS
Zach Johnson, EIT* MT
Nelson Werber, EIT MT
Jason Hetrick, PE, CFM* MT
Michael Berry, PE, CBO, CWI, MSI FME

UTILITY COORDINATION
Zach Johnson, EIT* MT
Sam Styers, PE, Assoc DBIA MT

LANDSCAPE ARCHITECTURE
Ryan Hertzfield, PLA RN

STRUCTURAL DESIGN
Aaron Bertoldi, PE* MT
Fannie Tao, PE MT

REGULATORY COORDINATION AND PERMITTING
Kim Sitta* MT
Brian Roberts, PWS MT

LIGHTING DESIGN
Chris Gorski, LC MT

GRANT ASSISTANCE
Kim Sitta* MT
Brian Roberts, PWS MT
Taylor Green AMT

GEOTECHNICAL EXPLORATION
Andy Whitfield, PE* FME
Alex Chandler, PE FME

PUBLIC INVOLVEMENT
Jason Hetrick, PE, CFM* MT
Kim Sitta* MT
Jackie Welles MT
Richard Turner AMT

TRAFFIC ENGINEERING AND STUDIES
Matt Sosnowski, PE, PTOE* MT
Josh Cohen, PE, PTOE MT
Stephen Matthews, PE AMT

PHASES I AND II ENVIRONMENTAL SITE ASSESSMENTS
Christine Cafagna FME
Rodney Wingard FME

NOISE AND AIR ASSESSMENTS
Josh Kozlowski* MT

SUE
David Cunha* MC
Al Simpson MC

RIGHT-OF-WAY
Summer Frost* FF

HYDROLOGY AND HYDRAULICS/STORMWATER
Hassan Ismail, PhD, PE* MT
Amanda Balkus, EIT MT
Jackie Welles MT
Nelson Werber, EIT MT

ROADWAY ENGINEERING
Andy Young, PE* MT
Michael Burns, PE MT
Zach Johnson, EIT* MT
Patrick Merewether, PE AMT

GIS ANALYSIS AND WEB MAPPING
Sean Doig MT
Joe Knieriem MT

KEY PERSONNEL

JASON HETRICK, PE, CFM [MT] ▪ PROJECT MANAGER

B.S., Civil Engineering | SC Professional Engineer, #31854 | Certified Floodplain Manager, #US-19-10938

With 24 years of design and management experience, Jason is skilled in the successful management of diverse projects ranging from corridor improvements to parks and recreation projects to streetscapes. He has served as the City of Beaufort's Stormwater Engineer for the past 5 years and has successfully managed McCormick Taylor's Stormwater On-Call with the City. Jason excels in coordinating between multi-discipline project staff, teaming partners, stakeholders, schedules, and budgets. He has an extensive background in project management, alternatives analysis, roadway design, and plan development. Jason has been involved on numerous on-call and project-specific contracts including roadway capacity, intersection improvements, roundabouts, greenway, design-build, and bridge replacements with a variety of responsibilities on each. Additionally, Jason has led projects that included parks and recreational amenities, playgrounds, drainage improvements, utility relocations, and maintenance of traffic plans. He has knowledge of state and federal guidelines within coastal locations which will enable him to steer our team toward successful project completion. The experience he has gained from working on various project types gives him a unique understanding of project requirements and enables him to resolve potential problems before they arise.

JIM DORSEY, PE, ASSOC. DBIA [MT] ▪ PRINCIPAL AND QA/QC MANAGER

B.S., Civil Engineering | SC Professional Engineer, #30127 | Associate Design-Build Professional, #AS-1137

Jim has 33 years of civil engineering experience and serves as McCormick Taylor's Southern Regional Vice President. Over his career, he has been involved in all aspects of roadway design and planning for interstates, major collectors, local roads, and roundabouts. He is proficient in project management, QA/QC, alternative design, scheduling, preliminary and final design, alternative analysis, hydrology and hydraulic design, utility coordination and relocation design, erosion and sediment control design, maintenance of traffic, noise analysis and noise wall design, and construction support.

HASSAN ISMAIL, PhD, PE [MT] ▪ DEPUTY PROJECT MANAGER | HYDROLOGY AND HYDRAULICS/ STORMWATER LEAD

Ph.D., Civil Engineering | SC Professional Engineer, #39138

Hassan has 13 years of water resources engineering experience. His specialties include stormwater management, flood modeling, large-scale assessments, drainage improvements, low impact development and nature-based solutions, hydrologic and hydraulic modeling, erosion and sediment control, and scour analysis and modeling. Hassan led the hydraulic design for Charles/Craven Street and Port Republic/Carteret Street Drainage Improvements and the Otter Circle Drainage Improvements in the City of Beaufort.

ANDY YOUNG, PE [MT] ▪ DEPUTY PROJECT MANAGER | ROADWAY ENGINEERING LEAD

B.S., Civil Engineering | SC Professional Engineer, #038732

With 22 years of experience in transportation engineering, Andy has performed and managed roadway, traffic management, signing, pavement marking, and transportation planning services. He has served as a Project Manager for numerous transportation assignments, including bridge replacements, rural and urban projects, interstates, and loops. Andy has also been involved in high-profile, complex projects that included coordination with multiple stakeholders. He currently leads McCormick Taylor's Feasibility Studies On-Call with NCDOT.

ZACH JOHNSON, EIT [MT] ▪ CIVIL SITE DESIGN AND UTILITY COORDINATION LEAD

B.S., Civil Engineering | Engineer-in-Training | CEPSCI, #17045

Zach has worked in the engineering industry for 15 years. Over this time, he has been involved in all project phases from civil engineering, design, and cost estimating to materials testing, construction inspections, and construction labor. Most recently, Zach has been designing and permitting parks, streetscapes, and other civil site projects from conception to completion. He utilizes AutoCAD Civil 3D to design and balance site development projects; prepares plan packages, calculations, and specifications; and conducts construction administration. Zach has prepared advertisement packages for the City of Beaufort's Otter Circle Drainage Improvements and Broad Street Pond Rehabilitation. He is currently facilitating the water and sewer relocation designs for the Charles/Craven Street and Port Republic/Carteret Street Drainage Improvements.

KIM SITTA [MT] ▪ REGULATORY COORDINATION AND PERMITTING LEAD

M.S., Environmental Science | CEPSCI, #15863 | Certified Stormwater Plan Reviewer, #648

Kim has 11 years of environmental science experience. Her current work includes field delineations; locating, mapping, and assessment of stormwater assets; and performing environmental compliance and erosion and sediment control inspections. Kim is also experienced in coastal permitting and prepares permit packages for various projects. She has prepared permitting packages for several of the City of Beaufort's recent projects including Southside Park, Duke Street Streetscape, and Otter Circle Drainage Improvements. Prior to joining McCormick Taylor, Kim worked in the government sector focusing on tidal creek and estuarine health and water quality as it relates to land development.

VIRGINIA BAILEY [MT] ▪ NEPA AND ENVIRONMENTAL DOCUMENTATION LEAD

B.S., Environmental Resource Management

Virginia has 28 years of environmental planning experience. She is a National Environmental Policy Act (NEPA) subject matter expert, and regularly fills preparation, review, and policy development roles. Virginia has extensive expertise in Categorical Exclusion, Environmental Assessment, and Environmental Impact Statement documentation and regulatory compliance, environmental justice analysis, agency coordination, and public involvement. Additionally, she previously served as a FHWA National Highway Institute (NHI) certified instructor, leading NEPA-related (beginner to advanced) courses nationwide. Virginia has led the NEPA documentation for SCDOT's US 21/178 Bypass Corridor Improvements as well as for four SCOR projects.

JOSH KOZLOWSKI [MT] ▪ NOISE AND AIR ASSESSMENTS LEAD

B.S., Geophysics

Josh has 24 years of noise abatement experience, having managed and performed transportation noise analyses for planning level NEPA studies and final design level noise analyses. He leads the development of noise models with FHWA's Traffic Noise Model (TNM), evaluates noise modeling results, assesses noise impacts, designs and evaluates noise barriers, performs modeling for noise compatible planning, and conducts construction noise assessments. He has also provided on-site noise staff augmentation and managed statewide on-call noise contracts. Josh led the noise and air assessments for the SCDOT US 21/178 Bypass Corridor Improvement Project.

AARON BERTOLDI, PE [MT] ▪ STRUCTURAL DESIGN LEAD

B.S., Civil Engineering | SC Professional Engineer, #35855

Aaron has 19 years of professional experience designing bridge and roadway structures, and two years of experience researching high performance steel bridges as part of a Federal Highway Administration (FHWA) research project. He has worked on design-bid-build and large design-build publicprivate-partnership (P3) projects. He is well-versed in AASHTO Bridge Design Specifications and has experience calculating bridge load ratings, both analytically and experimentally, through structural instrumentation. Aaron was responsible for designing retaining walls for a stream stabilization project for the City of Columbia.

MATT SOSNOWSKI, PE, PTOE [MT] ▪ TRAFFIC ENGINEERING AND STUDIES LEAD

B.S., Civil Engineering | MD Professional Engineer #25858 | Professional Traffic Operations Engineer, #984

Matt has 31 years of experience in traffic and transportation planning, analysis, and design. He has managed a variety of projects with responsibilities that have included traffic signal timing and phasing analyses; transportation modeling and simulation; capacity and level of service analyses; intersection and highway safety projects; signal warrant evaluations; traffic impact studies; parking studies; signal, signing, pavement marking design; maintenance of traffic plan development; and public involvement. Matt has led the traffic engineering and studies for SCDOT's US 21/178 Bypass Corridor Improvements as well as for four SCOR projects, including the Charles/Craven Street and Port Republic/Carteret Street Drainage Improvements in Beaufort..

DAVID LUKAC, PLS, EIT [MC] ▪ TOPOGRAPHIC SURVEY LEAD

B.S., Civil Engineering | SC Professional Land Surveyor, #28600 | Engineer-in-Training

David has over two decades of surveying and engineering working experience in various locations across the US. Throughout his career, David has directed and completed a wide range of projects in various areas of survey including transportation, military bases, airports, topographic and boundary surveys, SUE, and static scanning. His managerial tasks include supervising and directing survey field and office staff, managing project timelines and finances and reviewing project files.

DAVID CUNHA [MC] ▪ SUE LEAD

A.S., Management

David has over a decade of experience in the subsurface utility engineering (SUE) field. He is responsible for overseeing projects related to the identification, mapping, and management of subsurface utilities. David's role is crucial in ensuring the safety and efficiency of construction projects by mitigating the risks associated with underground utilities.

ANDY WHITFIELD, PE [FME] ▪ GEOTECHNICAL EXPLORATION LEAD

B.S., Civil Engineering | SC Professional Engineer, #25934

With over two decades of experience in geotechnical engineering and construction in both public and private sectors, Andy has emerged as a prominent expert in his field. He has conducted subsurface investigations, performed materials laboratory testing, and developed geotechnical design recommendations. His extensive pavement exploration experience includes evaluating existing pavement conditions, assessing material properties, and recommending rehabilitation strategies to enhance performance. Additionally, he has authored comprehensive reports and carried out QA/QC inspections and testing for projects throughout the state.

SUMMER FROST [FF] ▪ RIGHT-OF-WAY LEAD

B.S., Business Administration | SC Broker-In-Charge, #96831

Summer is a dynamic professional with 12 years of experience as a Right-of-Way/Relocation Agent. She is knowledgeable of SCDOT's Right-of-Way Division's Policy and Procedures Manual, The Uniform Relocation Assistance, and Real Property Acquisition Policies Act. Summer has direct experience in negotiating with property owners for the purchase, lease, donation, or acquisition of easements of real property and/or property rights and/or other documents necessary for the construction and maintenance of various roadway projects for local governments.

McCormick Taylor Staff Reviewing Site Plans

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE a. TOTAL	b. WITH CURRENT FIRM
Jason M. Hetrick, PE, CFM	**Project Manager**	24	24

15. FIRM NAME AND LOCATION *(City and State)*

McCormick Taylor, Inc. | Columbia, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
B.S., Environmental Engineering, University of Delaware	Professional Engineer, South Carolina, #31595 Certified Floodplain Manager, ASFPM, #US-19-10938

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Jason Hetrick, PE, CFM has 24 years of design, permitting, and management experience for stormwater and transportation managed projects. He has detailed experience in project management, hydrology, hydraulics, highway drainage, stormwater management design and permitting, and erosion and sediment control design and permitting. He currently serves as the Project Manager for several SCDOT, municipal, and county multi-discipline on-call and project-specific contracts which include insuring appropriate environmental processes are followed and permits are obtained.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

US 21/178 Bypass Corridor Improvements
Orangeburg County, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Jason, Project Manager and Lead Hydraulics Engineer, is leading the engineering and design services for SCDOT's corridor improvements on US 21/178 Bypass. The project includes widening the highway for approximately 1.5 miles to five lanes with curb and gutter and bike and pedestrian accommodations throughout, as well as upgrading an existing culvert to a small bridge structure and conversion of the roadway drainage from open section to closed section.

b.

(1) TITLE AND LOCATION *(City and State)*

Charles/Craven Street and Port Republic/Carteret Street Drainage Improvements, Beaufort, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2025	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Jason, Contract Manager, oversaw the design and hydrologic/hydraulic modeling of stormdrain improvements along Charles Street and Port Republic Street for the City of Beaufort. Funded by a grant from SCOR, the project includes new and enlarged stormdrain pipe, new drainage inlets and drainage structures, and check valves to limit tidal water intrusion into the system. The project was designed following SCDOT design standards and processes and includes roadway resurfacing, utility coordination, utility relocation, curb replacement, and sidewalk reconstruction with ADA improvements. Jason is currently providing construction phase support.

c.

(1) TITLE AND LOCATION *(City and State)*

Sand River (Hitchcock Woods) Stormwater Implementation Plan
Aiken, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	2024

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Jason, Project Manager, developed a stormwater implementation plan to eliminate erosion of the Sand River for the City of Aiken. Work included hydrologic and hydraulic modeling and development of 22 conceptual stormwater BMPs. Jason prepared advertisement documents for a $15.5 million stormwater project that included a continuous monitoring adaptive control (CMAC) OPTI system and a passive park overtop two stormwater vaults that store up to 25-acre-feet of runoff. Additionally, Jason helped the City apply for funding through the 319 Grant and SRF Loan, and then managed the grant requirements throughout the project.

d.

(1) TITLE AND LOCATION *(City and State)*

Stormwater On-Call
Beaufort, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Jason is serving as Contract Manager for a stormwater on-call contract with the City of Beaufort. In this role, he provides drainage, stormwater, and erosion control plan review for all developments occurring within the City's jurisdiction to ensure compliance with the Southern Lowcountry Stormwater Design Manual (co-written by McCormick Taylor), including close out inspections upon construction completion. He also assists with complaint investigations when community members contact the City with drainage issues. Additionally, Jason has overseen the development of several advertisement packages and permitting for the dredging and regrading of tidal stormdrain outfalls within a neighborhood, as well as the development of advertisement packages and permitting for stormwater

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE a. TOTAL	b. WITH CURRENT FIRM
H. James Dorsey, PE, Assoc. DBIA	**Principal and QA/QC Manager**	33	26

15. FIRM NAME AND LOCATION *(City and State)*

McCormick Taylor, Inc. | Baltimore, MD

16. EDUCATION *(Degree and Specialization)*

B.S., Civil Engineering, Pennsylvania State University

17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*

Professional Engineer, South Carolina, #30127
DBIA Associate Design-Build Professional, #AS-1137

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

With over 30 years of experience, Jim Dorsey, PE, Assoc. DBIA has been involved in all aspects of roadway and bridge replacement projects from planning through construction services. His background includes project management, scheduling, value engineering, plan preparation, QA/QC reviews, environmental studies and permitting acquisition, public involvement, right-of-way plans, drainage design, and maintenance of traffic. Jim is also skilled in geometric design, alternative analysis, NEPA support, utility conflict analysis/design, and noise analysis/design.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

US 21/178 Bypass Corridor Improvements
Orangeburg County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Jim, Principal and QA/QC Manager, oversaw the engineering services for SCDOT's corridor improvements on US 21/178 Bypass (Joe S. Jeffords Highway). The project involves NEPA documentation, environmental permitting, public involvement, culvert design, roadway design, cost estimating, right-of-way plans, maintenance of traffic design, pavement marking plans, drainage design, traffic signal and lighting design, and utility coordination.

b.

(1) TITLE AND LOCATION *(City and State)*

Aiken County Dirt Road Paving Project
Aiken County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Jim, Principal and QA/QC Manager, is overseeing the development of design construction plans, specifications, quantities, and engineer's cost estimate for paving 3.7 miles of existing Aiken County dirt roads in Wagener and Salley. The project involved project management, survey, scheduling, roadway design, drainage design, utility coordination, environmental permitting (NOI and C-SWPPP), and SCDOT encroachment permitting.

c.

(1) TITLE AND LOCATION *(City and State)*

Kiawah Island Parkway Improvements
Kiawah Island, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019	2020

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

As Principal, Jim oversaw McCormick Taylor's engineering services for the Town of Kiawah Island's 2.4-mile-long parkway. The $2.6 million project included milling and resurfacing the roadway, addressing localized road flooding and rutting of the roadside shoulders, improving access to an event parking area through the addition of turn lanes, environmental permitting, and providing improved parking for a roadside pull-off area.

d.

(1) TITLE AND LOCATION *(City and State)*

Cleveland Park Streetscape and Drainage Improvement Project
Washington, DC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

As Contract Manager for the $15 million design contract, Jim oversaw the preparation of the bid package and milestone reviews. DDOT's Cleveland Park project included sidewalk upgrades, ADA compliance, traffic calming, pavement rehabilitation, drainage improvements, signal upgrades, access improvements, streetscapes, and bicycle compatibility. Coordinating with various local stakeholders and agencies was crucial for the project's success.

e.

(1) TITLE AND LOCATION *(City and State)*

SHA District 3 Survey and Engineering Services Open-End Contract
Prince George's and Montgomery Counties, MD

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	2021

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Jim was the Contract Manager for MDOT SHA's $4.3 million open-end contract to develop final design plans and project impact reports for projects in District 3. Assignments included MD 210 Phase I and II white-topping over 3 miles of existing asphalt to enhance safety and improve vehicular rideability; MD 182 roadway resurfacing and rehabilitation and addressing a pre-existing drainage issue; 12 miles of I-495 Inner and Outer Loop safety improvements that also addressed drainage and slope failure issues; extending a I-270 SB slip ramp; and upgrading MD 769C by extending the sidewalk, realigning an intersection to improve sight distance, and addressing flooding.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Hassan Ismail, PhD, PE	**Deputy Project Manager Manager | Hydrology and Hydraulics/Stormwater Lead**	13	3

15. FIRM NAME AND LOCATION *(City and State)*

McCormick Taylor, Inc. | Columbia, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
Ph.D., Civil Engineering, University of South Carolina M.S., Civil Engineering, University of South Carolina B.S., Civil Engineering, University of South Carolina	Professional Engineer, South Carolina, #39138

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Hassan Ismail, PhD, PE has 13 years of water resources engineering experience. His specialties include stormwater, flood modeling, large-scale assessments, drainage improvements, low impact development and nature-based solutions, hydrologic and hydraulic modeling using a myriad of software, sediment and erosion control, scour modeling, and in-house calculation methods and model development. Hassan has authored eight articles in academic and professional, peer-reviewed journals focused on environmental hydraulics, in-stream structures, and sediment transport.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

US 21/178 Bypass Corridor Improvements
Orangeburg County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Hassan, Senior Engineer, conducted hydraulic modeling for SCDOT's corridor improvements on US 21/178 Bypass. He developed a 2D HEC-RAS model to address a FEMA regulated floodplain that crosses the project area. This model took into consideration two adjacent/separate floodplains outside the project limits that combine during the 100-year event. Hassan then used the model to size the replacement structure for a creek crossing.

b.

(1) TITLE AND LOCATION *(City and State)*

Closed and Load Restricted Bridge Replacement Package 16
Pickens County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Hassan, Senior Engineer, led the hydrology and hydraulic design efforts for the replacement of five SCDOT bridges and associated roadway/drainage improvements. Work involved hydrologic/hydraulic design and plan preparation for stormwater/drainage improvements; scour analysis, hydrologic/hydraulic analysis, and HEC-RAS modeling for bridge structures; FEMA study; erosion and sediment control plan development; and permitting.

c.

(1) TITLE AND LOCATION *(City and State)*

Bridge Packages 18-20
Multiple Counties, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Hassan, Senior Engineer, led the hydraulic design and analysis efforts for SCDOT's proposed replacement of 21 bridges, which will be bid through three separate design-build packages. Work involved performing all aspects of the preliminary bridge replacement and roadway drainage condition analysis, including analysis of the hydrologic/hydraulic characteristics using HEC-RAS. Hassan finalized the bridge hydraulic studies based on conceptual road plans and provided a draft bridge hydraulic report, which included FEMA recommendations.

d.

(1) TITLE AND LOCATION *(City and State)*

Georgetown/Williamsburg Counties Hydrologic and Hydraulic Study
Georgetown and Williamsburg Counties, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Hassan served as Senior Engineer for a SCOR hydrologic and hydraulic study. Funded through a CDBG-MIT grant, work involved assessing existing drainage conditions and identifying improvements; conducting an assessment of the existing drainage systems; developing, assessing, and prioritizing projects; and establishing an implementation strategy for projects to improve the drainage system and mitigate against future flooding.

e.

(1) TITLE AND LOCATION *(City and State)*

Town of Summerton Hydrologic and Hydraulic Study
Summerton, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Hassan was the Project Manager for a SCOR hydrologic and hydraulic study. Funded through a CDBG-MIT grant, work involved assessing existing drainage conditions and identifying improvements; conducting an assessment of the existing drainage systems; developing, assessing, and prioritizing projects; and establishing an implementation strategy for projects to improve the drainage system and mitigate against future flooding throughout the town.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE a. TOTAL	b. WITH CURRENT FIRM
Andrew P. Young, PE	**Deputy Project Manager | Roadway Engineering Lead**	22	1

15. FIRM NAME AND LOCATION *(City and State)*

McCormick Taylor, Inc. | Raleigh, NC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
B.S., Civil Engineering, Pennsylvania State University	Professional Engineer, South Carolina, #38732

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Andy Young, PE has 22 years of transportation engineering and project management experience, having overseen design efforts for roadway, traffic management, signing, pavement marking, and transportation planning tasks. He has served as a Project Manager for numerous assignments, including bridge replacements, rural and urban projects, interstates, and loops for state DOTs and municipalities/counties. Andy comes to McCormick Taylor after serving in a variety of positions in the public and private sector, including 10 years at NCDOT.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

NCDOT District 5 Preliminary Engineering
Various Counties, NC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

As Project Manager, Andy is assisting NCDOT Division 5 Bridge with the review of plans from other consultants on various projects. On an as-needed basis, McCormick Taylor is reviewing roadway design plans, hydraulic design plans, erosion control plans, and permit drawings.

b.

(1) TITLE AND LOCATION *(City and State)*

NCDOT Feasibility Studies Limited Services Contract
Statewide, NC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Through NCDOT's Feasibility Studies and General Programing and Prioritization contract, Andy, Project Manager, is overseeing McCormick Taylor's feasibility tasks. Projects involve feasibility engineering studies, traffic analysis, advanced planning, and public involvement. Our team has produced various alternatives for highway modernizations, improving access management, widenings, intersection improvements, and new location roadways.

c.

(1) TITLE AND LOCATION *(City and State)*

R-5831, US 601 and NC 67 Intersection Improvements
Booneville, NC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Andy, Project Manager, oversaw the intersection design at US 601 and NC 67. US 601/NC 67 is functionally classified as a minor arterial that runs east-west and north-south through the project area. US 601 provides a shared through/right turn lane and a separate left turn lane in the northbound and southbound directions. NC 67 provides a shared through, left turn, and right turn lanes in the eastbound and westbound directions. Through coordination with NCDOT Division 11, the project added turning lanes based on the traffic analysis.

d.

(1) TITLE AND LOCATION *(City and State)*

Crabtree Creek Greenway West
Raleigh, NC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Andy, Project Manager, oversaw the design for the westernmost extension of the City of Raleigh's Crabtree Creek Greenway. Upon completion of this segment, the trail will extend 16 miles from Umstead State Park to the Neuse River. The proximity to residential neighborhoods required a proactive approach to public involvement, including two public meetings, social media, and a corridor walk-through with residents to provide a better perspective on the relationship between the greenway and proximity to their homes. This up-front transparent approach garnered much support for the project. Other services included GIS and field planning to establish a preliminary alignment, surveying, property acquisition support, NCDOT encroachment agreements, permitting, constructability review, drainage, structure design, and construction access design.

e.

(1) TITLE AND LOCATION *(City and State)*

Estes Drive Widening
Chapel Hill, NC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Andy served as the Project Manager for the design of the Estes Drive project to create a safe transportation corridor for all users and is a vital link in the Town of Chapel Hill's transportation network. The project's limits were from NC 86 to Caswell Road. The roadway typical was updated to provide 2'6" curb and gutter with a berm for both a multiuse path and bicycle lane. The addition of RRFB was also included to help promote safety when crossing.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Zachary D. Johnson, EIT	**Civil Site Design and Utility Coordination Lead**	14	2

15. FIRM NAME AND LOCATION *(City and State)*

McCormick Taylor, Inc. | Columbia, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
B.S., Civil Engineering, University of South Carolina Technical Certificate, Technical College of the Lowcountry	Engineer-in-Training

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Zach Johnson, EIT has worked in the engineering industry for over 14 years. Over this time, he has been involved in all project phases from civil engineering, design, and cost estimating to materials testing, construction inspections, and construction labor. Most recently, Zach has been designing and permitting industrial and residential sites from conception to completion. He utilizes AutoCAD Civil 3D to design and balance site development projects, prepares plan packages and calculations, and conducts construction administration.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

Tommesenia Floyd Nature-Based Stormwater Memorial Park
Nichols, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Zach, Designer, is providing support for the preparation of design plans to create of a stormwater-based park utilizing nature-based solutions within Battle Park. Funded by a SCOR grant, the project will create a stormwater wetlands and pond to improve storage capacity and reduce flooding within the area, install water quality practices throughout the park, and provide educational opportunities and areas for passive recreation, such as pathways.

b.

(1) TITLE AND LOCATION *(City and State)*

Nichols Downtown Stormwater Resiliency Improvements,
Nichols, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2025	2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Zach, Designer, is helping prepare design plans for stormwater improvements over approximately twenty acres of the Town of Nichols. Funded by a grant, improvements include an improved drainage system and one stormwater management facility to improve storage capacity and reduce flooding within the town.

c.

(1) TITLE AND LOCATION *(City and State)*

Fortune Springs Park Stormwater Improvements
Winnsboro, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Zach, Designer, is providing support for the preparation of design plans to improve the stormwater systems within the Fortune Springs Park and the area around the pool. Funded by a SCOR grant, the 12-acre project includes retrofitting the existing pond to improve storage capacity and reduce flooding within the area, installing water quality practices throughout the park, and creating conveyance improvements around the pool facility.

d.

(1) TITLE AND LOCATION *(City and State)*

Otter Circle Pond and Channel Cleaning and Dredging
Beaufort, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Zach, Designer, is providing design support for the City of Beaufort's removal of accumulated sediment debris from a stormwater pond located within the Otter Circle neighborhood and extending the outfall pipe into a tidal marsh, associated dredging of the outfall area, and regrading of roadside ditches to reestablish positive conveyance. He is responsible for developing a complete plan set, detailed engineer's opinion of probable cost of construction, and project specifications for erosion and sediment control, maintenance of stream flow, excavation, and stabilization.

e.

(1) TITLE AND LOCATION *(City and State)*

Broad Street Pond and Channel Cleaning and Dredging
Beaufort, SC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Zach, Designer, is providing design support for the City of Beaufort's removal of accumulated sediment debris from a stormwater pond located adjacent to 2681 Broad Street. He is responsible for developing a complete plan set, detailed engineer's opinion of probable cost of construction, and project specifications for erosion and sediment control, maintenance of stream flow, excavation, and stabilization. Zach will also prepare a bid package that incorporates the project plans, specifications, bid tabulation, and other required standard contract documents.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Kimberly A. Sitta	**Regulatory Coordination and Permitting**	11	3

15. FIRM NAME AND LOCATION *(City and State)*

McCormick Taylor, Inc. | Charleston, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
M.S., Environmental Studies, College of Charleston B.S., Environmental Science, University of North Carolina at Wilmington	SCDES Certified Erosion Prevention and Sediment Control Inspector, #15863 SCDES Certified Stormwater Plan Reviewer, #648

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Kimberly Sitta has 11 years of environmental science experience. Her current work includes wetland delineations and natural resource surveys, environmental report preparation, mapping and assessment of stormwater assets, and performing environmental compliance and erosion and sediment control inspections. Kim has prepared permit packages for various projects across the state, including the coastal zone, and has extensive experience with 401/404/NPDES permitting, SCDES-BCM requirements, and state and federal agency coordination.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

Berlin G. Myers Parkway Phase III
Dorchester County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2025	2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Kim served as Environmental Construction Inspector for SCDOT/Dorchester County's Berlin G. Myers Parkway Phase II project. Her responsibilities included weekly inspections, coordinating with the prime consultant (Mead & Hunt) to ensure ongoing compliance, coordinating with the SCDOT inspector monthly, and completing weekly compliance reports.

b.

(1) TITLE AND LOCATION *(City and State)*

US 21/178 Bypass Corridor Improvements
Orangeburg County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Kim, Environmental Scientist, is provided support during the environmental analysis and review phase of SCDOT's proposed corridor improvements on US 21/178 Bypass (Joe S. Jeffords Highway). She also led the permit package development that included a USACE SCDOT Regional General Permit and SCDES NPDES Permit.

c.

(1) TITLE AND LOCATION *(City and State)*

Charles/Craven Street and Port Republic/Carteret Street Drainage Improvements
Beaufort, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2025	Ongoing

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Kim, Environmental Scientist, led the permitting process for a drainage improvement project in downtown Beaufort. The permit package included a USACE Nationwide permit, a SCDES Critical Area Permit, a Coastal Zone Consistency Certification, a SCDES NPDES Permit, a SCDOT Encroachment Permit, and a FEMA no-rise certification. Kim also led the coordination with USACE, SCDES, BCM, OCRM and the City of Beaufort.

d.

(1) TITLE AND LOCATION *(City and State)*

Alhambra Hall Improvements
Mount Pleasant, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2025	2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Kim, Environmental Scientist, assisted in the permitting process and C-SWPPP development for the Town of Mount Pleasant's Alhambra Hall improvements. The project is located within one of the eight coastal counties and required a coastal zone consistency certification from SCDES BCM. Kim also conducted weekly NPDES inspections during the construction phase of the project.

e.

(1) TITLE AND LOCATION *(City and State)*

Otter Circle Drainage Improvements
Beaufort, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Kim, Environmental Scientist, is leading the permitting process for stormwater improvements on Otter Circle in Beaufort. The project involves dredging a residential stormwater pond, extending two outfall pipes, and dredging and stabilizing the new outfall. The permit package will include a USACE Nationwide permit, a SCDES Critical Area Permit, and a Coastal Zone Consistency Certification.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Virginia M. Bailey	**NEPA and Environmental Documentation Lead**	28	27

15. FIRM NAME AND LOCATION *(City and State)*

McCormick Taylor, Inc. | Harrisburg, PA

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
B.S., Environmental Resource Management, Pennsylvania State University Graduate Certificate, Historic Preservation, University of Kentucky	

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Virginia Bailey has 28 years of environmental transportation experience. She is a National Environmental Policy Act (NEPA) expert, regularly serving in preparation, review, and policy development roles. She has extensive expertise in Planning and Environmental Linkages (PEL) studies, Categorical Exclusion (CE), Environmental Assessment (EA), and Environmental Impact Statement (EIS) documentation and regulatory compliance; Section 4(f); Section 106; socioeconomic analysis; agency coordination; public involvement; and training.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

US 21/178 Bypass Corridor Improvements
Orangeburg County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Virginia served as the Environmental Documentation Lead for corridor improvements on US 21/178 Bypass (Joe S. Jeffords Highway). She supported SCDOT during the NEPA process by managing the team's environmental field surveys, environmental analysis and review, and environmental documentation (CE and Environmental Commitment Form) tasks.

b.

(1) TITLE AND LOCATION *(City and State)*

Mon/Fayette Expressway, PA Route 51 to I-376
Allegheny County, PA

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Virginia serves as Project Manager and NEPA Lead for the environmental services contract for the PA Turnpike's new tolled Mon/Fayette Expressway project. She led the development of multiple Final EIS Reevaluation documents, including a logical termini and independent utility memorandum, purpose and need and alternatives analyses, environmental resource inventory updates, impact analysis, mitigation, and agency coordination.

c.

(1) TITLE AND LOCATION *(City and State)*

SR 0083 Section 078 Eisenhower Interchange Reconstruction
Dauphin County, PA

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Virginia is the Senior NEPA/Section 4(f) Advisor for the proposed widening of I-83. Her responsibilities include NEPA planning process oversight of the purpose and need, alternatives analyses, impact assessment, mitigation, agency coordination, and public involvement. She reviewed the draft/final environmental documents, EA, draft/final individual Section 4(f) evaluations, and Findings of No Significant Impact (FONSI) document.

d.

(1) TITLE AND LOCATION *(City and State)*

US 219 Planning and Environmental Linkages (PEL) Study
Garrett County, MD and Somerset County, PA

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Virginia was the Senior NEPA Advisor for MDOT SHA's US 219 Improvement Project PEL Study. She served in an advisory role to the McCormick Taylor team on how the PEL study should be conducted to inform and be able to be utilized/relied upon entering NEPA later, including purpose and need, logical termini/independent utility, alternatives analyses, field collection, and analysis of community, natural, and cultural environmental features. The PEL determined what stand-alone projects with independent utility/logical termini existed.

e.

(1) TITLE AND LOCATION *(City and State)*

FHWA NHI NEPA and Section 4(f) Course Instruction
Nationwide

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

For 10 years, Virginia was a Classroom Instructor for the National Highway Institute's (NHI) "NEPA and the Transportation Decision Making Process," "Advanced Seminar: Navigating the NEPA Maze," and "Applying Section 4(f): Putting Policy into Practice" courses. As a NEPA and Section 4(f) subject matter expert, she instructed these courses in over 20 states, including the Section 4(f) course hosted by SCDOT.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE a. TOTAL	14. YEARS EXPERIENCE b. WITH CURRENT FIRM
Joshua D. Kozlowski	**Noise and Air Assessments Lead**	25	3

15. FIRM NAME AND LOCATION *(City and State)*

McCormick Taylor, Inc. | Glen Allen, VA

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
B.S., Geophysics, The Ohio State University	FHWA Traffic Noise Model Training

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Josh Kozlowski has 25 years of noise abatement experience, managing and conducting transportation noise analyses for planning level NEPA studies and final design level noise analyses, including design-build projects. He leads the development of noise models using FHWA's Traffic Noise Model (TNM), conducts ambient noise measurements, designs and evaluates potential noise abatement measures, and modeling for noise compatible planning. He also manages the noise and air quality group, as well as several statewide on-call noise contracts in other states.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

US 21/178 Bypass Corridor Improvements
Orangeburg County, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Josh, Senior Noise Analyst, conducted a preliminary design noise analysis for SCDOT's widening of the US 21/178 Bypass. Work involved the post-processing of existing noise measurements, loudest hour development, noise model creation, and predicting future noise levels for the build alternative, assess noise impacts, and completed the technical noise report .

b.

(1) TITLE AND LOCATION *(City and State)*

I-64 Hampton Roads Express Lanes (HREL) Segment 4C
Hampton Roads, VA

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Josh was a Senior Noise Analyst for a Final Design Noise Analysis to evaluate the widening of I-64 for approximately 2.5 miles, consisting of converting three EB and WB general purpose lanes in each direction into two HOT lanes and two GP lanes in each direction. Nine noise barrier systems were evaluated and five were found to be feasible and reasonable. Josh was involved with the coordination of noise tasks, noise model development, noise abatement design and evaluation for barriers ABCD, EKLM, F2, H, and N,

c.

(1) TITLE AND LOCATION *(City and State)*

I-81 Widening MM 136.6 to MM 141.8
Roanoke County, VA

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Josh was a Senior Noise Analyst for a Final Design Noise Analysis for VDOT's proposed capacity increase of I-81. Based on the revised roadway plans, a final design noise analysis was conducted, including the design and evaluation of noise abatement for design year noise impacts, development of the noise report, and evaluation of potential engineering conflicts associated with the construction noise barriers. Josh was responsible for the design and evaluation of potential noise barriers, resulting in three feasible and reasonable noise barriers (systems).

d.

(1) TITLE AND LOCATION *(City and State)*

U-5751, US 401 Intersection
Wake County, NC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2023	N/A

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Josh, Senior Noise Analyst, prepared a Traffic Noise Report for NCDOT's proposed roadway and intersection improvements at US 401/NC 55 and US 401/NC 42. He coordinated project deliverables, revised the existing and future design year noise models, assessed noise impacts and abatement options for three build alternatives, and served as the primary author of the noise report. Josh was responsible for the design and evaluation of potential noise barriers, resulting in seven feasible and reasonable noise barriers for each alternative.

e.

(1) TITLE AND LOCATION *(City and State)*

S-107 (Butler Road) Reconstruction
Greenville County, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Josh was a Senior Noise Analyst for a Preliminary Noise Study to evaluate SCDOT's proposed 1.75-mile-long improvements to Butler Road. He coordinated project deliverables, prepared revised traffic inputs for TNM, revised the existing and future design year noise models, and assessed noise impacts and abatement options. Work was completed under an extremely compressed project schedule to ensure FHWA approval of the noise study, as well as approval of the overall environmental document.

Hassan Ismail, PhD, PEE. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE a. TOTAL	b. WITH CURRENT FIRM
Aaron G. Bertoldi, PE	**Structural Design Lead**	19	9

15. FIRM NAME AND LOCATION *(City and State)*

McCormick Taylor, Inc. | Baltimore, MD

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
M.S., Civil and Environmental Engineering, West Virginia University B.S., Civil and Environmental Engineering, West Virginia University	Professional Engineer, South Carolina, #35855

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Aaron Bertoldi, PE has 19 years of professional experience designing bridge and roadway structures and two years of experience researching high performance steel bridges as part of a FHWA research project. He is well-versed in AASHTO bridge design specifications and has experience calculating bridge load ratings, both analytically and experimentally, through structural instrumentation. Aaron is experienced in preparing design basis statements, alternative studies, bridge plans, design calculations, quantities, time and cost estimates, and special provisions.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Penn Branch Stabilization**, Columbia, SC

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2021; CONSTRUCTION *(If applicable)*: 2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Aaron was the Structural Engineer for the City of Columbia's Penn Branch Stabilization Project, which included a field assessment of 5,000 feet of existing masonry gravity retaining walls, final assessment report with repair and replacement recommendations and cost estimates, and final design of a permanent soldier beam and lagging wall. He provided concrete lagging design, soldier beam design, and concrete stream protection detailing.

b.

(1) TITLE AND LOCATION *(City and State)*: **SR 0381 over Youghiogheny River**, Ohiopyle, PA

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2019; CONSTRUCTION *(If applicable)*: 2020

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Aaron was the Structural Engineer for PennDOT's full superstructure replacement and substructure rehabilitation of a six-span, multi-beam bridge over Youghiogheny River. Responsibilities included analysis of bridge piers for the replacement superstructure, design and detailing of new concrete pier caps, load rating of the superstructure for staged construction, and design of a temporary superstructure support beam.

c.

(1) TITLE AND LOCATION *(City and State)*: **Inwood Iron Bridge Relocation, Rehabilitation, and Replacement**, Jonestown, PA

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2019; CONSTRUCTION *(If applicable)*: 2020

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Aaron was the Structural Engineer for the rehabilitation and relocation of a historically significant PennDOT truss bridge. Responsibilities included inspection, peer review of load ratings, erection and dismantling plans, timber deck and handrail calculations, truss bearing and anchorage calculations, pier design calculations, and quantities and cost estimates. He also designed the abutment, wingwalls, stringer bearings, and stringer anchorages.

d.

(1) TITLE AND LOCATION *(City and State)*: **MD 5 Improvements, Phase 1B**, Leonardtown, MD

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2019; CONSTRUCTION *(If applicable)*: 2023

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Aaron was the Structural Engineer for the design of six cast-in-place concrete culverts as part of MDOT SHA's MD 5 widening and roadway improvement and stream relocation project in St. Mary's County. His responsibilities included geometric layout of the structures, structural design of the walls and foundations, and preparation of final plans, specifications, quantities, and cost estimates.

e.

(1) TITLE AND LOCATION *(City and State)*: **B&P Tunnel Replacement Project**, Baltimore, MD

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2017; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Aaron, Structural Engineer, performed preliminary engineering services for the replacement of Amtrak's 140-year-old Baltimore Potomac (B&P) Tunnel. He was responsible for the initial track staging for all railroad underpass structures in West Baltimore, inspection and condition assessment of all bridges and walls, and 30% structural design of three steel girder bridges to replace existing through-girder structures.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE a. TOTAL	14. YEARS EXPERIENCE b. WITH CURRENT FIRM
Matthew A. Sosnowski, PE, PTOE	**Traffic Engineering and Studies Lead**	34	27

15. FIRM NAME AND LOCATION *(City and State)*

McCormick Taylor, Inc. | Baltimore, MD

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
B.S., Civil Engineering, Pennsylvania State University	Professional Engineer, Maryland, #25858 Professional Traffic Operations Engineer, #984

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Matt Sosnowski, PE, PTOE has 34 years of experience in traffic and transportation planning, analysis, and design. He has managed a variety of projects with responsibilities that have included traffic signal timing and phasing analyses; transportation modeling and simulation; capacity and level of service analyses; intersection and highway safety projects; signal warrant evaluations; traffic impact studies; parking studies; signal, signing, and pavement marking design; maintenance of traffic plan development; and public involvement.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

US 21/178 Bypass Corridor Improvement Project
Orangeburg County, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Matt served as the Project Traffic Engineer for SCDOT's 1.5-mile corridor widening project along US 21/178 Bypass (Joe S. Jeffords Highway). He was responsible for coordination of traffic data collection, corridor safety assessment, traffic operations analysis using Synchro and SimTraffic, development of design year traffic forecasts, assessment of access management considerations, and preparation of a comprehensive Traffic Safety and Operations Report. Matt is also prepared maintenance of traffic (MOT) and signing and pavement marking plans and supported the public involvement efforts.

a.

(1) TITLE AND LOCATION *(City and State)*

US 1 at Kit Kat Road Intersection Improvements
Howard County, MD

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
Ongoing	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Matt, Project Traffic Engineer, is responsible for traffic engineering design MDOT SHA's widening of US 1 and intersection improvements. Design included full traffic signal reconstruction. He also completed signing and pavement marking upgrades and a multistage MOT plan. Construction services are being performed now, to include partnering, progress, field, and utility meetings; responding to RFIs; and shop drawing reviews.

b.

(1) TITLE AND LOCATION *(City and State)*

Eutaw Street Bike Facility Design
Baltimore, MD

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Matt is the Project Manager for introducing a bicycle lane to approximately two miles of Eutaw Street for the City of Baltimore. His responsibilities involve research on bike lane configurations and operations, including median facilities; development of preliminary design concepts; presentation of concepts at public meetings; and integration of comments into the development of design plans for the recommended configuration.

d.

(1) TITLE AND LOCATION *(City and State)*

MD 30 Business (North Woods Trail to CSX Railroad)
Carroll County, MD

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2021	2021

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Matt, Lead Traffic Engineer, was responsible for traffic signal, signing and pavement marking, and MOT design for MDOT SHA's 1.5-mile-long streetscape project along MD 30. Design activities were closely coordinated with roadway, sidewalk, drainage, and lighting improvements throughout the project limits. Matt also provided construction services, including responding to RFIs, as well as shop drawing, plan, and catalog cut reviews.

e.

(1) TITLE AND LOCATION *(City and State)*

Kiawah Island Parkway Improvements
Kiawah Island, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2019	2020

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Matt was the Project Traffic Engineer responsible for the development of multi-phase traffic control and construction staging plans and pavement marking and signing plans for improvements to the Town of Kiawah Island's parkway. This was a two-mile resurfacing project that included widening for turn lanes at several intersections. Maintenance of an adjacent multi-use trail during construction was a critical consideration in the plan development.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE a. TOTAL	14. YEARS EXPERIENCE b. WITH CURRENT FIRM
David Lukac, PLS, EIT	**Topographic Survey Lead**	20	4

15. FIRM NAME AND LOCATION *(City and State)*

McKim and Creed, Inc. | Greenville, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, The Citadel	Professional Land Surveyor: SC #28600

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

David is a Professional Land Surveyor and leader with over two decades of surveying and engineering working experience in various locations throughout the US such as the Midwest, Southeast, and as far west as Arizona. Throughout his career, David has directed and completed a wide range of projects in various areas of survey including transportation, military bases, airports, topographic and boundary surveys, SUE, and static scanning. His managerial tasks include supervising and directing survey field and office staff, managing project timelines, finances, and reviewing project files.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

Stormwater System Repair
Beaufort, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

McKim & Creed provided professional surveying and Closed-Circuit Television (CCTV) services as a subconsultant to CEMS for Storm Pipe Assessment and Stormwater System Repairs for MCAS Beaufort. The services included an existing conditions survey of the selected underground storm utilities and the area within the provided survey boundary around Building 601. McKim & Creed also provided CCTV and visual inspection/assessment services to assist CEMS in the design portion of the project scope of work and to determine any maintenance/repair deficiencies in the stormwater system.

b.

(1) TITLE AND LOCATION *(City and State)*

Parris Island MCRD 7-Building Demolition Survey
Beaufort County, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

David, Geomatics Director, managed all surveying services at the Marine Corps Recruit Depot on Parris Island for a project involving seven buildings scheduled for decommissioning. He oversaw the comprehensive documentation of existing site conditions, including the precise location of all underground utilities servicing each building. His team established accurate horizontal and vertical control, conducted detailed topographic surveys, and performed subsurface utility investigations to ensure all critical infrastructure was identified and mapped. The resulting deliverables included high-resolution topographic and utility base maps in AutoCAD format, providing the base's engineering staff with the essential data needed to plan safe, efficient, and coordinated demolition sequences while minimizing risk to surrounding facilities and infrastructure.

c.

(1) TITLE AND LOCATION *(City and State)*

Jet Cell Demolition
Beaufort, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

As Geomatics Director, David led the surveying of existing site conditions and the comprehensive location of all underground utilities servicing Building 1269 (Test Jet Cell) at Marine Corps Air Station Beaufort in preparation for demolition. His team established precise horizontal and vertical control networks to ensure survey accuracy, conducted detailed topographic mapping around the jet cell structure, and performed thorough utility investigations to identify and document all subsurface infrastructure. The final deliverables included high-quality CAD files and mapping products, providing essential data to support the safe removal of hazardous infrastructure and facilitate a smooth demolition process.

d.

(1) TITLE AND LOCATION *(City and State)*

Four Building Demolition Survey
Beaufort County, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2022	N/A

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

As Geomatics Director, David led survey efforts to document existing site conditions and utilities for four buildings (618, 1036, 1062, 1067) slated for demolition at Marine Corps Air Station Beaufort. He coordinated subsurface utility engineering investigations to accurately locate and map all underground utilities serving each structure, ensuring critical service connections were identified prior to demolition. David's team established precise horizontal and vertical survey control, conducted detailed topographic mapping of the building footprints and surrounding areas, and produced comprehensive as-built drawings. These deliverables clearly depicted utility service connections and structural limits, providing essential guidance for demolition contractors to safely and efficiently remove the buildings while minimizing risk to existing infrastructure.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE a. TOTAL	14. YEARS EXPERIENCE b. WITH CURRENT FIRM
David Cunha	**SUE Lead**	20	3

15. FIRM NAME AND LOCATION *(City and State)*

McKim and Creed, Inc. | Greenville, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
A.S., Management, St. Petersburg College	

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

David has over a decade of experience in the subsurface utility engineering (SUE) field. He is responsible for overseeing projects related to the identification, mapping, and management of subsurface utilities. David's role is crucial in ensuring the safety and efficiency of construction projects by mitigating the risks associated with underground utilities.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

Downtown Beaufort Drainage Project
Beaufort, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

David served as Project Manager for McKim & Creed's Quality Level A, B, C, and D SUE services for the South Carolina Office of Resilience's Downtown Beaufort Drainage Project. The team conducted a thorough Quality Level B investigation throughout downtown Beaufort. Prior to fieldwork, McKim & Creed performed comprehensive record utility research. Quality Level A vacuum excavation was performed to verify utilities in key areas.

b.

(1) TITLE AND LOCATION *(City and State)*

Greer Mill Quality Level B SUE
Greenville, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

David served as Project Manager for McKim & Creed's Quality Level B SUE services for the Greer Mill located outside of Greenville. The primary objective of this project was to accurately map and locate underground utilities within the project area to minimize the risk of conflicts and costly delays during construction. This involved utilizing advanced technologies such as ground-penetrating radar, electromagnetic induction, and utility records research to gather comprehensive data on the location, depth, and condition of existing utilities.

c.

(1) TITLE AND LOCATION *(City and State)*

Clark Street Sidewalk and Roadway Improvements
Greenville, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

David served as Project Manager for McKim & Creed's Quality Level B SUE services to determine the horizontal locations of underground utilities. The project included gravity sewer service laterals, as requested. The firm surveyed Quality Level B SUE utility markings and drafted an AutoCAD deliverable of all utility lines discovered during the SUE investigation. The survey work adhered to the Standards of Practice for Land Surveying in South Carolina and was prepared in accordance with the Standards of Practice for Surveying, Code of Regulations – Chapter 49, Article 4. Horizontal survey control was referenced to the South Carolina Grid NAD 83, and vertical survey control was referenced to NAVD88.

d.

(1) TITLE AND LOCATION *(City and State)*

Wellford Elementary and Abner Creek Middle Schools Utility Locating
Greer, SC

(2) YEAR COMPLETED PROFESSIONAL SERVICES	(2) YEAR COMPLETED CONSTRUCTION *(If applicable)*
2024	N/A

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

David served as Project Manager for McKim & Creed's Partial Quality Level B SUE services to confirm horizontal locations of requested utilities in certain areas at both Wellford Elementary School and Abner Creek Middle School. Utilities were designated through the use of electromagnetic locating equipment and ground penetrating radar for the addition of a new turning lane at Wellford and for construction activities around the new Abner Creek Middle School campus.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Andy Whitfield, PE	**Geotechnical Exploration Lead**	24	11

15. FIRM NAME AND LOCATION *(City and State)*

F&ME Consultants, Inc. | Columbia, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
B.S., Civil Engineering, Georgia Institute of Technology	SC Professional Engineer, #25934

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

ACI Concrete Field Testing Technician – Grade I (#01069389)
PDCA Dynamic Measurement and Analysis Proficiency - Intermediate
SCDOT Concrete Field Technician - Level 1 & 2 (#421-P1-1003)

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

Fortune Springs Stormwater Project
Fairfield County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

As Senior Geotechnical Engineer, Mr. Whitfield provided high-level coordination and management of FME services delivered on the project. His responsibilities also included assisting with development of the boring plan for FME's subsurface investigation. FME performed a geotechnical subsurface investigation and laboratory testing for proposed stormwater improvements inside Fortune Springs Park and funded by grants from the South Carolina Office of Resilience and American Rescue Plan Act.

b.

(1) TITLE AND LOCATION *(City and State)*

Tommesenia Floyd Nature-Based Stormwater Memorial Park
Marion County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

As Senior Geotechnical Engineer, Mr. Whitfield provided high-level coordination and management of FME services delivered on the project. FME conducted a subsurface investigation and laboratory testing for South Carolina Office of Resilience and American Rescue Plan Act grant funded stormwater improvements for the Town of Nichols, which consist of the creation of a six-acre nature-based stormwater park.

c.

(1) TITLE AND LOCATION *(City and State)*

Lige Green Street Stormwater Improvement Project Phase 1 and 2
York County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

As Senior Geotechnical Engineer, Mr. Whitfield provided high-level coordination and management of FME's geotechnical services performed and led the development of FME's Final Roadway Geotechnical Engineering Report. FME performed a subsurface exploration and laboratory testing in preparation for proposed stormwater improvements to Rock Hil's South Central and Flint Hill neighborhoods, funded through a South Carolina Office of Resilience grant.

d.

(1) TITLE AND LOCATION *(City and State)*

Laurens County Stormwater Improvements
Laurens County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

As Senior Geotechnical Engineer, Mr. Whitfield provided high-level coordination and management of FME's geotechnical services performed and led the development of FME's Final Roadway Geotechnical Engineering Report. FME provided geotechnical services for the Laurens County Stormwater Infrastructure Projects under the South Carolina Office of Resilience's American Rescue Plan Act Stormwater Infrastructure Program. The project involved stormwater improvements to two key areas: Sullivan Road in northern Laurens County and the Wattsville community. Services included subsurface investigation, geophysical testing, laboratory testing, and pavement design.

e.

(1) TITLE AND LOCATION *(City and State)*

Charles/Craven Street and Port Republic/Carteret Street Drainage Improvements
Beaufort County, SC

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	Ongoing

(3) DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

As Senior Geotechnical Engineer, Mr. Whitfield provided high-level coordination and management of FME's geotechnical services performed, performed geotechnical analysis, and led the development of FME's Geotechnical Exploration Report. FME performed subsurface investigation, as well as soil and groundwater assessment, for the downtown drainage and is providing construction phase support services. County and the Wattsville community. Services included subsurface investigation, geophysical testing, laboratory testing, and pavement design.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Summer Frost	**Right-of-Way Lead**	12	12

15. FIRM NAME AND LOCATION *(City and State)*

Freehold Focus, LLC. | Charleston, SC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
B.S., Business Administration, California Coast University	

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Summer is a dynamic professional with 12 years of experience in project management and as a Right-of-Way/Relocation Agent. She holds a bachelor's degree of Science in Management and a SC Broker-In-Charge License (#96831). Summer is knowledgeable of SCDOT's Right-of-Way Division's Policy and Procedures Manual, The Uniform Relocation Assistance, and Real Property Acquisition Policies Act.

19. RELEVANT PROJECTS

a.

TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
S-20 (Main Road) Intersection Improvements, Segment A Charleston County, SC	2025	Ongoing

BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Summer assisted Charleston County with the acquisition of the necessary right-of-way for intersection improvements on S-20 (Main Road) from south of S-54 (River Road) to just south of S-57 (Bees Ferry Road) at S-20 (Main Road). The project's primary purpose is to increase capacity, reduce congestion, and improve pedestrian connectivity and safety. This project consists of over 150 tracts, and Summer has worked with individual landowners, Charleston County, and the South Carolina Department of Transportation (SCDOT) to propel this project towards completion.

a.

TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
S-28 (Camp Road) and S-94 (Fort Johnson Road) Roundabout Intersection Improvements Charleston County, SC	2024	2025

BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Summer assisted Charleston County to acquire the right-of-way needed for a roundabout to improve the intersection of Ft. Johnson Road (S-94) and Camp Road (S-28). Located in the Town of James Island. The primary goal of this project is to increase safety for all modes of transportation while improving traffic flow.

b.

TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Mathis Ferry Road Multi-Use Trail Mount Pleasant, SC	2026	Ongoing

BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Summer and her team acquired the necessary right-of-way to facilitate this multi-use trail project for the Town of Mount Pleasant. The Mathis Ferry Road Multi-Use Trail will improve pedestrian connectivity and safety along the corridor, enhancing accessibility for both recreational and commuter use.

d.

TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Scanlonville Multi-Use Trail Mount Pleasant, SC	2026	Ongoing

DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Summer and her team acquired the necessary right-of-way to facilitate this multi-use trail project for the Town of Mount Pleasant. The Scanlonville Multi-Use Trail was designed to improve pedestrian connectivity and safety, promoting active transportation and enhancing community accessibility.

e.

TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Pump Station 4 and Force Main Upgrades Dorchester County, SC	2024	Ongoing

BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Summer and her team assisted Dorchester County with securing Utility Easements for a new sewer line along Orangeburg Road. Beginning at a pump station on West Butternut Road and continuing down Orangeburg Road, this 4-mile project consisted of approximately 98 parcels. The project's primary purpose is to increase capacity. This project consists of approximately 98 tracts. Summer and her team worked with individual landowners and Dorchester County to propel this project towards completion.

3

WORK HISTORY AND REFERENCES

CITY OF BEAUFORT STORMWATER ON-CALL SERVICES

BEAUFORT, SC | 2020-PRESENT

McCormick Taylor is currently working under the City of Beaufort's Professional Civil Engineering and Related Services Indefinite Delivery Contract (IDC) for drainage and stormwater related engineering services.

Broad Street, Battery Creek Road, Southside Park at Battery Creek Road, and West Royal Oaks Drive Channel Cleaning and Dredging Projects

McCormick Taylor prepared plans, cost estimate, specifications, and associated National Pollutant Discharge Elimination System (NPDES) and South Carolina Department of Environmental Services (SCDES) Bureau of Coastal Management (BCM) Coastal Zone Consistency applications for the removal of accumulated sediment and debris from four locations within the Greater Mossy Oaks Drainage Basin. In addition to engineering, we conducted an environmental survey and submitted a SCDES BCM Critical Area permit, United States Army Corps of Engineers (USACE) Individual Permit, South Carolina Department of Transportation (SCDOT) encroachment permit, and SCDES Notice of Intent (NOI) for each project.

Otter Circle Drainage Improvements

McCormick Taylor prepared plans, a cost estimate, specifications, and associated NPDES and SCDES BCM Coastal Zone Consistency applications for the removal of accumulated sediment and debris from within the Otter Circle stormwater pond, as well as improvements to the drainage facility in the vicinity of the pond. Work includes placing a drainage pipe in front of 1149 Otter Circle, cleaning existing grass swales upstream from this location to ensure positive conveyance and the extension of the stormdrain outfall. Our team completed a topographic survey, environmental survey, hydrologic and hydraulic modeling, NOI and Stormwater Pollution Prevention Plan (SWPPP) development, Federal Emergency Management Agency (FEMA) floodplain coordination.

Stormwater Plan Reviews

McCormick Taylor is currently working under the City of Beaufort's Professional Civil Engineering and Related Services on-call for drainage and stormwater related engineering services. Since 2021, McCormick Taylor has been providing stormwater and erosion and sediment

control plan reviews on proposed developments. Plans are reviewed to ensure they meet SCDES BCM and USACE wetland and waters of the United States requirements, as well as the Southern Lowcountry Stormwater Design Manual guidelines. After reviewing SWPPP, site plans, and anticipated stormwater management facilities, we provide comments or recommend approval on behalf of the City. As part of this process, our staff coordinates directly with applicants to address questions about the stormwater requirements and participates in weekly pre-design meetings. At construction completion, McCormick Taylor conducts a Notice of Termination (NOT) closeout inspection to determine if the stormwater facilities were constructed as intended and that the site has adequate permanent stabilization in place.

Drainage Complaint Investigations

McCormick Taylor addresses drainage concerns reported by property owners as needed.

SUMMARY

CONTACT: Curt Freese, Community Development Director, City of Beaufort, 843-525-7012, cfreese@cityofbeaufort.org

CONTRACTED BUDGET: $145,000

KEY STAFF INVOLVED: Jason Hetrick, Nelson Werber, Kim Sitta Zach Johnson, Jackie Welles, Brian Roberts, Joe Knieriem

CHARLES/CRAVEN AND PORT REPUBLIC/CARTERET DRAINAGE IMPROVEMENTS

BEAUFORT, SC | 2023-PRESENT

McCormick Taylor prepared construction plans and an advertisement package for stormdrain improvements along Charles Street (from Craven Street to the harbor) and along Port Republic Street (from Scott Street to the Beaufort River) for the City of Beaufort. Several side streets, such as Craven Street and North Street, are included in the project, as well as intersections with Carteret Street and Bay Street.

Funded by a grant from the South Carolina Office of Resilience's (SCOR) American Rescue Plan Act (ARPA) Stormwater Infrastructure Program (ASIP), the project is comprised of 3,300 linear feet of South Carolina Department of Transportation (SCDOT) roads and right-of-way and the City's waterfront park. Included with the project are new and enlarged stormdrain pipe, new drainage inlets and drainage structures, and flap gates to limit tidal water intrusion into the system. Additionally, the project involves resurfacing the roadways within the project limits and replacement of curbs, sidewalks, and ADA (American Disabilities Act) ramps impacted by the drainage system installation.

McCormick Taylor's team provided field surveys, utility coordination, subsurface utility engineering (SUE), geotechnical investigations, hydrologic and hydraulic design, public involvement, benefit cost analysis, environmental documentation, permitting, downstream impact analysis, maintenance of traffic, signing and pavement marking, and roadway restoration.

McCormick Taylor developed two-dimensional (2D) hydrologic and hydraulic models using PCSWMM, prepared roadway drainage designs, performed hydrologic and hydraulic engineering and design, and prepared an erosion and sediment control plan. Stormwater management to meet the Southern Lowcountry Regional Board (SoLoCo) requirements were implemented. As the project falls within SCDOT right-of-way, SCDOT design standards were utilized.

McCormick Taylor also prepared and submitted the required environmental permit packages with the United States Army Corps of Engineers (USACE), City of Beaufort, South Carolina Department of Environmental Services (SCDES), SCDES Bureau of Coastal Management (BCM), and Federal Emergency Management Agency (FEMA).

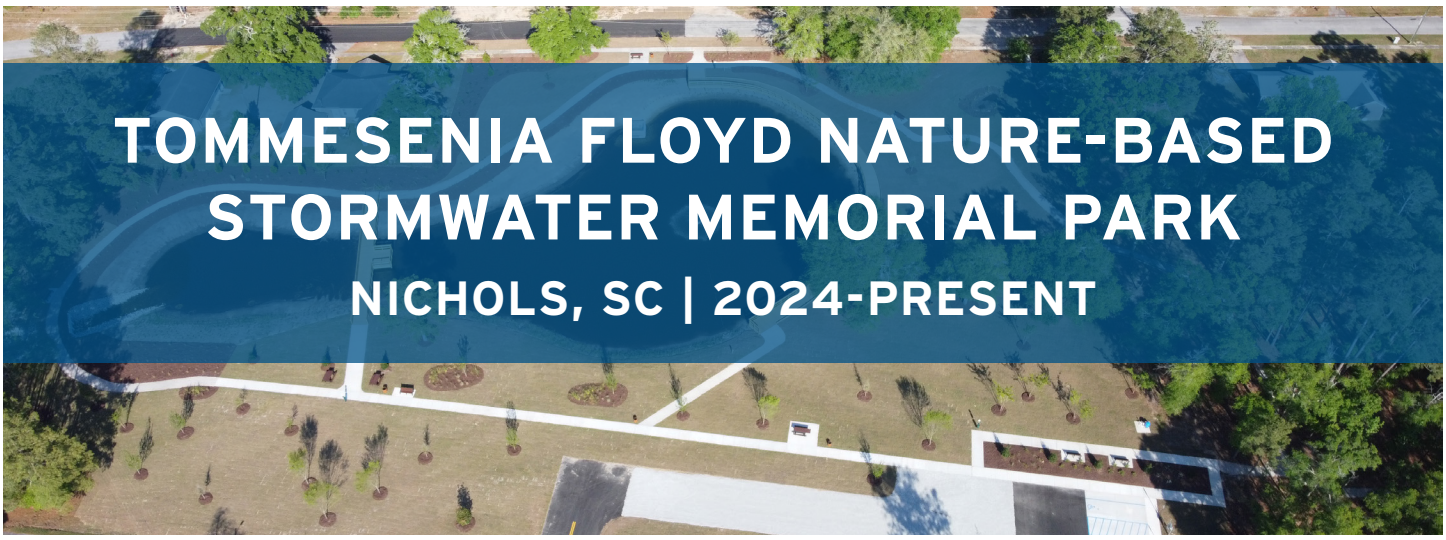
McCormick Taylor is currently providing construction phase administration services and coordinating with ongoing projects elsewhere in the Beaufort peninsula.

SUMMARY

CONTACT: Shauna Webb, Infrastructure Project Manager, SCOR, 803-904-3045, shauna.webb@scor.sc.gov

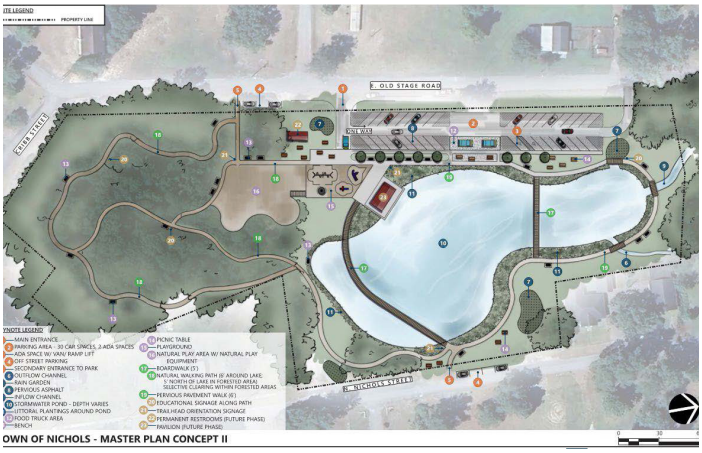
CONTRACTED BUDGET: $478,000

KEY STAFF INVOLVED: Amanda Balkus, Jason Hetrick, Hassan Ismail, Zach Johnson, Kim Sitta, Jackie Welles, Nelson Werber Matt Sosnowksi, Josh Cohen, Andy Whitfield



TOMMESENIA FLOYD NATURE-BASED STORMWATER MEMORIAL PARK

NICHOLS, SC | 2024-PRESENT



McCormick Taylor provided engineering and design for the creation of a stormwater-based park utilizing nature-based solutions within the previous Head Start school grounds on behalf of the South Carolina Office of Resilience (SCOR). The site was comprised of approximately 14 acres and consisted of the Town of Nichols' property and South Carolina Department of Transportation (SCDOT) right-of-way.

Funded by a grant from the American Rescue Plan Act (ARPA) Stormwater Infrastructure Program (ASIP), the project included creating stormwater wetlands and a pond to improve storage capacity and reduce flooding within the area, as well as installing water quality practices throughout the park. Additional improvements included providing educational opportunities and areas for passive recreation, such as pathways.

McCormick Taylor's team provided field surveys, utility coordination, subsurface utility engineering (SUE), geotechnical investigations, hydrology and hydraulic design, development of a two-dimensional (2D) PCSWMM model, public involvement, benefit-cost analysis (BCA), environmental documentation, permitting, downstream impact analysis, maintenance of traffic, signing and pavement marking, and development of final plans- and an advertisement package. We also provided construction support.

Following completion, the park was named Tommesenia Floyd Nature-Based Stormwater Memorial Park, honoring the life and legacy of Mrs. Tommesenia Floyd, the first African American council member in Nichols. The new park not only serves as a community space for reflection, recreation, and learning, but also as an innovative nature-based stormwater project designed to protect and strengthen the Town's resilience against flooding.

SUMMARY

CONTACT: Samantha Brooks, Infrastructure Project Manager, SCOR, 803-354-1261, samantha.brooks@scor.sc.gov

CONTRACTED BUDGET: $170,000

KEY STAFF INVOLVED: Amanda Balkus, Jason Hetrick, Hassan Ismail, Zach Johnson, Kim Sitta, Jackie Welles, Brian Roberts, Andy Whitfield

NICHOLS DOWNTOWN STORMWATER RESILIENCY IMPROVEMENTS

NICHOLS, SC | 2024-PRESENT

McCormick Taylor completed engineering design and construction plans for stormwater and streetscape improvements throughout the Town of Nichols. Funded through the South Carolina Infrastructure Investment Program (SCIPP), the $2.5 million project area is comprised of approximately twenty acres and consists of the Town's property, privately-owned property, and South Carolina Department of Transportation (SCDOT) right-of-way.

Work includes an improved drainage system, bioretention bumpouts, a stormwater pond, extensive landscaping, and the conversion of brownfield areas into two passive parks to reduce flooding within the town, as well as the replacement of sidewalk and curbs and pavement restoration. The project also involves the creation of a passive pocket park with a small wet pond, seating areas, and pervious walking paths, and a new "Alley" walking path that connects two streets together with seating areas and pollinator gardens.

McCormick Taylor's team provided project management, grant administration, field surveys, utility coordination, subsurface utility engineering (SUE), geotechnical investigations, hydrology and hydraulic design, permitting, downstream impact analysis, maintenance of traffic, signing and pavement marking, and plan and advertisement package development. Permitting consisted of a South Carolina Department of Environmental Services (SCDES) Notice of Intent (NOI)/National Pollutant Discharge Elimination System (NPDES) Permit and SCDOT Encroachment Permits. The project was designed to meet SCDOT requirements.

McCormick Taylor's team is currently providing construction phase administration services and daily inspections and material testing.

SUMMARY

CONTACT: Sandee Rogers, Town Administrator, Town of Nichols, 843-526-2193, rogers@nicholssc.org

CONTRACTED BUDGET: $220,000

KEY STAFF INVOLVED: Amanda Balkus, Jason Hetrick, Hassan Ismail, Zach Johnson, Kim Sitta, Jackie Welles, Brian Roberts, Andy Whitfield

US 21/178 BYPASS CORRIDOR IMPROVEMENTS

ORANGEBURG COUNTY, SC | 2022-Present

McCormick Taylor is providing engineering services and developing construction plans for the widening of US 21/178 Bypass (Joe S. Jeffords Highway), from US 301 (Five Chop Road) and US 178 (Charleston Highway), for approximately 1.5 miles from two lanes to five lanes with curb and gutter and bike and pedestrian accommodations throughout.

McCormick Taylor's work involves project management; environmental documentation (NEPA); environmental permitting; roadway structure (culvert) design and plans; preliminary roadway plans, right-of-way plans, and final roadway construction plans; maintenance of traffic design; final pavement marking plans; hydrology and hydraulic design for roadway drainage; traffic analysis and signal design; utility coordination; subsurface utility engineering (SUE); lighting and electrical design; construction phase services; and design adjustment services.

As part of the project's National Environmental Policy Act (NEPA) process for a Categorical Exclusions (CE), the McCormick Taylor team has conducted initial field surveys and project initiation services by establishing a study area, performing a desktop survey of readily available GIS data, holding agency coordination meetings, and performing wetlands and waters of the United States delineations. Our environmental analysis and review services have included a cultural resources survey, preliminary Section 4(f) and Section 6(f) resources investigation, preliminary noise analysis, environmental site assessment of known hazardous wastes and underground storage tanks, and biological assessment for threatened and endangered species. Additionally, our team developed a Public Involvement Plan to effectively involve the public in the project's decision-making process and hosted Public Information Meetings. As part of the roadway improvements, McCormick Taylor upsized an existing culvert carrying a tributary of Cow Castle Creek. The road crossing is within a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area (SFHA) Zone AE with established base flood elevations. McCormick Taylor began with a previously developed one-dimensional (1D) HEC-RAS model of the creek. Our design team identified pitfalls with the effective hydraulic model and determined that it could not accurately recreate real-world conditions. Considering the flatness of the terrain near the highway, McCormick Taylor determined that a full two-dimensional (2D) HEC-RAS model was needed to predict flow conditions more accurately within the creek, through the culvert, and across the surrounding landscape. As a result of the advanced hydraulic analysis, the proposed culvert opening was reduced in span and height when compared to the preliminarily designed opening. The reduced culvert size prevented the need for substantial redesign of the road profile and adjoining driveways.

The McCormick Taylor team completed traffic data collection, including peak and off-peak intersection turning movement counts, vehicle classification and speed, travel times, gaps, queues, and delays; crash analyses (including use of the Highway Safety Manual); future volume development; capacity analyses using Synchro and SimTraffic; access management evaluations; and preparation of a corridor traffic safety and operations report.

SUMMARY

CONTACT: Alex Bennett, Program Manager, SCDOT, 803-737-3231, bennettja@scdot.org

CONTRACTED BUDGET: $750,000

KEY STAFF INVOLVED: Jason Hetrick, Hassan Ismail, Zach Johnson, Nelson Werber, Kim Sitta Josh Cohen, Virginia Bailey, Matt Sosnowski, Josh Kozlowski, Angela Schreffler, Jim Dorsey, Amanda Balkus, Brian Roberts, Sean Doig

4

SUBCONSULTANTS AND CONTRACTORS

SUBCONSULTANTS AND CONTRACTORS

PROJECT TEAM

For this project, we have partnered with **Freehold Focus** to provide Right-of-Way services, **Render** to provide Landscape Architecture, **McKim and Creed** to provide Topographic Survey and Subsurface Utility Engineering (SUE), **AMT Engineering** to provide Roadway Design and Traffic Management, and **F&ME Consultants** to provide Geotechnical Exploration.

Freehold Focus, LLC is a South Carolina Department of Transportation (SCDOT)–certified Disadvantaged Business Enterprise (DBE) specializing in right-of-way acquisition and easement services. Headquartered in Charleston, South Carolina, the firm proudly serves the Lowcountry region and beyond, bringing local insight, responsiveness, and proven expertise to every project. Freehold Focus provides a full range of right-of-way services, including title coordination, appraisal management, negotiations, relocation assistance, and condemnation support, all delivered with professionalism, precision, and compliance.

Render, LLC is a South Carolina-based landscape architecture firm focused on supporting municipal and public sector clients through coordinated, multidisciplinary design. Led by Ryan Hertzfeld, PLA, the firm brings over 15 years of experience delivering landscape architectural services for public parks, recreational facilities, and community-focused developments.

McKim and Creed, Inc. is one of the largest, most technically advanced full-service geomatics firms in the Southeast. Their team provides airborne and mobile LiDAR/scanning, unmanned aerial systems, subsurface utility engineering (SUE), and hydrographic and conventional surveying services. McKim & Creed has been involved in a range of projects, such as detailed topographic surveying of a busy intersection, obtaining pavement elevations for a drainage study, mapping traffic and pedestrian facilities, and determining the location and elevations of underground utilities.

A. Thomas Morton and Associates, Inc.(AMT) has provided professional planning and engineering; surveying; environmental and water resources; landscape architectural; and construction inspection services to clients since 1955. Today, we continue our tradition of delivering high quality services and developing long-standing relationships. With over 500 employees in 23 offices, AMTtalented engineers, technicians, scientists, surveyors, and design staff work closely together to meet the many and varied needs of our clients. We primarily work with state, county, and municipal agencies throughout the eastern United States.

F&ME Consultants, Inc. (FME) is a South Carolina-owned and operated firm offering a range of geotechnical exploration, analysis, and design services; hazardous materials assessments; materials sampling and AASHTO-accredited laboratory testing; and construction management, construction inspections, and special inspections. Established in 1980, they have offices in Columbia, Port Royal, and Florence. FME's in-house team of licensed engineers, geologists, and technicians has performed geotechnical explorations and design throughout Beaufort County ranging from pavement design to foundation design for structures. FME's professionals have a comprehensive understanding of the prevailing geology, as well as the major factors that influence geotechnical design.

5

REQUIRED FORMS

REQUIRED FORMS

The following required forms can be found on the following pages.

- Certificates of Insurance showing present coverage as described in the “Insurance” section of the General Terms and Conditions.
- Ethics in Public Contracting Certification
- Non-Collusion Affidavit
- Small/Woman-Owned/Minority Business Enterprise Form
- Non-Resident Taxpayer Affidavit (S.S. Department of Revenue I-312)
- RFQ Signature page

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 11/15/2026 | 10/31/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Lockton Companies, LLC DBA Lockton Insurance Brokers, LLC in CA CA license #0F15767 444 W. 47th St., Ste. 900 Kansas City MO 64112-1906 (816) 960-9000 kcasu@lockton.com	**CONTACT NAME:** **PHONE (A/C, No, Ext):** **FAX (A/C, No):** **E-MAIL ADDRESS:**
INSURED 1433830 MCCORMICK TAYLOR, INC. 1818 MARKET STREET 15TH AND 16TH FLOOR PHILADELPHIA PA 19103	**INSURER(S) AFFORDING COVERAGE** — **NAIC #** **INSURER A :** Valley Forge Insurance Company — 20508 **INSURER B :** The Continental Insurance Company — 35289 **INSURER C :** Lexington Insurance Company — 19437 **INSURER D :** National Fire Insurance Co of Hartford — 20478 **INSURER E :** American Casualty Company of Reading, PA — 20427 **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 14936891 **REVISION NUMBER:** XXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	N	N	5090786714	11/15/2025	11/15/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 100,000 $ 15,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
D	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY	N	N	5090786731	11/15/2025	11/15/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ XXXXXXX $ XXXXXXX $ XXXXXXX $ XXXXXXX
B	X **UMBRELLA LIAB** X OCCUR **EXCESS LIAB** CLAIMS-MADE DED RETENTION $	N	N	6056667889	11/15/2025	11/15/2026	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000 $ XXXXXXX
B E	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N: N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	N	5090786728 7094627765	11/15/2025 11/15/2025	11/15/2026 11/15/2026	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C	PROFESSIONAL LIABILITY	N	N	027015050	11/15/2025	11/15/2026	$1,000,000 PER CLAIM/AGG.	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
EVIDENCE OF COVERAGE

CERTIFICATE HOLDER

14936891
EVIDENCE OF COVERAGE

CANCELLATION See Attachment

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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POLICY NUMBER: 5090786731

COMMERCIAL AUTO
CA 20 48 10/13

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED INSURED
COVERED AUTOS LIABILITY COVERAGE

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM
BUSINESS AUTO COVERAGE FORM
MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

This endorsement identifies person(s) or organization(s) who are "insureds" for Covered Autos Liability Coverage under the Who Is An Insured Provision of the Coverage Form. This endorsement does not alter coverage provided in the Coverage Form.

This endorsement changes the policy effective on the inception date of the policy unless another date is indicated below:

Named Insured: MCCORMICK TAYLOR, INC.

Endorsement Effective: 11/15/2025

SCHEDULE

Name of Person(s) or Organization(s):

ANY PERSON OR ORGANIZATION TO WHOM OR WHICH YOU ARE REQUIRED TO PROVIDE ADDITIONAL INSURED STATUS OR ADDITIONAL INSURED STATUS ON A PRIMARY, NON-CONTRIBUTORY BASIS, IN A WRITTEN CONTRACT OR WRITTEN AGREEMENT EXECUTED PRIOR TO LOSS, EXCEPT WHERE SUCH CONTRACT OR AGREEMENT IS PROHIBITED BY LAW.

(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to the endorsement.)

Each person or organization shown in the Schedule is an "insured" for Covered Autos Liability Coverage, but only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured Provision contained in Paragraph A.1. of Section II - Covered Autos Liability Coverage in the Business Auto and Motor Carrier Coverage Forms and Paragraph D.2. of Section I - Covered Autos Coverages of the Auto Dealers Coverage Form.

ETHICS IN PUBLIC CONTRACTING AFFIDAVIT

STATE OF New Jersey)

COUNTY OF Burlington)

Patrick J. Guise, being first duly sworn, deposes and says that:

1. He/She is Chief Visionary Officer (title) for/of McCormick Taylor, Inc. (company/business), the Submitter that has submitted the attached Statement of Qualifications;
2. He/She is legally qualified and capable of signing this affidavit and is authorized to do so by Submitter;
3. He/She is fully informed regarding the preparation and contents of the attached Statement of Qualification and of all pertinent circumstances respecting such Qualification;
4. Such Qualification is genuine and is made without fraud;
5. Neither the said Submitter, nor any of its officers, partners, owners, agents, representatives, employees, or parties in interest has offered or received any kickbacks or inducements from any offeror, suppliers, manufacturer, or subCompany in connection with the offer, and they have not conferred on any public employee, public member, or public official having official responsibility for this procurement or transaction, any payment, loan, subscription, advance, deposit of money, services, or anything of value as defined in Section 8-13-100 of the South Carolina Code of Laws; and
6. Furthermore, neither the Submitter, nor any of its officers, partners, owners, agents, representatives, employees or parties in interest has any relationship with the City, another person, or organization that interferes with fair competition or that constitutes a conflict of interest with respect to a contract with the City.

4/24/2026
DATE

McCormick Taylor, Inc.
COMPANY/BUSINESS

BY: _____
SIGNATURE

CANDI A. CUMMINGS
Notary Public, State of New Jersey
Comm. # 50244535
My Commission Expires 4/10/2031

Patrick J. Guise
PRINTED NAME

SWORN to before me this 24
day of April, 2026

ITS: Chief Visionary Officer
TITLE

Notary Public for NJ (state)
My commission expires: 4/10/31
By: _____ (signature)

NON-COLLUSION AFFIDAVIT OF PRIME SUBMITTER

STATE OF New Jersey)

COUNTY OF Burlington)

Patrick J. Guise, being first duly sworn, deposes and says that:

1. He/She is Chief Visionary Officer of McCormick Taylor, Inc., the Submitter that has submitted the attached qualification;
2. He/She is fully informed respecting the preparation and contents of the attached qualification and of all pertinent circumstances respecting such qualification;
3. Such Qualification is genuine and is not a collusive or sham qualification;
4. Neither the said Submitter nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived, or agreed, directly or indirectly with any other Submitter, company or person to submit a collusive or sham Qualification in connection with the Contract for which the attached Qualification has been submitted or to refrain from proposing in connection with such Contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other submitter, company or person to fix the price or prices in the attached Qualification or of any other submitter, or to secure through any other qualification, or to fix any overhead, profit or cost element of the bid price or the bid price of any other submitter, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Beaufort, SC or any person interested in the proposed contract.

(signed)

Chief Visionary Officer
(title)

SWORN to before me this 24
day of April, 2026

Notary Public for NJ (state)
My commission expires: 4/10/2031
By: (signature)

CANDI A. CUMMINGS
Notary Public, State of New Jersey
Comm. # 50244535
My Commission Expires 4/10/2031

SMALL/WOMAN-OWNED/MINORITY BUSINESS ENTERPRISE FORM	
YOUR COMPANY'S CURRENT STATUS	**SUPPLIER BUSINESS CLASSIFICATIONS**
Is this a small business? Yes [No]	A small business is a business which is independently owned and operated, not dominant in its field of operation, and can qualify under criteria concerning number of employees, average annual receipts, or other criteria as outlined by the Small Business Administration. (See CFR Title 13, Part 121, as amended)
Is this a woman-owned business? Yes [No]	A woman-owned business is a business which is at least 51% owned by a woman or women who also control and operate the business.
Is this a minority-owned business? Yes [No] If Yes, please indicate minority group: ___Asian American ____Black American ___Hispanic American ___Native American	A minority-owned business is a business which is at least 51% owned, controlled and operated by socially and economically disadvantaged individuals. The following groups are among those presumed to be socially and economically disadvantaged: Asian Americans, Black Americans, Hispanic Americans, and Native Americans.
Is this a disabled-owned business? Yes [No]	A disabled-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are disabled.
Is this a veteran-owned business? Yes [No]	A veteran-owned business a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans.
Is this a disabled veteran-owned business? Yes [No]	A disabled veteran-owned business is a business which is at least 51% owned, controlled and operated by an individual or individuals who are U.S. veterans and disabled.
Are the individuals who own, control and operate this business U.S. citizens?	[Yes] No
Is this business a non-profit organization?	Yes [No]
Is this business incorporated?	[Yes] No

CITY OF BEAUFORT
RFQ SIGNATURE PAGE
PROFESSIONAL CIVIL ENGINEERING AND RELATED SERVICES
INDEFINITE DELIVERY CONTRACT
RFQ NO. 2026-106

SUBMITTER'S NAME: McCormick Taylor, Inc.

The undersigned, having become familiar with the existing conditions and the Qualification Scope of Services hereby proposed, agrees to complete the work as described in accordance with the Request for and Contract Documents.

Submitter warrants that no gratuities, in the form of gifts, entertainment, or otherwise, were offered or given by the **Submitter**, to any officer or employee of the City with a view toward securing the contract or securing favorable treatment with respect to any determination concerning the performance of the contract.

This offer is genuine and not made in interest of or on behalf of any undisclosed person, vendor or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; **Submitter** has not directly induced or solicited any other **Submitter** to submit false or sham bid; **Submitter** has not solicited or sought by collusion to obtain for itself any advantage over any other **Submitter** or other **Owner**.

The words, "Bidder", "Submitter", "Submitter", "Vendor", and "Company" are used interchangeably throughout this solicitation, and are used in place of the person, vendor, or corporation submitting a solicitation.

Submitter has examined copies of all documents and of the following addenda (if applicable):

Addendum No.	Date
1	04/21/2026
2 and 3	04/23/2026
4	05/07/2026

Address: Post Office Box: _____ Zip: _____
Street: 1441 Main Street, Suite 305 Zip: 29201
City: Columbia State: South Carolina
Telephone: 803 978 2744 Fax: _____
Email: jmhetrick@mccormicktaylor.com

*Signature: _____ Title: Chief Visionary Officer

Qualifications will not be accepted unless signed in ink (not typed) in the appropriate space by an authorized officer or employee of the bidder.

Printed Name: Patrick J. Guise Date: _____

6

OTHER INFORMATION TO PROVIDE

LITIGATION OR ARBITRATION PROCEEDINGS

Below is McCormick Taylor's litigation or arbitration proceedings over the last five years.

- (2020 to 2024) Farfan et al. v. J.D. Eckman, Inc., et al. v. McCormick Taylor, Inc. et al. (personal injury matter – Philadelphia Court Common Please 181291975 (consolidated)) – McCormick Taylor is an additional defendant along with ten other parties in connection with a traffic accident caused by an intoxicated truck driver whose license had been suspended before the accident. The accident occurred at the start of construction. McCormick Taylor and its subconsultants were involved in preparing portions of the design of the highway/intersection improvement project and portions of the maintenance and protection of traffic. The matter has been resolved by settlement. McCormick Taylor's insurance carrier paid a cost of defense settlement.
- (2021 to 2022) XXXXXX v McCormick Taylor, Inc., et al., Civil Action Docket No. 2:21-CV-4554, United States District Court for the Eastern District of Pennsylvania – This was a dispute with a former employee regarding their terms of employment. This matter has been resolved.
- (2021 to ongoing) Allegheny Construction Company, Inc., v. Town of Christiansburg, Virginia, v. McCormick Taylor, Inc., (Virginia: In The Circuit Court of Montgomery County, Case No. CL21001767-00) - This is a delay claim brought by a contractor on a highway intersection improvement project against the Township. McCormick Taylor was subsequently joined along with the Township's owner representative. The matter is still pending. However, in December, the court dismissed the claims against McCormick Taylor. The Plaintiff is appealing the dismissal.
- (2021 to 2024) Stasiowski et al. v. Commonwealth of PA Department of Transportation, Golden Triangle Construction, Derry, Sean, McCormick Taylor Inc., B&K Inc. - Court of Common Pleas of Allegheny County, Pennsylvania, Case Number: GD-21-014815. This suit was a personal injury matter involving a head-on collision on PA Route 50 in Allegheny County, Pennsylvania. The accident occurred when the driver of a vehicle traveling east mistakenly entered the westbound lanes of PA Route 50 and collided with the car the plaintiffs were traveling in. The alteration of the portion of the roadway on which the accident occurred was a design-build project. McCormick Taylor provided preliminary conceptual designs to the Pennsylvania Department of Transportation. Those conceptual designs did not include the features at issue in the lawsuit. This project was delivered using a design-build method. McCormick Taylor was not engaged to prepare the final design plans but remained involved on behalf of PennDOT. This matter has been resolved by settlement. McCormick Taylor's insurance carrier paid a cost of defense settlement.
- (2023 to 2024) XXXXXX v McCormick Taylor, Inc., Civil Action Docket No. 2:23-Cv-00503, United States District Court for the Eastern District of Pennsylvania – This was a dispute with a former employee regarding their terms of employment. This matter has been resolved.

www.mccormicktaylor.com

McCORMICK TAYLOR

McCormick Taylor Billing Rates for Civil Engineering and Related Srvs - 12246

Category	Rate
Director	$ 300.00
Manager	260.00
Project Manager	225.00
Engineer III	180.00
Engineer II	175.00
Engineer I	160.00
Designer III	170.00
Designer II	155.00
Designer I	140.00
CAD/GIS III	150.00
CAD/GIS II	115.00
CAD/GIS I	85.00
Technician III	130.00
Technician II	100.00
Technician I	95.00

Rates Effective 08/03/2026 through 07/30/2027

McCORMICK TAYLOR

McCormick Taylor
Potential Direct Costs

1) Travel
   - a. Mileage — 0.76 per Mile
   - b. Tolls
   - c. Airfare / Trainfare
   - d. Parking
   - e. Overnight Room Rental
   - f. Meals

2) Report Reproduction (For deliverables only, to be billed at cost)
   - a. Black and White Printing
     - 0.1 /pg (8 1/2 x 11)
     - 0.2 /pg (11 x 17)
   - b. Color Printing
     - 0.6 /copy (8 1/2 x 11)
     - 1 /copy (11 x 17)
   - c. Report Dividers(Color) — 0.9 per divider
   - d. Report Dividers(Tab) — 0.5 per divider
   - e. Black and White Cover — 0.75 per cover
   - f. Color Cover — 2 per set
   - g. Two-Sided Laminate Cover (8 1/2" x 11") — 3.25 each
   - h. Binding and Collating — 2.25 each

3) Meeting Expenses (For deliverables only, to be billed at cost)
   - a. Black and White Printing
     - 0.1 /pg (8 1/2 x 11)
     - 0.2 /pg (11 x 17)
   - b. Color Printing
     - 0.6 /copy (8 1/2 x 11)
     - 1 /copy (11 x 17)

McCORMICK TAYLOR

		0.9 per divider
d.	Handout Dividers(Tab)	
		0.5 per divider
e.	Black and White Cover	
		0.75 per cover
f.	Color Cover	
		2 per set
g.	Meeting Announcements - Single Sided	
		0.07 per copy (Black and White)
		0.9 per copy (Color)
h.	Meeting Announcements - Double Sided w/ mailer on back	
		0.14 per copy (Black and White)
		1.8 per copy (Color)
i.	Newsletters	
		1.5 per newsletter
j.	Comment Form or Survey Questionnaire - Single Sided	
		0.07 per copy (Black and White)
		0.9 per copy (Color)
k.	Comment Form or Survey Questionnaire - Double Sided w/ mailer on back	
		0.14 per copy (Black and White)
		1.8 per copy (Color)
l.	Graphic Foam Core Displays (6.5' x 8.0')	
		75 per display
m.	Display Boards Dry Mounted (3' x 4')	
		150 per display
n.	Meeting Equipment Rental	
o.	Meeting Space Rental	
p.	Video Production	
		10000 /video

4) Photography (For deliverables only, to be billed at cost)

a.	black & white rolls @	15 per roll
b.	enlargements (8x10) @	5 each
c.	enlargements (16x20) @	20 each

5) Engineering Products (For deliverables only, to be billed at cost)

a.	Engineering Mylar (22" x 34")	
		5 each
b.	Engineering Sepia (22" x 34")	

A. Morton Thomas and Associates, Inc.

Vice President	$330
Associate/Project Manager	$270
Senior Project Manager	$210
Senior Engineer	$195
Senior Landscape Architect	$165
Engineer	$145
GIS Professional	$145
Landscape Architect	$120
CADD / Technician / Designer (EIT)	$120
Senior Inspector	$115
Mid-Level Inspector	$95
Junior Inspector	$80
Administrative Assistant	$95

RENDER
LANDSCAPE ARCHITECTURE & PLANNING

Standard Personnel Rate Schedule	
Category	**Rate: $/hour**
Principal	$175.00

Reimbursable Expense Schedule		
Category	**Unit**	**Unite Rate**
Copies / Prints		
Standard 8.5 x 11	Page	$0.15 BW / $1.00 Color
Over Sized	Square feet	$1.00 BW / $3.00 Color
Mileage	Mile	Current federal rate

EMAIL: RYAN@RENDERSC.COM
OFFICE : (864) 318 - 9831
MOBIL: (419) 250 - 5606
WEBSITE: RENDERSC.COM

RENDER
"RESPONSIVE DESIGN"

F&ME CONSULTANTS

GEOTECHNICAL AND DRILLING SERVICES
UNIT RATES FEE SCHEDULE

I. GEOTECHNICAL DESIGN LABOR RATES

Senior Project Manager	$ 275.00 per hour
Senior Geotechnical Engineer	$ 295.00 per hour
Project Manager	$ 190.00 per hour
Field Operations Manager	$ 175.00 per hour
Geotechnical Engineering Associate, EIT	$ 110.00 per hour
Project Geologist	$ 100.00 per hour
Graphics Designer	$ 95.00 per hour
Administrative Assistance	$ 80.00 per hour
Project Accountant	$ 150.00 per hour

II. DRILLING RATES

Mobilization	
A)Truck/Trailer Drill Rig and Crew	$ 9.75 per mile
B)Truck/Rubber-Tire ATV Drill Rig and Crew; and Barge Mobilized Over Land	$ 6.75 per mile
C)Barge Mobilized Over Water	$ 225.00 per hour
Use of All-terrain Vehicle	$ 230.00 per day
Use of Swamp/Marsh Buggy	$ 5,500.00 per day
Crane	$ 350.00 per hour
Barge	$ 4,750.00 per day
Standby Time	$ 250.00 per hour
Private Utility Locate	$ 250.00 per hour
Traffic Control	
A)Shoulder work > 15ft.	$ 300.00 per day
B)Shoulder work 1-15ft	$ 650.00 per day
C)Lane Closure	$ 2,350.00 per day
D)Freeway/Expressway Shoulder Closure	$ 2,200.00 per day
E)Freeway/Expressway Lane Closure	$ 4,000.00 per day
Light Plant	$ 150.00 per day
Bridge Deck Coring	$ 250.00 per hole
Pavement Coring	$ 170.99 per hole
Survey Crew and Equipment	$ 165.00 per hour
Hand Clearing	$ 175 per hour
Mechanized Clearing	$ 400.00 per hour
Auger Probes or Wash Borings	$ 10.00 per foot
Soil Test Borings on Land with Standard Penetration Testing (SPT-N)	
A)Borings from ground surface to a depth of 150 ft	$ 21.00 per foot
B)Borings from 150 to 250 ft	$ 48.50 per foot
Soil Test Borings over Water with SPT-N	$41.00 per foot
Standard Penetration Tests (Additional)	$ 30.00 per test
Piezocone Penetration (CPTu)	$ 21.00 per foot
CPTu Seismic Test	$ 35.00 per test
CPTu Por Pressure Dissipation Test	$ 335.00 per hour
Field Vane Shear Tests	$ 315.00 per tests
Flat Plate Dilatometer Testing	$ 21.00 per foot
Double-Ring Infiltrometer Test	$ 1,650.00 per test
Manual (Hand) Auger Borings	$ 115.00 per hour
Dynamic Cone Penetrometer Tests	$ 180.00 per hour
Disturbed (Bulk) Soils Samples	$ 65.00 per sample

Test Pits..... $ 250.00 per hour
Undisturbed Shelby Tube Sampling - 3" Fixed Head Sampler..... $ 125.00 per attempted sample
Undisturbed Shelby Tube Sampling - 3" Alternative Sampler..... $ 210.00 per attempted sample
Casing – 4" PVC..... $ 9.75 per foot
Casing – 4" Steel..... $ 10.75 per foot
Grout Seal of Test Holes..... $ 9.00 per foot

Geophysical Testing

Geophysical Testing Setup.....$ 1,500.00 per test location
Geophysical Testing using Downhole Methods..... $ 60.00 per test interval
Geophysical Testing using Spectral Analysis of Surface Waves, MASW, Refraction Microtremor..... $ 3,850.00 per test
Geophysical Testing using Electric Resistivity (Corrosivity Testing)..... $ 3,100.00 per test

FREEHOLD FOCUS
RIGHT-OF-WAY THE RIGHT WAY

RIGHT OF WAY ACQUISITION SERVICES
CITY OF BEAUFORT CIVIL ENGINEERING SERVICES IDFC RFQ 2026-106

Acquisition Fee	**$4,200**
Title Work + Update:	**$800**
Appraisal:	**$2,000**
Appraisal Review:	**$450**
Recording & Misc Exp	**$131**

COST PER PARCEL	**$7,581**

McKIM&CREED

Geomatics - 2026 Schedule of Hourly Rates

Employee Classification	Per Diem Rates (Fee/Hour)
Surveying	
Sr. Surveyor/Project Manager III	$260.00
Sr. Surveyor/Project Manager II	$232.00
Sr. Surveyor/Project Manager I	$200.00
Project Surveyor	$190.00
Survey CAD Technician - Senior	$140.00
Survey CAD Technician	$105.00
Survey Field Supervisor	$125.00
Project Coordinator III	$164.00
Project Coordinator II	$143.00
Project Coordinator I	$125.00
Field Survey Party (Three-Person Crew)	$250.00
Field Survey Party (Two- Person Crew)	$190.00
Field Survey Party (One-Person Crew)	$120.00
Subsurface Utility Engineering	
Regional SUE Director.	$300.00
Director of SUE.	$250.00
Utility Engineering Project Manager - Sr.	$230.00
Utility Engineering Project Manager	$188.00
Utility Coordinator II	$166.00
Utility Coordinator I	$110.00
Utility Engineering Technician II	$94.00
Utility Engineering Technician I	$79.00
Utility Engineering Analyst	$120.00
Utility Engineering Specialist	$141.00
Utility Engineering Party (2 Person Crew)	$188.00
Utility Locator III (811 Locates)	$101.00
Utility Locator II (811 Locates)	$91.00
Utility Locator I (811 Locates)	$71.00
Geospatial Services	
LIDAR Technician III	$140.00
LIDAR Technician II	$113.00
LIDAR Technician I	$84.00
Photogrammetrist	$233.00
Photogrammetric Technician	$122.00

Employee Classification	Per Diem Rates (Fee/Hour)
Hydrographic Services	
Hydrographic Division Manager	$233.00
Hydrographic Regional Manager	$218.00
Hydrographic Project Manager	$188.00
Hydrographic Project Coordinator I	$154.00
Hydrographic Specialist III	$150.00
Hydrographic Specialist II	$130.00
Hydrographic Specialist I	$110.00
Administrative	
Project Administrator - Senior	$138.00
Project Administrator	$96.00
Administrative Assistant	$80.00

Expenses

In addition to labor, McKim & Creed bills for the following project related costs at a contractually agreed markup: printing; conference calling charges; document review, permit or recording fees paid on behalf of the client; shipping; bid advertisement; specialty materials, software or equipment rental; sub-consultant fees; costs of project related employee travel including meals, lodging, airfare and miscellaneous travel costs such as tolls, parking etc.; mileage for all company-owned vehicles (trucks) will be billed at $0.85/mile; employee owned vehicles used for transportation related to the project will be charged at the prevailing federal mileage rate allowed by the IRS at the time the travel occurs.

McKim & Creed also bills for the cost of internal reproduction and the use of specialized equipment related to subsurface utility vacuum excavation, mobile scanning (LIDAR), and hydrographic surveying.

Rates are valid through December 31, 2026

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 08/25/2026
From:	Traci Guldner, City Clerk	
Item Name:	Appointment of Ed Allen to the Cultural District Advisory Board to fill the designated seat for the Tabernacle Baptist Church for a 3-year term to expire on June 30, 2029	
Meeting Date:	September 8, 2026	
Department:	City Managers Office	

Background Information:
Introduction:
The Tabernacle Baptist Church would like to appoint Ed Allen to their designated seat on the Cultural District Advisory Board. This will be for a 3-year term to expire on June 30, 2029.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
None

City of Beaufort
Department Request for City Council Agenda Item

To:	City Council	**Date:** 08/26/2026
From:	Traci Guldner, City Clerk	
Item Name:	Appointment to Boards, Commissions and Committees - Zoning Board of Appeals	
Meeting Date:	September 8, 2026	
Department:	City Managers Office	

Background Information:
Introduction:
Council will be appointing a new member to the Zoning Board of Appeals.

Background:

Legal Authority:

Staff Recommendation:

Placed on Agenda For:
Action

Attachments:
None