

# RICHLAND COUNTY COUNCIL

## SOUTH CAROLINA



### TRANSPORTATION AD HOC COMMITTEE

May 10, 2018  
1:30 PM  
4<sup>th</sup> Floor Conference Room

1. Call to Order
2. Approval of Minutes (Pages 1-17)
3. Adoption of the Agenda
4. Greenway Projects (Pages 18-32)
5. Greene Street Tract 61 (Pages 33-39)
6. Shared Use Path (Pages 40-45)
7. Atlas Road Widening- AT&T Utility Design Authorization
8. Additional Design Authorizations (Pages 46-48)
  - Shop Road Extension Phase 2
  - Spears Creek Church Road
  - Lower Richland Widening
  - Polo Road Widening
  - Blythewood Widening Phase (associated projects)
  - Trenholm Acres/Newcastle NIP
  - Broad River Corridor NIP
  - Gills Creek Greenway Section C
  - Smith/Rocky Branch Greenway A, B and C
  - Crane Creek Sections Greenway A, B, and C
  - Columbia Mall Greenway
  - Polo/Windsor Lake Connector, Woodberry/Old Leesburg Connector, and Dutchman Blvd. Connector Greenways
9. Proposed Road Diet Projects (Pages 49-77)
  - Hampton Street
  - Calhoun Street
10. Widening Memorandum (Pages 78-108)
11. Release the \$250 Million Bond Proceeds from Escrow
12. Adjournment

#### Committee Members

Calvin "Chip" Jackson, Chair  
District Nine

Bill Malinowski  
District One

Yvonne McBride  
District Three

Paul Livingston  
District Four

Norman Jackson  
District Eleven





Richland County Council  
Transportation Ad Hoc Committee  
March 29, 2018 - 1:30 PM  
4<sup>th</sup> Floor Conference Room  
2020 Hampton Street, Columbia 29204

COMMITTEE MEMBERS PRESENT: Calvin "Chip" Jackson, Chair; Yvonne McBride, Paul Livingston, and Norman Jackson

OTHERS PRESENT: Michelle Onley, Tony Edwards, Michael Niermeier, Shawn Salley, Nathaniel Miller, Angela McCallum, Melissa Watts, Sandra Yudice, Jamelle Ellis, and Beverly Harris

1. **CALL TO ORDER** - Mr. Livingston called the meeting to order at approximately 1:30 PM
2. **ELECTION OF CHAIR** - Mr. Livingston moved, seconded by Ms. McBride, to nominate Mr. C. Jackson for Chair. The vote in favor was unanimous.

Mr. C. Jackson thanked his colleagues for the opportunity to Chair one of the most, if not the most, important ad hoc committee and responsibility Council has. He is excited to be able to make sure one of the largest ongoing project in the County gets the kind of appropriate attention and support it needs in order for it to continue to be successful. He is going to take the experience he has learned from watching Mr. Livingston do his work as Chairman of the Economic Development Committee and the temperament of Ms. McBride as she has deliberated through some tough issues, particularly the feline issue. He plans to vigorously defend and support the facts as they are. He is a strong believer in allowing all sides of an issue to be heard. He does not believe in formulating and making a decision based upon limited information. He would like for us, as an ad hoc committee, to exhaust all of the information that is available to us before we then make appropriate recommendations and decisions. He also wants to make sure we resurrect what Council voted on and approved last year. And that is, to make sure there is a monthly reporting of the project, specifically by the PDT, to full Council. It was moved, seconded and approved. He thinks it happened once. Since that time it has not occurred. In part, because he is not sure anyone forced that issue. He is going to make sure we force that issue and full Council gets to hear all of the things that are going on, on a regular basis. Before it gets to full Council, he is going to make sure, as an ad hoc committee, we get to hear, see and vet all of the information, as it relates to all of the work that is ongoing and talk about the work that is not going. He wants to be clear about his role and expectations, so there is no misunderstanding or misgivings about the level of involvement he plans to have and take in this critical effort. We are about to embark on a second effort, the Richland Renaissance, that is equally as important and significant. With that effort, there is multiple meetings and discussion about the process and multiple concerns about the process. It was interesting, he was in a workshop last week and there was a lengthy discussion regarding the role Council should play in the operations of that project. He was one of those that felt that was not appropriate for us to do. So, it is sort of ironic, in this effort, where he thinks there is much more valid reason for our becoming much more intimately involved in the operation. And, in the Richland Renaissance, he is going to make sure he does

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everything he can, with the support of his colleagues, to make that happen. With that, he wants everyone to understand that going in, so that you won't be surprised at how he operates, as it relates to his expectations.

3. **APPROVAL OF MINUTES**

- a. **December 5, 2017** – Mr. N. Jackson moved, seconded by Mr. Livingston, to approve the minutes as submitted. The vote in favor was unanimous.

4. **ADOPTION OF THE AGENDA** – Mr. Livingston moved, seconded by Mr. N. Jackson, to adopt the agenda as published. The vote in favor was unanimous.

5. **CANDLEWOOD NEIGHBORHOOD IMPROVEMENT PROJECT AWARD RECOMMENDATION** – Mr. Edwards stated the item before the committee is an award memo on the Candlewood Neighborhood Improvement Project. It was bid back in January and AOS Specialty came back as the lowest, responsive bidder at \$399,966.20. Staff recommends approval of this item.

Mr. Livingston moved, seconded Mr. N. Jackson, to forward to Council with a recommendation to approve staff's recommendation to award the contract to AOS Specialty Contractors in the amount of \$399,966.20.

Mr. Livingston inquired why it took so long for this item to get to the committee.

Mr. Edwards stated we have been coordinating with the Budget Department on cleaning the overall budget of the program and it took a while, but it has been straightened up in some areas. As far as the Neighborhood Improvements and the Special Projects Category, we are somewhat fiscally side in that area to move forward with construction on Candlewood.

The vote in favor was unanimous.

6. **PDT PROJECT STATUS UPDATE** – Mr. Beaty distributed a brief overview update and the February Monthly Report, which contains all of the active projects being worked on.

**Design Update:**

- **Clemson Road** – 100% Complete, as far as design, right-of-way, and permitting. We have a City of Columbia waterline being reviewed by the City, but we do not expect any significant comments. It should not delay advertising the project. SCDOT is reviewing the bid document because there are Federal funds. He does not expect any significant comments. A tentative advertisement date is July 2018. The one critical issue is a shared-use path maintenance agreement that will be required between the County and the SCDOT.

Mr. C. Jackson inquired as to where we are with the shared-use path maintenance agreement.

Mr. Beaty stated that is another agenda item he will get to later. It is something that Council needs to review and take action on.

- **Atlas Road** – The plans are about 95% done. Some of the significant issues is railroad coordination. There are 2 railroad crossings that take a lot of time and energy to get done. We need to start

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designing a City of Columbia water and sewer line. We are finalizing the scope and fee, but the design may be critical path. Atlas Road Widening is expected to be advertised late this calendar year.

- **Southeast Richland Neighborhood Project** - The final plans are coming in Monday or Tuesday. At that point, the plans will be turned into the SCDOT for them to do their final review and comments while the PDT prepares the bid package.

Mr. N. Jackson stated he understood this project was changed from what was presented to the community and it was not brought to this committee. At a matter of fact, Item #7 on the agenda addresses that also.'

Mr. Beaty stated the Southeast Richland Neighborhood Master Plan was presented to the public on 2 different occasions. Early on in the process, County staff and PDT coordinated with Schneider Electric, who has a plant along Garners Ferry. There was interest in improving their access point, or providing another access point to Schneider, if we coordinate it with the Southeast Richland Neighborhood Project. A new location road is what we call the Rabbit Run connector. It will come from Rabbit Run and tie into Garners Ferry right next to the sports complex. It will be a new road parallel to Lower Richland, but towards the sports complex. Initially, we were looking at lining up the new Rabbit Run connector with a new driveway access road to Schneider Electric, so they could have a better ingress/egress point tied in with the Rabbit Run connector. Initially, the traffic study showed it warranted a new signal. They presented that to the public with a new signal and this proposed connector road. As the SCDOT reviewed the traffic report, they did not feel using projected development would be enough to warrant the signal. The SCDOT is hesitant to allow Richland County to put in a signal, at this point. There was also a concern raised by County legal staff regarding working with a private property owner to coordinate between public and private funds. Because of those 2 concerns, the project was changed. The Rabbit Run connector will still tie into Garners Ferry and form a "T-intersection" and there will not be a connector over to Schneider, as currently designed.

Mr. N. Jackson stated initially it was supposed to line up with Century Oaks Road. One property owner was against it and he mentioned it to Council sometime back. His concern is there was a fatal accident at Schneider on Saturday and there were 2 people from the activity center that got hit 2 weeks ago. He and Tony Edwards had a meeting with Schneider and their concern is they do not want any more blood on their hands. They do not want to relocate, but it is such a dangerous access to the major road that they are thinking about that. Whenever we do economic development, and we are bringing business into Richland County, we find some way to help and bring them here. Now they are here and it like you are already here we won't help you. He remembered with the BMW plant they built an access road and everything to just bring economic development. When legal is going to make a statement that they are concerned or it may look...he is just concerned about safety. If we tie it to Century Oaks Road and Schneider build their own road that could work. He would welcome their staff to meet with the committee. He met with their staff and SCDOT this morning. They were concerned about the traffic light and how the traffic study was done. They are willing to meet with County staff and PDT. Schneider Electric said they will pay to build whatever needs to be done. He thinks it is worth exploring any possibility. When a company is talking about leaving or relocating because they do not want any more blood on their hands he has concern. He has concern for the safety on the road also.

Mr. Edwards stated the consensus from the meeting was that we go back and revisit the traffic

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study with the PDT to make sure that all the possible traffic scenarios were covered.

Mr. C. Jackson inquired as to where Dr. Thompson was.

Mr. Edwards stated he got word he was not going to be able to attend today.

Mr. C. Jackson stated he assumed Mr. Edwards was going to take the lead to make sure that happens.

Mr. N. Jackson inquired if we need a motion for Council to ask him to go or how do we do it.

Mr. C. Jackson stated they had one meeting without us.

Mr. Livingston stated they proceeded forward with it.

Mr. C. Jackson stated he would ask they report back at the next ad hoc committee meeting.

Ms. McBride inquired if this will impact the advertising.

Mr. Edwards stated it potentially could impact the advertising.

Ms. McBride stated we are looking at a delay now if we have the additional meeting.

Mr. Beaty stated he would propose, for your consideration, allow us to proceed with the project without the signal and Schneider so we can get a good bid for the contractor. We go through the normal procurement process. We do not delay because there is a flooding issue on Rabbit Run. This new connector would relieve traffic from Lower Richland. The time that it takes to get the SCDOT approval and get procurement worked out. He requested the committee to consider allowing them to proceed with the project while they go down the simultaneous path. We can add any changes to the projects.

- **Greene Street Phase 2** – This is the new project over the railroad. The design is essentially complete. Right-of-Way is about 50% complete. There is a couple of major issues with right-of-way that has impacted the project dealing with a USC facility's building and the railroads themselves is a challenge.

Mr. Ott requested Mr. Beaty to remind the committee about the negotiations with the University of South Carolina.

Mr. Beaty stated by building a new bridge over the railroad you have got to get up so high to get over the railroad and have vertical clearance. When we do that, we are going build walls along the edge of the roadway as you go up. Whereas, if we just built dirt fill material the slopes would go really far out. Even with building up with walls, we are going to be impacting the use of a USC facilities building, which is located adjacent to the project. The subject of compensation that is to be paid to the University has been battled around for a couple of years now. It has not gone into condemnation yet, but the County's outside lawyers are assisting. That is a major item that is going to affect the project. The other right-of-way issues are rather straightforward. There is a State Credit Union and a couple other properties. Then we are working across the street of Huger, which is the undeveloped Guinyard properties. We are getting our drainage outfall because we have to

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cross Huger and eventually drain into the river. We are working with that right-of-way aspect, as we speak. We hope the Guinyard Family will be able to work with us over the next few weeks.

- **Decker/Woodfield Neighborhood Improvement Design** – It was authorized about a week ago. Part of the design is going to be moving forward now.

Ms. McBride requested more information regarding the improvement design.

Mr. Beaty stated they broke it up into 2 pieces. The first one they could get under contract quicker and get the construction quicker would be placing sidewalks on either side of Richland Northeast. Then a new pedestrian pathway over to the Chatsworth neighborhood. Those 3 improvements are relatively straightforward. That is why they got them under design now, so they can get going. The other portion of the neighborhood improvement is going to repaving all of Decker Boulevard. Looking at some minor intersection improvements where we can add pedestrian crossings, streetscaping, etc. They are also going to look at how much undergrounding or changing of utilities could be done. They have just now gotten the design fees negotiated and presented that to County staff for review and approval.

Mr. Livingston stated, for clarification, they were authorized to proceed with design on March 21, 2018. He inquired at what point they were ready to proceed with design.

Mr. Beaty stated they completed the contract negotiations 2 – 3 months that it took to get executed.

Mr. Livingston stated normally after that you are ready to move forward to design.

Mr. Beaty stated they would give the design firm a notice to proceed the same or next day.

Mr. Livingston inquired as to what month it was completed.

Mr. Beaty responded probably early – mid January.

#### Construction Update:

- **Shop Road Extension Phase I** – The floorless culvert is complete. They have begun paving and will be completed by approximately June 1<sup>st</sup>. The first 1,000 feet from Pineview will give access to the China Jushi plant.
- **North Main Street Widening** – Most of the work to date has been burying utilities. If you travel that road, it is all torn up. Mr. Beaty is glad to be criticized for too much construction. SCE&G is about 80% done. The Joint Use Duct Bank is 50% complete. Sewer rehab is 75% and they have started placing the stormwater pipe from the trestle back uphill toward Columbia.
- **3 Rivers Greenway** – Is about 15,000 ft. long and parallels the Saluda River behind the Riverbanks Zoo; 12,000 ft. of concrete pathway has been placed. About 13 individual boardwalk sections have been constructed. The most high profile location is the rapids. That is where we will have the high-level boardwalk where you will be able to walk under the boardwalk to access the rapids. There is going to be a parking lot and bathroom facilities constructed.

Mr. Livingston inquired if Mr. Beaty was referring to Phase II.

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Mr. Beaty stated that is really Phase I, which is going to take up a lot of the original referendum budget. There will be some budget remaining. The River Alliance has a completely separate project. They are going to build a bridge over part of the Saluda to an island called Boyd Island. The goal will be for this project to terminate, but the River Alliance is actively building their own project, which will tie to our project and have a bridge to a large island. As you travel over I-126 and look down there will be an access point to the large island. The next phase of the 3 Rivers Greenway would be to come under the I-126 bridge and go upstream up the Broad and eventually build another bridge over the Broad to the canal. Then you would be connected from the City of Columbia all the way up to I-26. There is not adequate funding to do the construction, so that will be something for Council to decide upon. If we can partner with the River Alliance and use the available funding to do the design or any right-of-way, but that would a future decision of Council.

- **Transportation Improvement Contract 1** – Out of the 19 dirt roads 10 have been paved. The other 9 have some level of work going on.

Construction Award Update:

- **Candlewood Neighborhood Improvement** – Took action on at ad hoc meeting.
- **S-7 Sidewalk Project (Magnolia, Bratton, Grand)** – This is a sidewalk package they opened bids on November 15, 2017. Typically, a contractor's bids are required to be held for a 120 days. At which point, the contractor can walk away or if asked they can hold them again. Since it has been greater than 120 days, we did ask the contractor if they would be willing to hold their bids for 30 more days, which runs through April 15, 2018. It is Mr. Beaty's understanding that in the sidewalk category there are not available funds to authorize to award this project. His request to Council is do we tell this contractor, no thank you. They gave good bids that were below the engineer's estimate. Do we ask them to continue holding their price or can the funds be made available to award the project.

Mr. Edwards stated they are working with the Budget Department to get the budgets fiscally sound.

Mr. C. Jackson inquired as to who they need to speak to in order to get an answer. He stated the bids are going to be held for 2 more weeks and after that it is dead.

Mr. Edwards stated he was hoping to have this rectified by now, but he's not exactly sure.

Mr. N. Jackson stated his concern is how this project got to a point where it was bid and there was no funding to complete it.

Mr. Beaty stated, as far as he knows, they went through the normal process where the projects were designed, reviewed, and approved. They put together a bid package and submitted it to County staff. It was approved. They were allowed to advertise for construction. They received bids and recommended award right after that. He does not know how it came about that it could not be awarded.

Mr. Edwards stated prior to that the budget was thought to be there.

Mr. N. Jackson stated, for clarification, so there is some confusion or misunderstanding of the budget.

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Dr. Yudice stated the issue with the budget is about the phantom budget that was set up at the beginning of the program. The budget staff is trying to align the revenue we currently have with the budgets for the projects for the remainder of this fiscal year.

Mr. C. Jackson inquired if Dr. Yudice could let them know about this looming April 15<sup>th</sup> deadline.

Dr. Yudice stated Mr. Beaty asked if they can request the vendor to extend the proposal. If they can do that, that will help.

Mr. Beaty stated they have done that once already, which takes us to April 15<sup>th</sup>. They can always go back to the vendor and ask again if they choose to honor their bids, but the risk you take there is their suppliers may not hold their bids for 4 - 5 months at a time.

Mr. N. Jackson stated he is concerned about what has changed with this process. He is hearing there is not enough money in the specific budget, but when we first considered the Penny Tax Program we were going to build as we go. We initially decided to do a \$40 million bond to build as much project, as quickly as possible. The annual budget is whatever is available. Now he is hearing we have a specific budget. For example, if he has \$100 million and it is used up, we will have to wait until the following year when another budget is released. That was not the intent when we started the project. Council will have to consider any changes that has been made and how it will affect the initial intent of the Penny Tax Program.

Mr. C. Jackson stated, for clarification, what he heard Dr. Yudice say was as a result of some other issues with the budget that would not necessarily be a part of the penny allocations. Those problems are now trying to be resolved, which has increased the delay.

Dr. Yudice stated it is not a delay. We have to align current expenditures with the current revenues through the end of this fiscal year.

Mr. C. Jackson stated the reason their funds are not already identified, is what? That is Mr. N. Jackson's question.

Dr. Yudice stated the funds are there, but we need to align the purchase orders that have been encumbered already. There is more encumbrances than revenue.

Mr. C. Jackson stated so it may require Council enact the bond money that we approved.

Dr. Yudice stated we are still working on SCDOR on the guidelines. Once the Circuit Court makes a decision, it is up to Council to release that funding. Right now it would require action to do that.

Mr. Livingston stated to get some action and information, he would like to make a motion to refer this item to the next Council meeting. That would be before the 15 days, which would allow Council some time to do what need to do with it.

Mr. Livingston moved, seconded by Mr. N. Jackson, to refer this item to the next Council meeting.

Ms. McBride stated she talked with Dr. Thompson about this. This Magnolia Schoolhouse Road. She was assured the funding would be available, so she is really concerned.

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Mr. Beaty stated, just like Package S-7, Magnolia is in the sidewalk category. If there is not available funding for S-7, he does not expect there to be available funding for Magnolia Schoolhouse since it is in the same category.

Mr. C. Jackson stated he is being told by Dr. Yudice that the issue is being addressed by Finance and what we have on the floor now is a motion by Mr. Livingston, seconded by Mr. N. Jackson, to discuss this item on this coming Tuesday.

The vote in favor was unanimous.

Procurement Update:

- **Dirt Road Packages G and H** – Actively working with County staff to advertise within next 2 weeks
- **Pedestrian Intersections** – Push buttons and crosswalks that exist in intersections
- **Resurfacing Package O** – Anticipate advertising in 2 weeks
- **Magnolia/Schoolhouse Sidewalks** – Pending funding availability, this will be ready to advertise within the next 2 weeks.
- **Broad River Neighborhood Improvement** – This project has been completed. The procurement package is being reviewed by SCDOT
- **Pelham/Tryon Sidewalks** – The sidewalk package has a couple months before completion.
- **Southeast Richland Neighborhood Improvement** – Anticipate advertising within next 3 months

Shared-Use Paths: A number of projects in the program have a shared-use path. It is a 10-ft. wide concrete pathway, which serves the purpose for pedestrians and bicyclists to be able to use the facility. A lot of times SCDOT accommodates bicycles by having a 4-ft. wide lane next to traffic and a 5-ft. wide sidewalk. These shared-use paths replace the 4-ft. bikeway and the 5-ft. sidewalk with the 10-ft. concrete sidewalk. The SCDOT considers that not normal maintenance. If you looked in your IGA it says the SCDOT will perform any normal maintenance. So what the SCDOT has offered is, they will maintain the 10-ft. shared-use pathway, but they are going require Richland County maintain the grass strip between the back of the curb and the shared-use path. Behind the shared-use path there is 2 more feet of dirt before we do a shoulder break. The SCDOT has provided these "Shared-Use Path Maintenance Agreements" that spell that out. We will negotiate with SCDOT on the specifics of the agreement. Richland will have to sign this agreement before SCDOT will allow construction on their facility.

Mr. Beaty provided a memo to the committee that outlined the costs with the different options for the shared-use path. He noted the memo has not gone to the County's legal staff for review. This will be a schedule critical item to advertise Clemson Road and the Southeast Richland Neighborhood.

Mr. Livingston inquired if this was a MOU sent to Dr. Thompson on March 9<sup>th</sup>.

Mr. Beaty stated the memo was provided to Dr. Thompson on March 9<sup>th</sup>. There are some email correspondence in the back of the packet showing how we got this point.

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Mr. Livingston stated at the next Council meeting the Transportation Department needs to give a report on the shared-use paths.

Mr. Livingston moved, seconded by Mr. N. Jackson, to have the Transportation Department give a report regarding the shared-use paths at the next Council meeting.

Mr. N. Jackson stated, for clarification, when Mr. Beaty is saying 2 options, he is referring to the SCDOT Standard Option and the Shared- Use Path.

Mr. Beaty responded in the affirmative.

Mr. N. Jackson stated he remembers SCDOT had a standard design for bike lanes. Then with the shared-path the concern was people walking, but people riding a bike and speeding on the shared walkway. Sometimes it causes problems because people think it is a path they are walking and the bike is trying use it. SCDOT is make a separate bike path lane in their new designs. If he had to make a decision he would support something like that.

The vote in favor was unanimous.

Mr. Beaty stated if Council were to decide to go back to the normal SCDOT way of having 4-ft. of asphalt between the vehicles and the curb and a 5-ft. sidewalk, it would greatly increase the cost to Richland County and extend the schedule 6 – 9 months to make that change. The reason is today Clemson Road design has the 12-ft. outside vehicular travel lane and 2-ft. curb and gutter. Then a 5-ft. strip of grass and a 10-ft. pathway. If we were to change it and go back to how Trenholm Road is designed, we would have to take the 12-ft. lane and curb and gutter and move the curb and gutter out 4 feet. So we would have to construct 8 more feet, 4 on each side, of asphalt. Even though bicycles would be over there, we still have to build the full depth of asphalt. Then you would have 5-ft. of sidewalk on each side. If we changed it, we would have 10-ft. of sidewalk and 8 more feet of roadway versus 20-ft. of concrete of sidewalk. The cost would great increase. We would have to redesign it by moving the drainage out 4-ft. you have to redesign a lot of the drainage. Then the construction costs would go up extensively.

Mr. N. Jackson inquired if it is already designed.

Mr. Beaty stated Clemson Road is already designed. If we were to go back, it is a 6 – 9 month delay. The construction costs would go up 7 figures, at least.

Mr. Livingston stated we are comparing an increased construction cost with a maintenance cost over time. Which is going to outweigh the other one? The maintenance cost will not be that much to cut the grass.

Mr. Edwards suggested coordinating with the PDT and Public Works to get an “apples to apples” comparison on what it would cost for the County to maintain the grass strip versus what it would cost for the redesign. That way we can present it to you and you can see the differences and make a call off of that.

Mr. Beaty stated they can run it by Public Works and get them to comment.

Ms. McBride inquired if there was a safety issue involved in Mr. N. Jackson’s comments.

Mr. Edwards stated there is a shared-use path on Rabbit Run, but as far as Clemson Road there is not a safety issue.

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Mr. C. Jackson stated he does not want to see a 9 month delay in what has already been delayed, in his honest opinion far too long.

Mr. Ott stated, in a former life, Chairman C. Jackson was involved with the School Board and we had a lot of conversations about the safety of children from the Summit going over to the new Richland Public Library behind the Village of Sandhills. Part of that was kids having access to that. A lot of them are going to ride their bikes and we did not think it was a safe situation to have children riding a bike adjacent to traffic. The shared-use pathway was a safer alternative than putting children with cars.

Mr. N. Jackson stated he can see that with a community where there is a school that is using it. A major road, SCDOT's standard design is how it is.

Mr. Edwards stated when you take the bikes out of the road and put them on the sidewalk with the pedestrians that creates another conflict point between the cyclists and the people walking.

Ms. McBride stated, in her past life, she was in highway and pedestrian safety.

Mr. Beaty requested the Shared-Use Path memos be forwarded to legal, if there is a legal review required.

Mr. Edwards stated that was done a few days ago. Legal would like for Council to make a decision before they review the language in the agreement. According to them, the language does not matter. They need the functionality of the agreement to be made and then adopt the agreement.

PDT 3-6-18 Memo – Widening Categorical Recommendations to Align Program with Available Funding:

As you recall, the PDT quarterly updates the estimate of the entire program. The current estimate of the entire program is \$140 million greater than the referendum. He is not going to use the word overrun in this case because an overrun is once you have gone to construction and things change. You overran what you committed. He is only providing you that the cost of asphalt is greater today than it was when the referendum passed. So, the current estimate is \$140 million over the referendum.

Mr. Beaty provided a handout that addresses how we handle the \$140 million funding shortfall. He had his staff take 2 looks at it. What if you approached each project as if you were going to be constricted to the referendum amount for that individual project? One project may only have "X" million while my estimate is twice that much. Well, what can we get for the referendum money? A few of the projects you can get something of value, but a few of the projects you cannot get a full value for the money. We went through that on each project and showed that...

Mr. C. Jackson requested Mr. Beaty to repeat himself.

Mr. Beaty stated if we limited ourselves to the money available for Atlas Road. The referendum amount for Atlas Road was \$17.6 million. Our current estimate is almost \$42 million. There are a number of reasons why today's dollars are greater than the referendum amount. One approach that you could take is, what if you lived within your means on every roadway widening project and all you had to construct for Atlas Road was \$17.6 million. If you started at Garners Ferry, you couldn't even get to Shop Road for \$17 million. If we were instructed to build that, the SCDOT would probably tell us no. It would not serve a purpose just to carry folks on 5 lanes and drop them right back down to 2 before you get to a logical termini. For Atlas Road you couldn't get a project of value for the referendum amount. You are already going to be making improvements at the intersection with Shop. You could take the \$17.6 million and do some improvements

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at Garners Ferry, but that is not his recommendation. The other alternative would be construct as much as you can of the entire program.

The way the whole program has been developed so far, all of the categories to stay within the referendum amount. So each individual neighborhood we are designing to budget. Whatever was in the referendum for the Southeast Richland Neighborhood, is what we are designing to. The Broad River Neighborhood...the resurfacing only has \$40 million. We are not going overrun that \$40 million. Dirt roads has \$45 million. The intersection group has 15 intersections and the referendum amount for all of them was \$42.3 million. We have designed all of those intersections that together will come in at that \$42 million. Some have been over. Some have been under, but the net of the intersections is \$42 million. Really the overruns is in the widenings. That is where the costs are greater than the referendum. To this point, the estimates Mr. Beaty is giving the committee are on the full project because Council has not changed any projects. His memorandum looked at how you could get the most bang for your buck. There are 3 projects that will be affected under his recommendation. The I-20/Broad River Interchange is a part of the SCDOT's Carolina Crossroads project. The referendum had \$52.5 for I-20/Broad River Road Interchange. That interchange must be constructed as part of the Carolina Crossroads project, which is fully funded by the State at \$1.5 billion. He would expect the SCDOT to write the County a letter and say, "Richland County would like to give us your \$52.5 million." If Council decides to remain silent or tell them thank you, but no. The SCDOT will have to replace that interchange when they build Carolina Crossroads. You cannot replace I-26 to I-20 without replacing I-20/Broad River Road, so if Council chooses to recognize that as \$52.5 million savings in the program, you can.

Mr. N. Jackson inquired if the funding is provided in the STIP (State Transportation Improvement Program)

Mr. Beaty stated the legislature has passed \$1.5 million for the entire project.

Mr. N. Jackson stated it is his understanding if the County builds a State road that funding was in the available in the STIP, the State will reimburse the County. He requested that staff investigate this because that is a lot of money the County should be getting back. Even the Shop Road Extension Phase II is in the STIP. He was not sure where the funding is for that, but there was \$50 million in STIP for Phase I.

Mr. Beaty stated the estimates are \$140 million over. You could recognize the I-20 Broad River Road Interchange as a savings of \$52.5 million. When Shop Road Extension is built all the way out to Garners Ferry Road, Shop Road Extension will basically act as a bypass. If you are coming from Sumter and want to go to Columbia you will turn left off of Garners Ferry near Trotter and get on Shop Road Extension. The Central Midlands planning shows when Shop Road is built there will be less using Pineview in 20 years. Travel will decrease on Pineview once Shop Road Extension is built. The current estimate for Pineview is \$40 million. We can spend \$40 million on a project that will carry less traffic than it does today.

Mr. Edwards inquired if that was once Phase I and II is built.

Mr. Beaty stated that is correct. That is when Shop Road Phase II goes to Garners Ferry. Shop Road Phase I is under construction. It will be under construction for another year. They have had started the design of Shop Road Phase II. He is recommending additional design to start. That could be recognized as a \$40 million savings if Pineview were re-prioritized and delayed. Thirdly, Bluff Road Phase II, the remainder of Bluff Road. The referendum went from Rosewood to I-77. They have been describing it to S. Beltline because from S. Beltline to I-77 is already widened. They have already constructed Bluff Road Phase I. Then the University of South Carolina constructed the middle phase next to the stadium. Bluff Road Phase II would from Williams-Brice Stadium to S. Beltline. Bluff Road is already 4 lanes. At all of your major

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intersections you have a red light with left turn lanes. The project would be adding the middle turn lane, where it is not already, and adding 10 ft. shared-use paths. What makes the project so expensive is the stormwater pipes will be excessively large. Then as you go from the stadium toward S. Beltline there is a small creek that runs under Bluff Road. To meet current SCDOT Design Standards, they are going to have to replace the culvert and raise the grade of the road 5 - 7 ft. It will not improve capacity in it. It will only prevent it overtopping periodically.

Mr. C. Jackson stated, for clarification, that none of that was done after the 2015 flood when they went back and re-did that culvert.

Mr. Beaty stated that is correct. The estimate for the rest of Bluff Road is \$40 million. Richland County could spend \$40 million and you would not really improve traffic or safety. The County would provide shared-use paths and raise the grade over the creek towards S. Beltline. He does not recommend the County do that. He recommends deferring the rest of Bluff Road Phase II. He stated \$40 million (Pineview), \$40 million (Bluff Road Phase II) and \$52.5 million (I-20/Broad River) = \$132.5 million. All of the construction estimates include a 10% contingency, so there is \$15 - \$20 million they may never spend, which could cover the shortfall between \$130 - \$140 million. There is one more project where they could make change, which is Spears Creek Church Road. The referendum goes from Percival all the way to Two Notch. The County would be widening Spears Creek Church Road in that little short section between Percival Road and the interstate, but you would be replacing the SCDOT interstate bridge. The County would be responsible for removal of the I-20 bridge and constructing back a 5 lane bridge over the interstate and taking care of the on/off ramps up and down I-20. He would recommend letting the SCDOT pay for that and skip over the I-20 bridge to where the frontage roads are. Then you go all the way from there to Two Notch Road and construct all of that 5 lanes.

Mr. C. Jackson inquired as to who is doing I-77 where it merges into I-20 now.

Mr. Beaty stated the SCDOT is. The short summary of the provided memo is: Pineview is not needed from a traffic and safety point. The rest of Bluff Road Widening you will be getting very little return on investment if you spent \$40 million. If the County does nothing, the I-20/Broad River Road Interchange will be constructed by the SCDOT. As we get into the final design, we could modify Spears Creek to make up any shortfall.

Mr. N. Jackson stated a lot of these things we partnered with SCDOT on was because of the gasoline tax. They were trying to find a way to do these projects that were needed. It was on their radar and now they have the gasoline tax. The State has some funding to do what they needed to do now. He thinks we should revisit some of these things and make sure SCDOT does not have the County doing what they are supposed to be doing. Those are State roads, even though they are in the County, we need to revisit those things to make sure we can have some savings.

Ms. McBride stated she was thinking about the Supreme Court findings and the referendum. She inquired if we can these types of adjustments or would it have to go through Legal to make the adjustments. She also stated as she processed what Mr. Beaty said, it makes a lot of sense, but she wondered why this was a part of the referendum at the time it was planned.

Mr. Beaty stated at the time of the referendum, and even before, Carolina Crossroads ("Malfunction Junction") was not funded. There was no plan, with any money, to fix "Malfunction Junction", so whomever put the interchange on the referendum felt it was an appropriate act, at that time.

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Mr. Ott stated this original planning was done back in 2008 – 2009, so that was when the budgets were set. When the first referendum failed, Parsons Brinkerhoff was retained to come back in and review the estimates they did for the 2010 referendum. They actually lowered some of the project estimates that went into to fund the 2012 referendum. That is the situation they are working from. Basically scopes of work and estimates done 9 years ago is what they are working with.

Mr. Livingston stated also during that time we did not have all the design work done and prices have changed.

Mr. Beaty stated in his memo he detailed each of the widenings and what is more complicated than what went into the original cost estimate. A lot of these widenings the original Parsons Brinkerhoff estimate only assumed so much per mile. Whether it was Clemson Road or Atlas Road. And Clemson Road and Atlas Road are very different, so there is a reason the costs have gone up. Not only do we have more work today. We have a better economy. Prices have gone up. There are also additional details that were left out of the Parsons Brinkerhoff study.

Ms. McBride stated she can understand the price adjustment.

Mr. Beaty stated to offer a little bit of input on Council taking action. These widenings were not put in any priority in the referendum. Council provided the criteria to prioritize and the PDT followed the criteria and we came up with 1 – 14. If Council elects to change their priority list, you could change your list and Pineview and Bluff Road widening will be moved to the bottom of the list. They can be directed to complete the rest of the projects. There is opportunity for outside funding. Is there money in the STIP? Can we get outside grants or awards? By moving them and re-prioritizing them, there is still the opportunity to get outside funding. A lot of work is yet to be done, so hopefully the bids will come in below our estimates on Clemson Road, Atlas Road, and Greene Street Phase II. They do not want to give up on the jobs, but he does recommend re-prioritizing them.

Mr. C. Jackson stated the last time we had this conversation, he remembers there was a debate about any changes needing 3 readings and a public hearing. He just wants to be sure we keep this on the radar. He stated he wished it was as simple as making a motion here and changing it.

#### Public Meetings:

Mr. Beaty stated they conducted a public meeting on Blythewood Road Widening last week. There are 3 additional public meetings scheduled:

- Crane Creek Neighborhood, April 19<sup>th</sup>, Forest Heights Elementary, 5:00 – 7:00 PM
- Clemson/Sparkleberry Intersection, April 30<sup>th</sup>, Spring Valley High School, 5:00 – 7:00 PM
- Shop Road Widening, May 17<sup>th</sup>, Olympia Learning Center, 5:00 – 7:00 PM

They have been directed due to the Supreme Court ruling to cease and desist their public involvement staff and their functions. They have complied with that. However, the engineers will still staff the public meetings and County Transportation staff will augment them in conducting the public meetings.

Mr. C. Jackson stated he had attended a couple of these public meetings. One of the first ones he attended was the one done on Atlas Road. As a result of the first public meeting, he gave some suggested for some changes for the 2<sup>nd</sup> one that included a presentation, which was not being done. He was informed there was not a formal presentation at the Blythewood Road Widening public meeting, which disappointed him. The

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people coming out there expecting to see what he saw at Atlas Road and Spring Valley High School did not get that. It was left up to them to have sidebar conversations and that is not, in his opinion, the way we should be conducting these. Whether public engagement staff was doing it or someone else, we need to do a formal presentation so people will understand what they are looking at. The people do not even have the knowledge to be able to ask the appropriate question without the formal presentation. He would like the committee to support the idea of who ever does the public meeting there be a formal presentation.

Mr. Livingston stated he agreed. He received some of the same feedback.

Mr. Ott stated Richland County felt very strongly before this program started that public information was a valuable part of the program. That is the reason it was included in the PDT's contract. Numerous pages of the contract were related to this. Also, if there is any opportunity for Federal funding being involved in a project, such as Clemson Road, there are requirements that we have to meet to educate the public about the project, in order to be eligible for those Federal funds. Even though the Supreme Court has ruled, we still need to sit down and think about what is the scope going forward. For example, in Blythewood they were instructed not to do a presentation. Like Mr. C. Jackson, he thinks this is a valuable public information. It is a safety issue to the public. Whether the Penny pays for it or the County pays for it, there needs to be some understanding of what is going forward. We have been instructed after these 3 public meetings no more public meetings. Maybe we need to train the County staff to put on these meetings, but a conversation needs to take place.

Mr. C. Jackson stated he is very disappointed the Director of Transportation is not here because he had such an elaborate presentation presented to us a couple weeks ago about transitioning all of this stuff and bringing things in house. Yet now we have a situation where this piece of it, there seems to be no plan for what to do and we have public meetings scheduled going forward with no plan for how these meetings are going to be conducted. He would have loved to have heard from him in terms of how he is going to do the next one differently versus what happened at Blythewood. And, if there is an opportunity for existing staff or others to do it, then they need to be trained and brought up to speed. At a minimum, 1 or 2 of those people who were a part of the public information team with the PDT be brought on. Mr. Seals in "Restoring the Penny to Health" recommended the in house Public Information staff be ramped up. He wrote a note to Mr. Seals saying if we were to do that the people currently doing it be given first opportunity to be considered for those positions because they know what they are doing.

Ms. McBride stated she concurs with Mr. C. Jackson. Also, based on her limited research she knows there are Federal guidelines that require we get input from the citizens. Even though they are Federal guidelines, there are no County guidelines regarding that. With the ruling of the Supreme Court, we can continue, but not with the Penny tax. She agrees we need to have some kind of public involvement going on with this contract.

Mr. N. Jackson stated that is why in our response to the Supreme Court he urged the Legal team to include some advice from an engineer to make sure they understand that as a part of Federal funding you have to have these public meetings.

Mr. Livingston moved, seconded by Mr. N. Jackson, to forward to Council with a recommendation to strongly support the need for public involvement and come up with a way to continue to do that. The vote in favor was unanimous.

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2017 Annual Report:

Mr. Beaty stated they had completed the 2017 Annual Report prior to the cease and desist from the County. A copy of the report was distributed to committee members for their review. He requested that the PDT be allowed to disseminate it. The County can put it on their website and made available to the public. Mr. Livingston inquired if the report has been presented to staff.

Mr. Beaty responded in the affirmative.

Mr. Livingston inquired as to when.

Mr. Beaty stated it has been presented to them numerous times because there has been numerous drafts. They started in early January with a draft and then they went back and forth with comments from staff. The report has been completed for 3 – 4 weeks.

Mr. Livingston inquired as to what Mr. Beaty means by disseminate.

Mr. Beaty stated they currently have the program website, which has more than public involvement on it. They could easily put it on their website or the County could put it on their website.

Mr. Livingston would like to instruct the Administrator to move forward to get the report on the County's website. He stated he can see the Administrator saying this is a County report, but it is not my report and I did not approve it.

Mr. N. Jackson stated the PDT was contracted to do the report for the County. As long as County staff reviews it, they can disseminate the report.

Ms. McBride stated, for clarification, this report is not coming from the public relations firm.

Mr. Beaty stated this report was completed prior to the PDTs cease and desist directive.

Mr. Livingston stated the report clearly says Richland County Transportation Program, which does not mean Richland County Department.

Ms. McBride stated she agrees with Mr. Livingston and at least send it to the Administrator to make a recommendation for it to be released.

Mr. Livingston moved, seconded by Mr. N. Jackson, to instruct the Administrator to move forward with the release of the report. The vote in favor was unanimous.

Greene Street Phase II Right-of-Way Condemnation:

Mr. Beaty stated this is a minor condemnation. There is one track that they need to clear up the title on. The gentleman has 100 different tracks. He does not know which title goes with which property. This is a small piece of property and the gentleman has been very good to work with. He just does not know if he has a clear title. He requested the committee allow it to go forward to Council, so they can proceed with this track.

Mr. Livingston moved, seconded by Mr. N. Jackson, to forward to Council with a recommendation for

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approval. The vote in favor was unanimous.

Miscellaneous:

Mr. Beaty suggested the committee consider setting a standing meeting.

Mr. C. Jackson stated they plan to do that.

Mr. Beaty stated there are a number of projects with no design started. He requested the committee to consider allowing the PDT and the On-Calls to begin the remaining design.

Mr. C. Jackson stated he was looking at the report when we talked about approving the \$250 million bond and the things that could be done with that approval. If we did not approve the bond, where we would be and how we would be dead in the water. He inquired as to where we are.

Mr. Edwards stated he does not know. He has not been dealing with the bonding stuff. Dr. Thompson was heading that up.

Mr. C. Jackson stated we needed, once again, the Director of Transportation here today to answer that.

Mr. Ott stated he was involved in bonding conversations. One of the things that he thinks is appropriate is the projects they were going to be able to accomplish if the County got the BAN. That is all construction based. In order to get to the construction phase, you have to go through the design phase first. Without releasing the OETs to get started on the design, they cannot accomplish what they set forth in construction. The permitting issue gets very timely. The right-of-way issues can be started until the design is started. Releasing the design on these projects is the critical path. Especially the projects located on the chart distributed.

Mr. C. Jackson requested Mr. Edwards to take this back to the Transportation Director and get us a response back on releasing the design.

Mr. N. Jackson stated that is the reason for the OETs to engage. The public is trying to find out what is going on and we do not know.

Mr. Livingston stated a lot of these firms hire people to do this work and those people are sitting on their hands that they have to pay because there is no work to do.

Mr. N. Jackson stated he is getting calls that some people have not been paid since July 2017.

Mr. C. Jackson requested Mr. Edwards to follow-up with the Transportation Director on the contractor's payments being delayed and the PDT's recommendation for additional design services being authorized to develop the remainder of the program. He would like to have the response prior to the Council meeting.

7. **COUNCIL MOTION: ANY CHANGES TO ANY TRANSPORTATION PROJECT MUST BE FORWARDED TO THE TRANSPORTATION AD HOC COMMITTEE THEN RECOMMENDATION FORWARDED TO FULL COUNCIL. ADMINISTRATION CANNOT MODIFY OR APPROVE ANY CHANGES WITHOUT FULL COUNCIL PARTICIPATION. NOTE: THE SOUTHEAST RURAL NEIGHBORHOOD PLAN WAS CHANGED THROUGH LEGAL AND ADMINISTRATION WITHOUT NOTICE TO THE COUNCIL MEMBER. THIS RAISES CONCERN**

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**AS THE SUPREME COURT RIGHTFULLY HAVE CONCERNS ABOUT SPENDING AND THE PROCESS.**  
**PLEASE LET'S START OFF BY DOING IT RIGHT THIS TIME [N. JACKSON]** - This item was taken up during the PDT's Update.

8. **ADJOURN** - The meeting adjourned at approximately 3:04 PM

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## TRANSPORTATION PROGRAM

# Memo

To: Dr. John M. Thompson, Ph.D., MBA, CPM  
From: David Beaty, P.E.  
CC: Tony Edwards, P.E.  
Date: April 20, 2018  
Re: Richland County Transportation Program Greenways – Summary and Recommendations

It is the intent of this memorandum to summarize and provide recommendations for completing the Greenway category of the Richland County Transportation Program.

### I. Introduction:

The Richland County Transportation Program has a total funding of \$1.07 billion funded through the Transportation Sales Tax approved by voters in November of 2012. Per the referendum, \$80,888,356.00 was allotted to the Bike/Pedestrian/Greenway category with \$20,970,779.00 dedicated to Greenways. Projects are being developed to stay within their original referendum amount, unless additional outside funding is secured.

Fifteen greenway projects were included in the referendum, and the PDT prioritized the projects according to Council-directed guidelines. The following chart provides a summation of the projects in order of priority ranking:

Priority Rank	Project Name	Termini Start	Termini End	2012 Referendum Cost
1	Three Rivers Greenway Extension	Lex/Rich County line at I-26	Columbia Canal Walk	\$7,902,242.00
2	Lincoln Tunnel Greenway	Taylor St.	Elmwood Ave.	\$892,739.00
3	Gills Creek Section A	Kilbourne at Lake Katherine	Bluff Rd	\$2,246,160.00
4	Smith/Rocky Branch Section	Downtown	Granby Park	\$901,122.00
5	Gills Creek Section B	Wildcat Creek	Leesburg Rd.	\$2,785,897.00

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**TRANSPORTATION PROGRAM**

Priority Rank	Project Name	Termini Start	Termini End	2012 Referendum Cost
6	Smith/Rocky Branch Section B	Clement Rd.	Colonial Dr.	\$1,415,316.00
7	Smith/Rocky Branch Section A	Three Rivers Greenway	Clement Rd.	\$431,183.00
8	Gills Creek Section C	Trenholm Rd.	Lake Katherine	\$344,667.00
9	Crane Creek Section A	Monticello Rd.	Broad River	\$1,541,816.00
10	Crane Creek Section B	Crane Creek A	Smith/ Rocky Branch	\$460,315.00
11	Columbia Mall Greenway	Trenholm (N of O'Neil Ct)	Trenholm (S of Dent MS)	\$648,456.00
12	Polo/Windsor Lake Connector	Polo Rd.	Windsor Lake	\$385,545.00
13	Woodbury/Old Leesburg Connector	Woodbury Dr.	Old Leesburg Rd.	\$116,217.00
14	Crane Creek Section C	Crane Forest	Crane Forest	\$793,908.00
15	Dutchman Blvd. Connector	Broad River Rd.	Lake Murray Blvd.	\$105,196.00

See Attachment 1 for maps of each greenway.

**II. Current Status:**

- 1) Three Rivers Greenway Extension - Construction is underway. Project is scheduled for completion in Fall 2018.
- 2) Lincoln Tunnel - Construction is complete.
- 3) Gills Creek Section A - 30% design is complete. The PDT and Richland County are currently negotiating the design fee with the On-call Engineering Team.
- 4) Smith/Rocky Branch Section C - No work to date other than staying abreast of studies. - Four studies performed by others to date include the 2010 Master Plan for the "University of South Carolina Vision for a Sustainable Future"; the June 2016 "Rocky Branch Greenway Master Plan" by the City of Columbia; the December 2017 "Capital City Mill District Area and Corridor Plan"; and the January 2018 EPA funded Greening America's Communities/Rocky Branch Greenway.
- 5) Gills Creek Section B - Kings Grant Homeowner's Association (HOA) letter has previously requested the project be removed from the Program.
- 6) Smith/Rocky Branch Section B - No work to date.
- 7) Smith/Rocky Branch Section A - No work to date.



## TRANSPORTATION PROGRAM

- 8) Gills Creek Section C – No work to date. The PDT is planning to provide project overview to Gregg Park Homeowner’s Association (HOA) and the East Richland County Public Service Department (ERCPSD) in May 2018.
- 9) Crane Creek Section A – No work to date.
- 10) Crane Creek Section B – No work to date.
- 11) Columbia Mall Greenway – No work to date.
- 12) Polo/Windsor Lake Connector – No work to date.
- 13) Woodberry/Old Leesburg Connector – No work to date.
- 14) Crane Creek Section C – No work to date.
- 15) Dutchman Blvd. Connector - No work to date.

### III. Maintenance

To date the Greenway category has been developed such that any Greenway located within the City of Columbia will ultimately be the maintenance and security responsibility of the City. Previous Maintenance Agreements have been completed between Richland County and the City of Columbia for the following:

- Three Rivers Greenway Extension
- Lincoln Tunnel
- Gills Creek Section A

The following additional greenways are located within the City of Columbia and will be developed under the premise that the City will provide maintenance and security once the construction of each project is complete:

- Smith/Rocky Branch Section C
- Gills Creek Section B
- Smith/Rocky Branch Section B
- Woodbury/Old Leesburg Connector
- Dutchman Blvd. Connector

The following greenways are located outside of the City of Columbia and will be developed under the premise that Richland County will provide maintenance and security once the construction of each project is complete:

- Smith/Rocky Branch Section A
- Gills Creek North Section C
- Crane Creek Section A
- Crane Creek Section B
- Columbia Mall Greenway
- Polo/Windsor Lake Connector
- Crane Creek Section C



## TRANSPORTATION PROGRAM

However due to the fact that approximately 75% of Gills Creek North Section C and 35% of Columbia Mall Greenway are located within the City of Forest Acres, it is recommended that coordination be made with the City of Forest Acres to determine the opportunity to have maintenance and security provided by the City of Forest Acres.

### IV. Recommended Path Forward

- Three Rivers Greenway Extension – No action as construction is underway.
- Lincoln Tunnel – No action as construction is complete.
- Gills Creek Section A - Continue negotiating design fee to complete the project from 30% to 100% design.
- Gills Creek Section B – Transfer funding (\$2,785,897.00) to Gills Creek Section A as result of the Kings Grant HOA letter requesting project be removed from Program as well as the strong community support for Gills Creek Section A.
- Gills Creek Section C – Move forward with coordination and design.
- Smith/Rocky Branch Sections A, B and C – Combine the Concept Study phase (30% design) for all 3 sections utilizing one On-Call Engineering Team in an effort to combine the field studies, coordination, and conduct one combined public meeting to minimize the overall study time and cost. Upon completion and the results of the Concept Study, proceed as appropriate with the final design of each individual section according to the original prioritization.
- Crane Creek Sections A, B and C - Combine the Concept Study phase (30% design) for all 3 sections utilizing one On-Call Engineering Team in an effort to combine the field studies, coordination, and conduct one combined public meeting to minimize the overall study time and cost. Upon completion and the results of the Concept Study, proceed as appropriate with the final design of each individual section according to the original prioritization.
- Columbia Mall Greenway – Due to the proximity of this project to the Decker/Woodfield Neighborhood Improvement, it is recommended that a contract modification be developed with the current On-Call Engineering Team designing the Decker/Woodfield Neighborhood Improvement project to include this greenway.
- Polo/Windsor Lake Connector, Woodberry/Old Leesburg Connector, and Dutchman Blvd. Connector – Combine the Concept Study phase (30% design) for all 3 sections utilizing one On-Call Engineering Team in an effort to combine the field studies, coordination, and conduct one combined public meeting to minimize the overall study time and cost. Upon completion and the results of the Concept Study, proceed as appropriate with the final design of each individual section according to the original prioritization.

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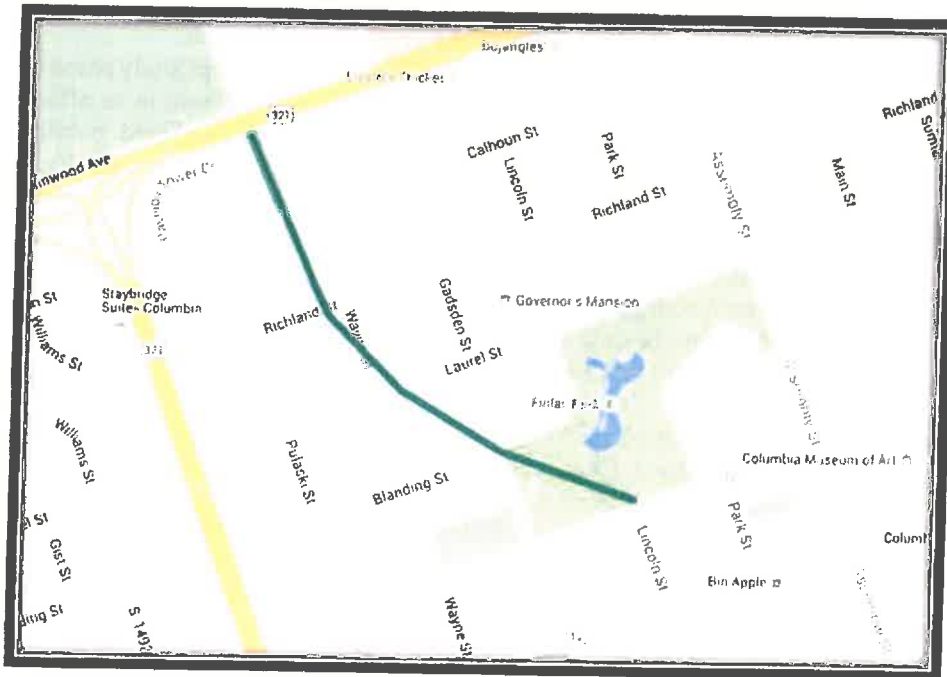
EMAIL: [info@RichlandPenny.com](mailto:info@RichlandPenny.com) WEB: [www.RichlandPenny.com](http://www.RichlandPenny.com)



### 1 - Three Rivers Greenway Extension



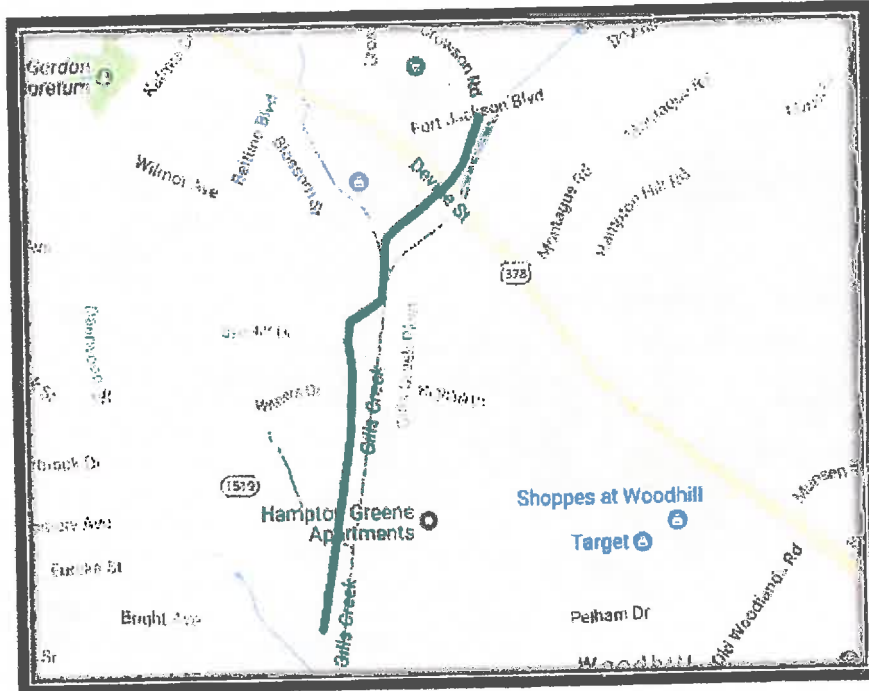
### 2 - Lincoln Tunnel Greenway







### 3 - Gills Creek Section A Greenway

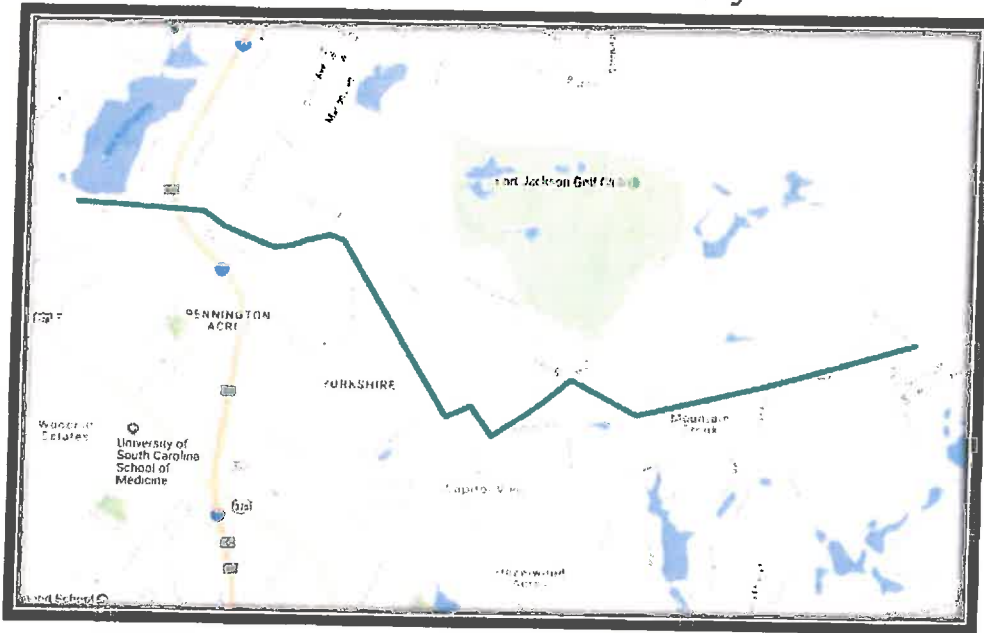


### 4 - Smith/Rocky Branch Section C Greenway

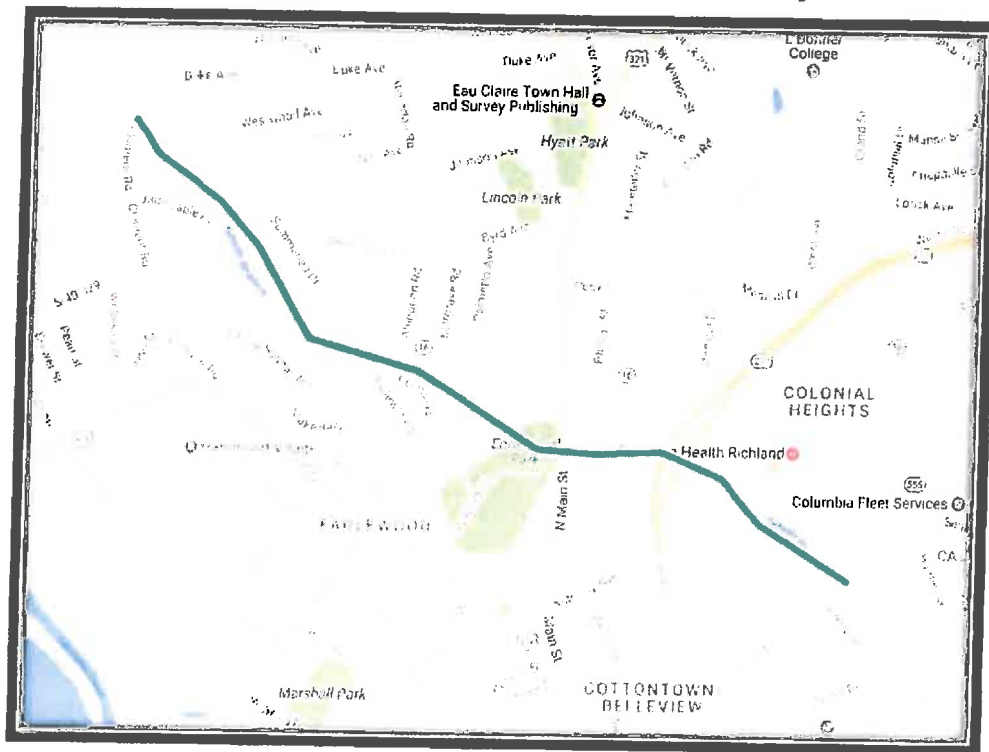




5 - Gills Creek Section B Greenway

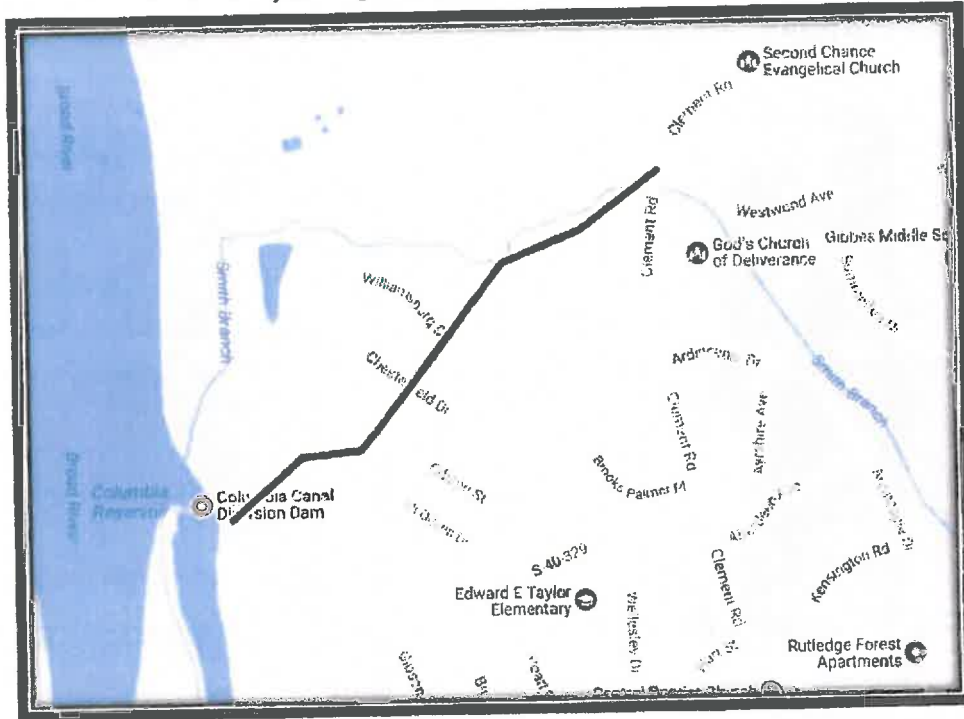


6 - Smith/Rocky Branch Section B Greenway

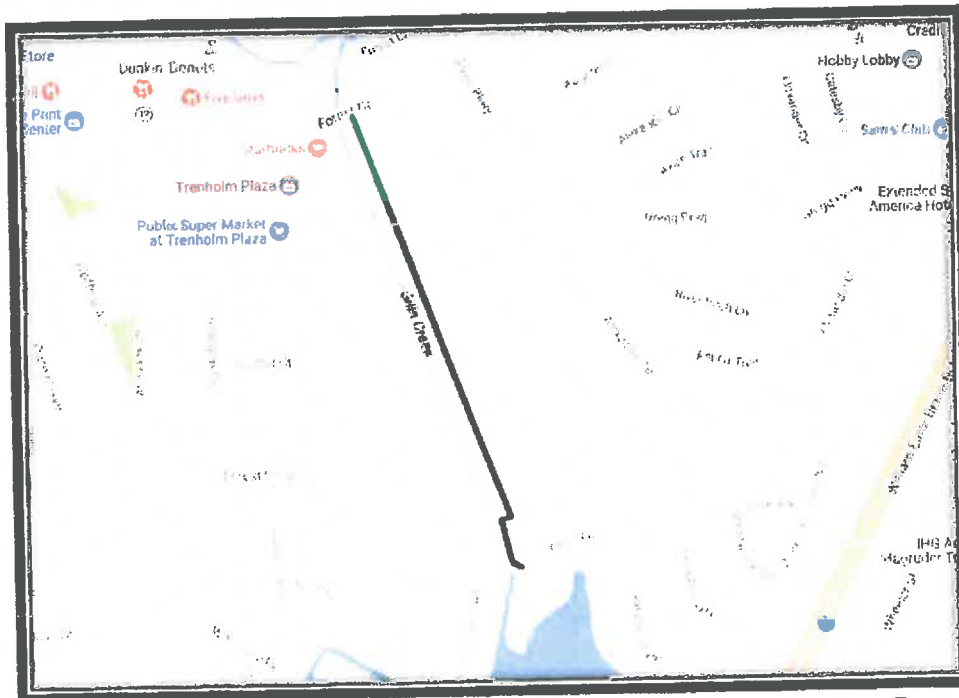




7 - Smith/Rocky Branch Section A Greenway



8 - Gills Creek North Section C Greenway





9 - Crane Creek Section A Greenway

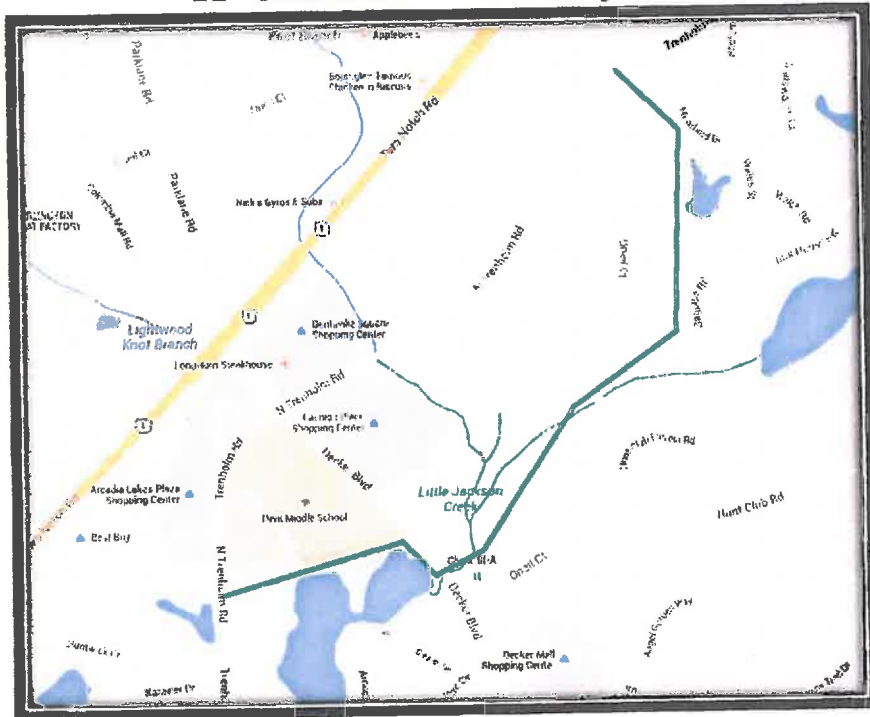


10 - Crane Creek Section B Greenway

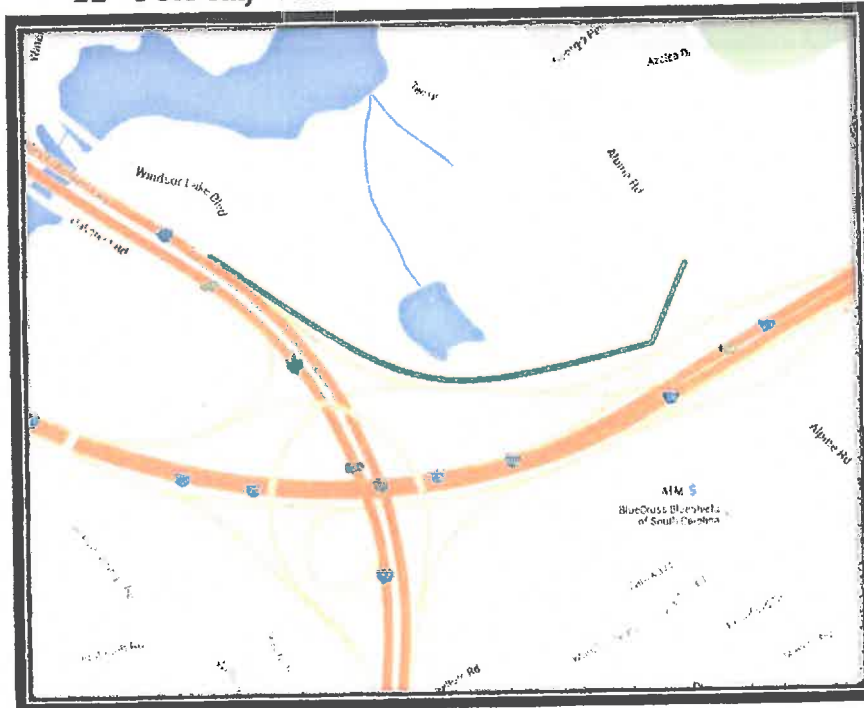




### 11 - Columbia Mall Greenway

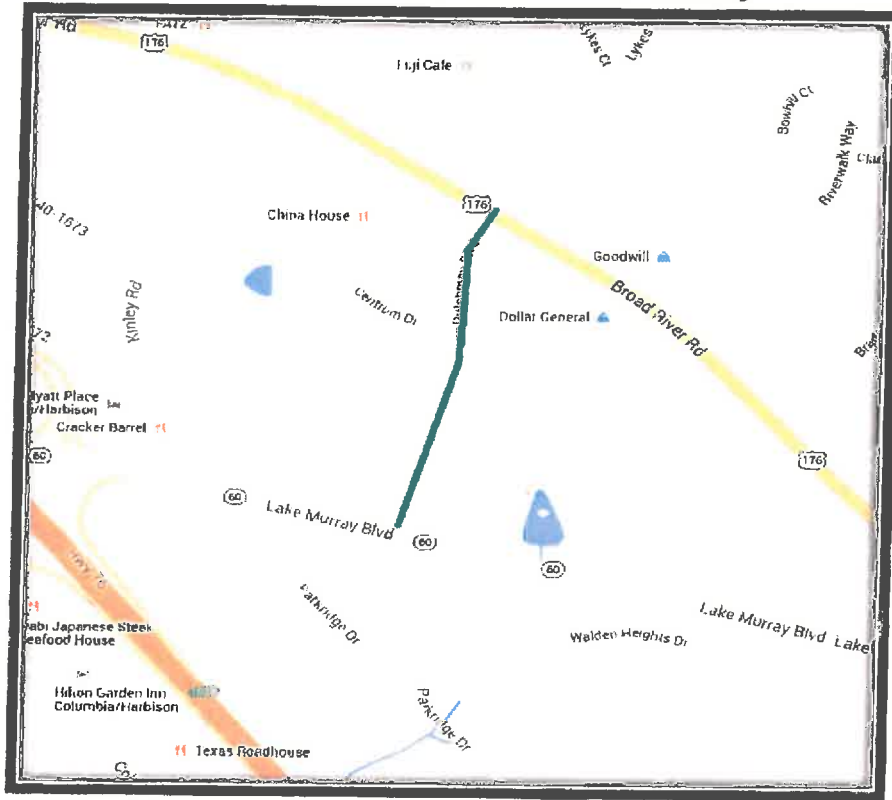


### 12 - Polo Rd/Windsor Lake Connector Greenway



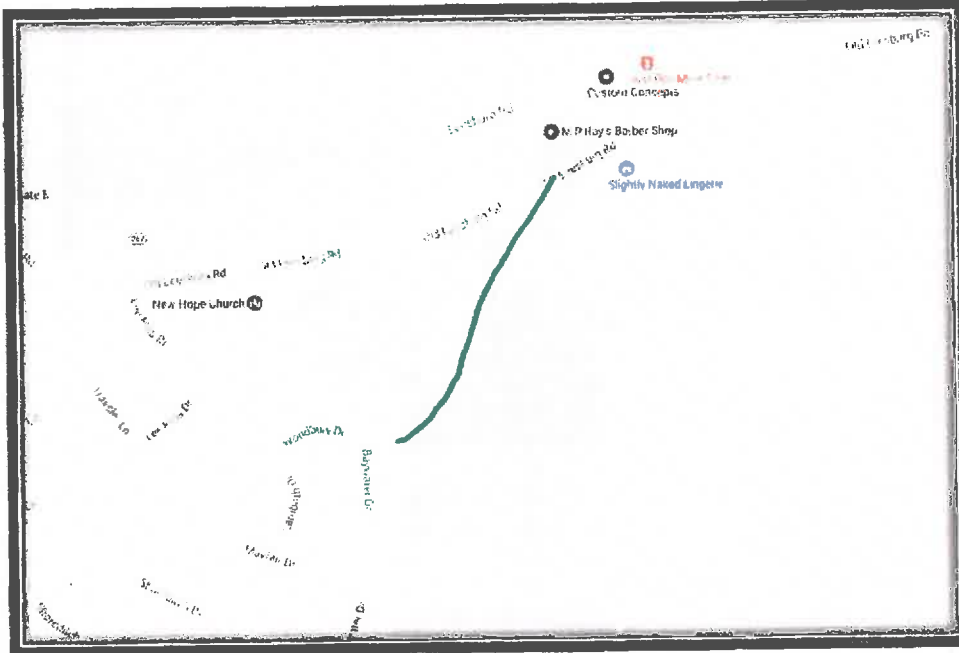


### 15 - Dutchman Blvd Connector Greenway

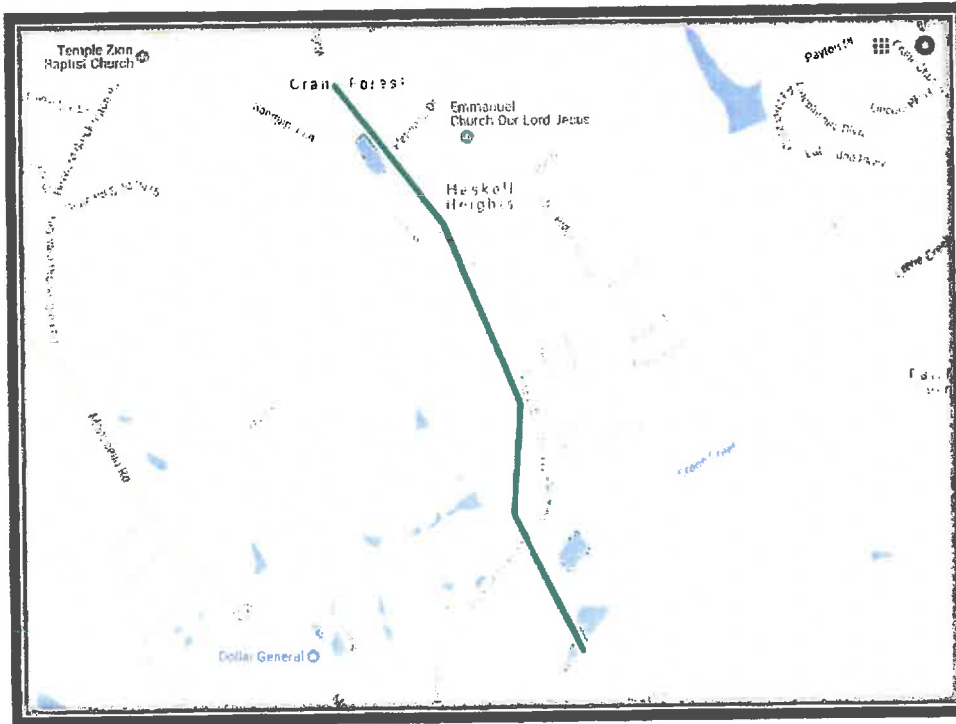




### 13 - Woodbury/Old Leesburg Connector Greenway



### 14 - Crane Creek Greenway Section C Greenway



### Gills Creek B Reallocation of Funds to Gills Creek A Considerations

It is recommended that the funds for Gills Creek B be reallocated to Gills Creek A for the following reasons:

- A large percentage of Section B is proposed to be located along Kings Grant subdivision as well as Fort Jackson. Attached is a letter from the Kings Grant Homeowners Association stating their opposition to the project. Additionally it is very likely that the coordination with Fort Jackson would take years with no guarantee of approval from the federal government.
- Between 8 and 15 residents of Kings Grant attended the 2 public meetings for Section A to state their opposition to Section B
- With the removal of Section A along Burwell Lane, there would be no direct connection from Section A to Section B
- The referendum amount identified for Section A (\$2,246,160) is estimated to only construct that section from Ft. Jackson Blvd. to near Mikell Avenue. By moving the funds, it is likely that Section A could be further extended from Mikell Avenue to near South Beltline Blvd.
- There was a large amount of support from the public for constructing Section A along the west side of Gills Creek to near the railroad trestle at South Beltline Blvd.
- Coordination with any improvements along Timberlane Drive as a result of the October 2015 flooding could be implemented
- Following the current rankings of the Greenway category,
  1. 3 Rivers Greenway is under construction
  2. Lincoln Tunnel is complete
  3. Gills Creek A is currently in design
  4. Smith/Rocky Branch section A is currently being recommended to begin design
  5. Gills Creek B is programmed for design to begin in 2018

Remaining Greenways would be developed in order of prioritization.





A DIVISION OF WOLFE & TAYLOR, INC.

November 16, 2016

Mr. Rob Perry, PE  
Richland County Director of Transportation  
2020 Hampton Street  
Columbia, SC 29201

RE: Gills Creek B Greenway (Wildcat Creek to Leesburg Road)

Dear Mr. Perry,

The King's Grant Home Owners Association (KGHOA) represents 414 homes consisting of approximately 1800 Richland County residents. Many of the residents of King's Grant and board members attended the open house at Brennen Elementary School on February 11, 2016 where maps depicting locations and typical sections of the proposed greenways were on display. After much discussion, the KGHOA Board voted in favor of opposing the proposed Gills Creek B Greenway (Wildcat Creek to Leesburg Road) project. As such, please accept this letter as the neighborhood's official opposition to the project. Two major concerns include the following:

- 1) The King's Grant neighborhood was developed with a very distinct feature of security which includes borders with Fort Jackson and Interstate 77. If the border with Fort Jackson is breached via the public greenway, neighborhood security will be compromised.
- 2) The Palmetto Trail is already in place inside Fort Jackson along Semmes Road and connects Gills Creek at Kilbourne Road with Jackson Boulevard and Leesburg Road. We recognize that this trail is located on Fort Jackson property and may have some restrictions for use. However, if the Gills Creek B Greenway is developed it will become by default a leg of the Palmetto Trail by virtue of being a more direct route. This scenario would allow even more traffic by use of the trail by hikers and campers from other counties and out-of-state leading to more security concerns.

Property Management and Real Estate Sales  
1216 PICKENS STREET ♦ COLUMBIA, SC 29201 ♦ OFFICE (803) 771-4667 ♦ FAX (803) 254-3900  
[www.ppicolumbia.com](http://www.ppicolumbia.com)

November 16, 2016

Page 2

The above concerns coupled with many others relating to maintenance of the greenway, trash, and parking to access the trail support our opposition to the project. Accordingly, we respectfully request that the Gills Creek B Greenway (Wildcat Creek to Leesburg Road) project be removed from further studies, design or funding.

Sincerely,



Aylan Brown, President  
King's Grant Home Owners Association Board of Directors

cc: Mr. David Beaty, PD  
✓ Program Manager

Mr. Gearald Seals  
Richland County Administrator

Law Offices of  
**FREDERICK I. HALL, III, P.A.**  
**REAL ESTATE DIVISION**

301 GIBSON ROAD  
POST OFFICE BOX 1898  
LEXINGTON, SOUTH CAROLINA 29071  
TEL: (803) 957-1243 FAX: (803) 957-9359

FREDERICK I. HALL, III

JAMES C. SKETO  
DIRECTOR OF OPERATIONS  
AND MARKETING

LEGAL ASSISTANTS:  
MICHELE ENLOW  
CAROLYN COOK  
LAURIE WILSON  
KATHY SKETO  
STEPHANIE ROOKS

November 13, 2017

Mr. Tim Seybt  
Right of Way Program Manager  
Richland Penny Program  
201 Arbor Lake Drive  
Columbia, SC 29223

Re: Tract No: 61  
County: Richland  
Road/Rte: Greene Street Improvements Phase II  
File No: 17-1318  
Project ID: PDT-321

Dear Mr. Seybt:

We have attempted to find the ownership of the unknown parcel identified on your plans as Tract 61. We have ascertained that this tract is shown on aerial maps of the Richland County Tax Assessor's Office as a parcel designated as a portion of Tract A, 59 feet x 44 feet square. The County Assessor's Office currently shows ownership of this property as follows:

Columbia Outdoor Adv Inc.  
PO Box 6637  
Columbia, SC 29260

Perhaps you can have your agent make a call to the owners of Tract 61 to see if they have additional information regarding ownership. When we cannot determine ownership, we have no other recourse than to recommend condemnation.

Let us know if we can be of any further assistance.

FREDERICK I. HALL, III, PA

By  FOR THE FIRM

Print

631 HUGER ST | R08910-01-04



**Address**

Address	631 HUGER ST
Municipality	Columbia
School District	Richland School District 1
Garbage Coll. Day	No Pickup
Recycling Coll. Day	No Pickup
Yard Trash Coll. Day	No Pickup
Latitude	33.99070
Longitude	-81.04195
Elevation	180 ft

**Census**

Year	2010	2000	1990
Avg Hahid Income	\$71,393	\$0	\$0
Avg Home Value	\$325,000	\$0	\$0
Pop. Density (/sqmi)	0	0	7

**Property**

TMS	R08910-01-04
Owner	COLUMBIA OUTDOOR ADV INC
Beds	0.0
Baths	0.0
Heated Sqft	0
Year Built	
Tax District	1CC
Land Value	\$10,300
Building Value	\$0
Taxable Value	\$10,300
Market Value	\$10,300
Last Sale	\$0 (00/00/1976)
Zoning	M-2
Secondary Zoning	
Owner Occupied	No

**Political**

Voting Precinct	Ward 5
Voting Location	Pacific Memorial Park
County Council Dist.	5
County Council Rep.	Seth Rose
SC Senate Dist.	20
SC Senate Rep.	John E. Courson
SC House Dist.	72
SC House Rep.	James E. Smith, Jr.
County Magistrate Dist.	OLYMPIA
County Magistrate	JUDGE HAROLD CUFF
Congressional Dist.	6
Congressional Rep.	James Clyburn
Sheriff Region	1

Disclaimer: This application is a product of the Richland County GIS Department. The data derived here have been developed with extensive cooperation from other county departments, as well as other federal, state and local government agencies. Reasonable efforts have been made to ensure the accuracy of this map. However, the information presented should be used for general reference only. Richland County accepts no responsibility for omissions or liability that may arise from the use of the information presented herein.

ASSESSOR DATA VIEW

The information provided on this page reflects data as of December 31, 2017 and should be used for reference only. For official assessment information, please contact the Richland County Assessor's Office.

Information presented on the Assessor's Database is collected, organized and provided for the convenience of the user and is intended solely for informational purposes. **ANY USER THEREOF OR RELIANCE THEREON IS AT THE SOLE DISCRETION, RISK AND RESPONSIBILITY OF THE USER.** While every attempt is made to provide information that is accurate at the date of publication, portions of such information may be incorrect or not current. **RICHLAND COUNTY HEREBY DISCLAIMS ANY AND ALL WARRANTIES, EXPRESS OR IMPLIED, AS TO ITS ACCURACY, COMPLETENESS OR FITNESS FOR ANY PARTICULAR PURPOSE.** All official records of the County and the countywide elected officials are on file in their respective offices and may be viewed by the public at those offices.

**Owner Information**

Tax Map Number: R08910-01-04

Owner: COLUMBIA OUTDOOR ADV INC

Address 1: 631 HUGER ST

Address 2:

Address 3:

City/State/Zip: COLUMBIA SC 29260

Property Location/Code: 631 HUGER ST

**Tax Information**

Year: 2017

Property Tax Relief: \$0.00

Local Option Sales Tax Credit: (\$37.84)

Tax Amount: \$301.67

Paid: Yes

Homestead: No

Assessed: \$620.00

**Assessment Information**

Year Of Assessment: 2017

Tax District: 1CC

Acreage Of Parcel: 0.00

Non-Agriculture Value: \$10,300.00

Building Value: \$0.00

Taxable Value: \$10,300.00

Zoning: M-2

Legal Residence: No

Sewer Connection: CITY

Water Connection: CITY

Agriculture Value: \$0.00

Improvements: \$0.00

**Property Information**

Legal Description: PORT A

59X44

Land Type: COMMERCIAL LAND

#SU

#PR

**Sales History**

Buyer Name	Buy Date	Buy Price	Buy Type	Buy Amount
COLUMBIA OUTDOOR ADV INC	00/00/1976		PER / 0	\$0.00



**TRANSPORTATION  
PROGRAM**

**Request to Condemn Property  
Greene Street Phase II Widening  
SCDOT Project No. 0038231 -Richland PDT 0321**

**Parcel Number:** 61  
**Tax Map Number:** 08910-01-04  
**Property Owner(s):** Columbia Outdoor Advertising

**Area of Acquisition:** 0.002 AC/92 square feet for new right -of-way

**Amount of Appraised Offer:** \$3,100.00 for land and improvements

**History of Acquisition:** Acquisition was in accordance with the procedures of the South Carolina Department of Transportation and the Richland County Right-of-Way Policy. Appraised offer in the amount of \$3,100.00 was made. Title attorney unable to locate a deed into Columbia Outdoor Advertising. Speaking with company officials they were unable to produce a deed to the property. Informed company since they were unable to produce a deed condemnation was necessary in order to clear title to the new right-of-way need for the project.

Map of Property is attached. (one sheet)

March 12, 2018  
Page 1 of 1



**TRANSPORTATION PROGRAM**

**Condemnation Summary**

Project Name	Project Type	Tract No.	Initial Contact w/ Property Owner (Date)	Area of Acquisition (AC/SF)	Initial Offer (Date)	Initial Offer Amount	Number of Contacts attempted (written or verbal)	Current Counter Offer by Property Owner	Current Offer Amount from Richland Penny Program	Recommended Action	Miscellaneous Notes
Innovista Greene Street Phase II	Widening	61	11/15/17	0.002AC/93 SF	2/7/18	\$3,100.00	13	NA	\$3,100.00	Condemnation	Unable to Clear Title - Owner cannot locate Deed

Condemnation Worksheet

County: RICHLAND  
Road/Route: Greene Street – Phase II Widening  
File: NA  
Item: NA  
SCDOT Project ID – 0038231  
RPP Project – No. 0321

Landowner: (unable to verify ownership) Columbia Outdoor Advertising – 2711 Middleburg Drive, Columbia, SC 29204  
Contacts: Jim Cantey – office – 803-256-6128 – cell – 803-600-5380

Property location – Huger St., Columbia, SC

Other: NA

Deed Dated: None of record – UNABLE TO VERIFY OWNERSHIP

Deed Recorded: None of Record

Recorded In: None of record

Tax Map #: R08910-01-04

Description of Real Property: obtain – 0.002 AC/ 93 SF

Property Source for the construction of a section of Greene Street – Phase II

Consideration - \$3,100.00

Damages: -0-

Tract: 61

All that parcel or strip of land, in fee simple, containing 0.002 of an acre/ (93) square feet, more or less, and all improvements thereon, if any, owned by Columbia Outdoor Advertising) shown as the area “total obtain” on Exhibit A, attached hereto and made a part hereof, on the left, of Greene Street- Phase II relocated survey centerline between approximate survey stations 19+15 and 19+26.45.

Tax Map Number R08910-01-04

NOTE: May need to John Doe & Mary Roe and advertise!





## APPENDIX 1 – MAINTENANCE PARTNERSHIP AGREEMENT

2/17/00

THIS AGREEMENT is entered this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_, by and between Richland County, hereinafter referred to as County, and the South Carolina Department of Transportation, hereinafter referred to as SCDOT.

WHEREAS, in accordance with Sections 57-3-110 (1) and (10), 57-3-650, 57-23-10, 57-23-800(E), 57-25-140, and the SCDOT's Policy of Vegetation Preservation on SC Highways, SCDOT is authorized to allow landscaping and beautification efforts on SCDOT right of ways;

WHEREAS, the County has previously obtained a Cooperative Intergovernmental Agreement (IGA) for the coordination of the Richland County Sales Tax Transportation Program to access SCDOT's right of way for construction and/or improvement of transportation facilities. Said IGA is described as follows:

IGA Number: 25-14      Date Issued: February 7, 2014

Location: Clemson Road from Old Clemson Road to Sparkleberry Crossing Road;

WHEREAS, SCDOT and the County are desirous of entering into this Agreement to grant a continuous license to the County to enter the SCDOT's right of way to conduct routine maintenance of landscaping, beautification and/or enhancements permitted by the aforesaid IGA;

NOW THEREFORE, in consideration of mutual promises, SCDOT and the County agree to the following:

- 1) SCDOT grants the County a license to enter onto the SCDOT right of way at the area defined by the intergovernmental agreement. The purpose of the license to enter is limited to routine maintenance of the intergovernmental agreement area. Such entry will be limited to the scope of the work identified in the intergovernmental agreement. No additional encroachment beyond that contemplated by the original intergovernmental agreement is allowed. If additional maintenance, enhancement and/or beautification efforts, different from the original scope of work identified in the intergovernmental agreement, is requested, the County will be required to submit a new intergovernmental agreement identifying the new scope of work. Entry onto SCDOT right of way pursuant to this agreement may be without notice to the SCDOT.
- 2) The County agrees to post all necessary traffic control devices and take all necessary precautions in conformance with SCDOT traffic control standards and as required by the SCDOT, along the SCDOT right of way prior to and during the performance of any routine maintenance, enhancement and/or beautification efforts.
- 3) SCDOT agrees to accept maintenance responsibilities for the shared use path concrete structure not to include cleaning or hazardous weather maintenance of the surface.
- 4) The County agrees to accept maintenance responsibilities for maintenance of the shared use path's surface to include cleaning and hazardous weather maintenance of the surface.
- 5) The County agrees to maintain the vegetation zone located between the edge of roadway and the shared use path as well as the vegetation zone on the outside shoulder of the path. This maintenance includes, but is not limited to, mowing and clearing/limbing vegetation management.
- 6) ~~The County agrees to indemnify and hold harmless the SCDOT from any and all claims, damages and liability arising or resulting from the County's presence on and use of the SCDOT right of ways for routine maintenance, enhancement and/or beautification.~~ The County agrees to be responsible for all claims or damages arising from the work performed by the County, its employees or agents, but only within the limits of the SC Tort Claims Act. In addition, should the County use a contractor for

**MAINTENANCE PARTNERSHIP AGREEMENT, PAGE 2**

performance of the work, the County shall insert a hold harmless and indemnification clause in its contract with all contractors and subcontractors which requires the contractor and subcontractor to indemnify and hold harmless the County and the State of South Carolina, specifically the SCDOT, from any liability, claims or damages which may arise from the performance of the work on SCDOT right of way. Nothing in this Agreement shall be construed to expand County liability for its actions in SCDOT's right of way beyond the limits of the S. C. Tort Claims Act. Further, the County agrees that they are subject to S. C. Code Section 57-5-140, which provides that SCDOT shall not be liable for damages to property or injuries to persons, as otherwise provided for in the Torts Claims Act, as a consequence of the negligence by a municipality in performing such work within the State highway right of way.

7) This Agreement shall not be modified, amended or altered except upon written consent of the parties. Neither party shall assign, sublet, or transfer its interest in this Agreement without the written consent of the other.

8) This Agreement may be terminated upon thirty days' written notice to the other party; however, in cases where the County is not performing in accordance with this Agreement, SCDOT shall give written notice to the County of the failure in performance and, if the County does not correct or cure the performance within three days of receipt of the notice, SCDOT shall have the option to terminate this license immediately, and shall, thereafter, give written notice of such termination to the County.

IN WITNESS HEREOF, the above parties have hereunto set their hands and seals.

SOUTH CAROLINA DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Recommended by: \_\_\_\_\_

RICHLAND COUNTY

By: \_\_\_\_\_  
Its: \_\_\_\_\_

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WHEREAS, the County has previously obtained a Cooperative Intergovernmental Agreement (IGA) for the coordination of the Richland County Sales Tax Transportation Program to access SCDOT's right of way for construction and/or improvement of transportation facilities. Said IGA is described as follows:

IGA Number: 25-14      Date Issued: February 7, 2014

Location: Polo Road from Alpine Road to Mallet Hill Road;

WHEREAS, SCDOT and the County are desirous of entering into this Agreement to grant a continuous license to the County to enter the SCDOT's right of way to conduct routine maintenance of landscaping, beautification and/or enhancements permitted by the aforesaid IGA;

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- 4) The County agrees to accept maintenance responsibilities for maintenance of the shared use path's surface to include cleaning and hazardous weather maintenance of the surface.
- 5) The County agrees to maintain the vegetation zone located between the edge of roadway and the shared use path as well as the vegetation zone on the outside shoulder of the path. This maintenance includes, but is not limited to, mowing and clearing/limbing vegetation management.
- 6) The County agrees to accept maintenance responsibilities for all retaining wall structures, handrails, and associated drainage items constructed as part of the project.
- 7) ~~The County agrees to indemnify and hold harmless the SCDOT from any and all claims, damages and liability arising or resulting from the County's presence on and use of the SCDOT right of~~

**MAINTENANCE PARTNERSHIP AGREEMENT, PAGE 2**

~~ways for routine maintenance, enhancement and/or beautification.~~ The County agrees to be responsible for all claims or damages arising from the work performed by the County, its employees or agents, but only within the limits of the SC Tort Claims Act. In addition, ~~should the County use a contractor for performance of the work,~~ the County shall insert a hold harmless and indemnification clause in its contract with all contractors and subcontractors which requires the contractor and subcontractor to indemnify and hold

harmless the County and the State of South Carolina, specifically the SCDOT, from any liability, claims or damages which may arise from the performance of the work on SCDOT right of way. ~~Nothing in this Agreement shall be construed to expand County liability for its actions in SCDOT's right of way beyond the limits of the S. C. Tort Claims Act.~~ Further, the County agrees that they are subject to S. C. Code Section 57-5-140, which provides that SCDOT shall not be liable for damages to property or injuries to persons, as otherwise provided for in the Torts Claims Act, as a consequence of the negligence by a municipality in performing such work within the State highway right of way.

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SOUTH CAROLINA DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Recommended by: \_\_\_\_\_

RICHLAND COUNTY

By: \_\_\_\_\_  
Its: \_\_\_\_\_

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WHEREAS, the County has previously obtained a Cooperative Intergovernmental Agreement (IGA) for the coordination of the Richland County Sales Tax Transportation Program to access SCDOT's right of way for construction and/or improvement of transportation facilities. Said IGA is described as follows:

IGA Number: 25-14      Date Issued: February 7, 2014

Location: Rabbit Run Road from Garners Park Road to Lower Richland Boulevard and Lower Richland Boulevard from Rabbit Run Road to Lower Richland High School near US 378;

WHEREAS, SCDOT and the County are desirous of entering into this Agreement to grant a continuous license to the County to enter the SCDOT's right of way to conduct routine maintenance of landscaping, beautification and/or enhancements permitted by the aforesaid IGA;

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- 5) The County agrees to maintain the vegetation zone located between the edge of roadway and the shared use path as well as the vegetation zone on the outside shoulder of the path. This maintenance includes, but is not limited to, mowing and clearing/limbing vegetation management.
- 6) The County agrees to accept maintenance responsibilities for all handrails constructed as part of the project.

**MAINTENANCE PARTNERSHIP AGREEMENT, PAGE 2**

7) The County agrees to be responsible for all claims or damages arising from the work performed by the County, its employees or agents, but only within the limits of the SC Tort Claims Act. In addition, should the County use a contractor for performance of the work, the County shall insert a hold harmless and indemnification clause in its contract with all contractors and subcontractors which requires the contractor and subcontractor to indemnify and hold harmless the County and the State of South Carolina, specifically the SCDOT, from any liability, claims or damages which may arise from the performance of the work on SCDOT right of way. Nothing in this Agreement shall be construed to expand County liability for its actions in SCDOT's right of way beyond the limits of the S. C. Tort Claims Act. Further, the County agrees that they are subject to S. C. Code Section 57-5-140, which provides that SCDOT shall not be liable for damages to property or injuries to persons, as otherwise provided for in the Torts Claims Act, as a consequence of the negligence by a municipality in performing such work within the State highway right of way.

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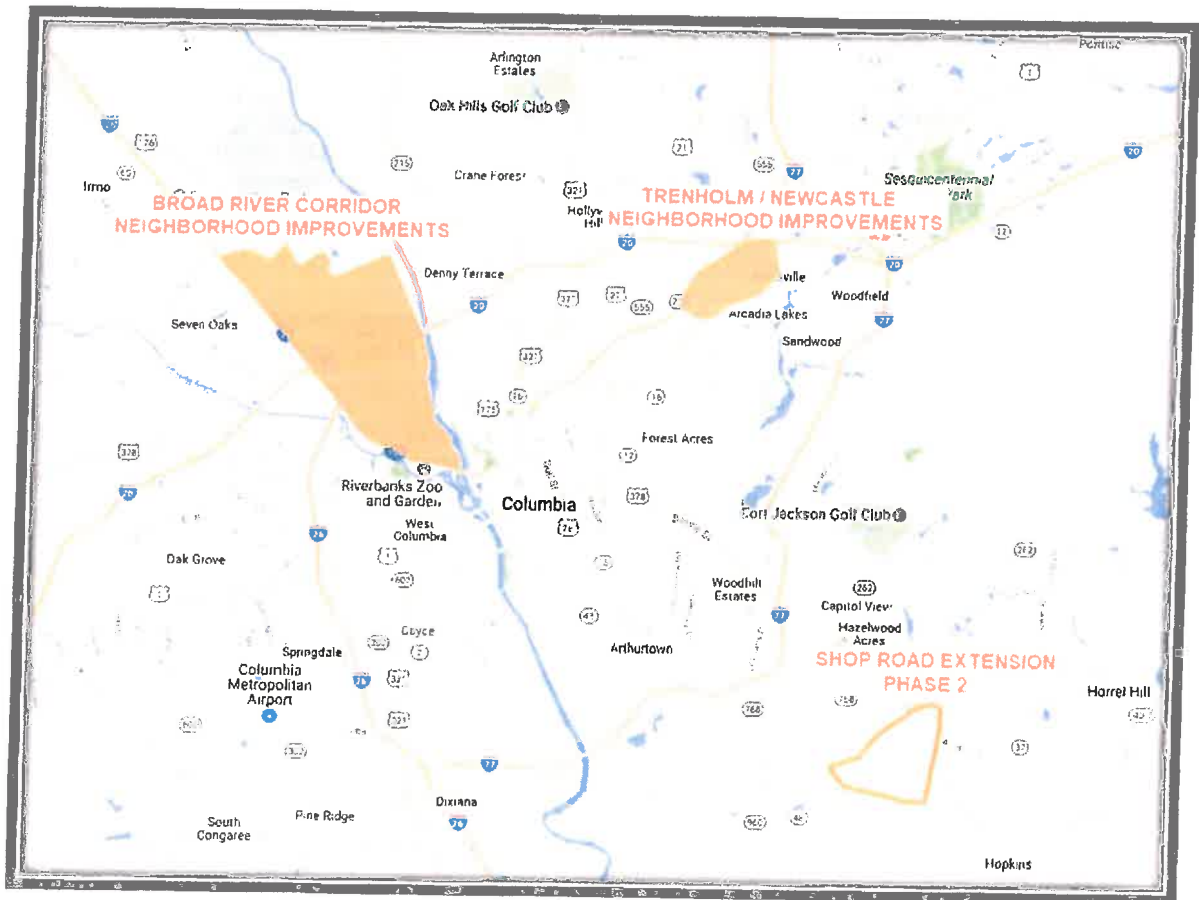
SOUTH CAROLINA DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Recommended by: \_\_\_\_\_

RICHLAND COUNTY

By: \_\_\_\_\_  
Its: \_\_\_\_\_

**"SPECIAL" PROJECTS**



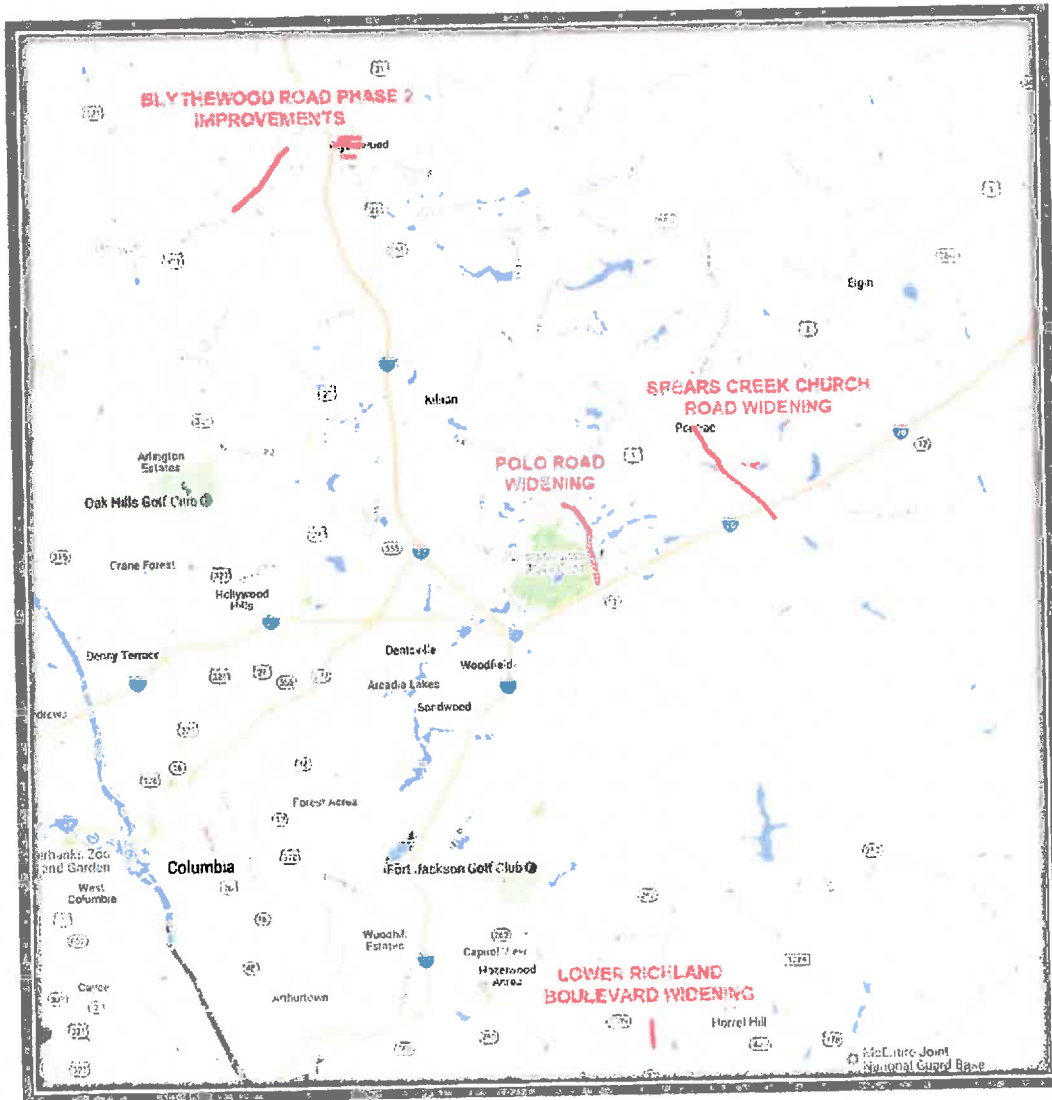
1. Shop Road Extension Phase 2
2. Trenholm / Newcastle Neighborhood Improvements
3. Broad River Corridor Neighborhood Improvements

05/10/2018



Requested Design Authorization

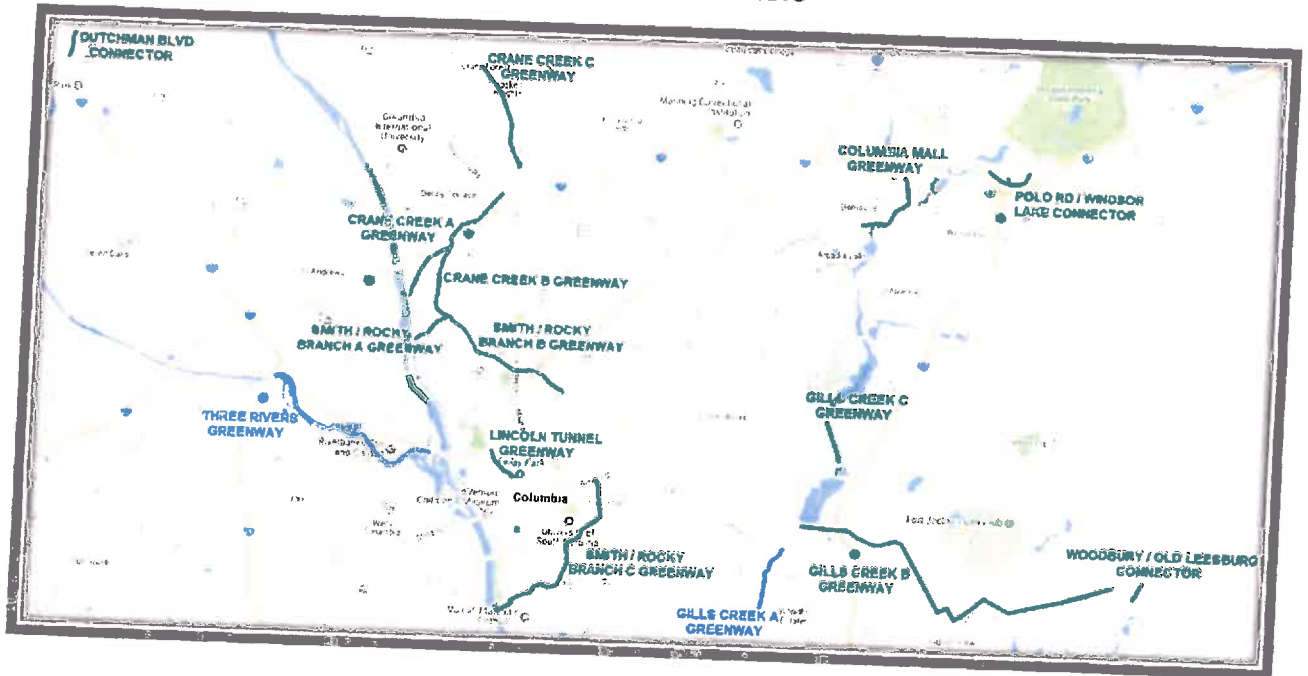
**WIDENING PROJECTS**



1. Spears Creek Church Road Widening
2. Lower Richland Boulevard Widening
3. Polo Road Widening
4. Blythewood Road Phase 2 Improvements

05/10/2018

## GREENWAY PROJECTS



1. Three Rivers Greenway (in construction)
2. Lincoln Tunnel Greenway (complete)
3. Gills Creek A Greenway (in design)
4. Smith/Rocky Branch C Greenway
5. Gills Creek B Greenway
6. Smith/Rocky Branch B Greenway
7. Smith/Rocky Branch A Greenway
8. Gills Creek C Greenway
9. Crane Creek A Greenway
10. Crane Creek B Greenway
11. Columbia Mall Greenway
12. Polo Rd/Windsor Lake Connector
13. Woodbury/Old Leesburg Connector
14. Crane Creek C Greenway
15. Dutchman Blvd Connector

05/10/2018



TRANSPORTATION  
PROGRAM

## Richland County Transportation Program

### Road Diet Concept Report

#### Calhoun Street (Wayne St to Harden St)



May 2018

## I. Executive Summary

The Richland County Transportation Program has a total funding of \$1.07 billion funded through the Transportation Sales Tax approved by voters in November of 2012. Per the referendum, \$300,991,000 is dedicated to Transit with the remaining \$769,009,000 dedicated to the categories of Administration, Bike/Ped/Greenway, and Roadway. Of the \$80,883,356 designated for Bike/Ped/Greenway, \$22,008,775 was allotted for the development of bikeway projects throughout the County to enhance recreation and provide alternative modes of transportation.

A total of 87 bikeway projects were included in the referendum. These have been identified and categorized into four groups for development - 8 Shared-Use Paths; 39 Bike Lanes; 26 Signs and Sharrows Routes; and 14 Widening projects. Two of the Shared-Use Paths are currently being constructed. The Richland Program Development Team (PDT) is coordinating implementation of the 29 Signs and Sharrows routes with the City and SCDOT. Ten of the 14 bikeways included in the Widening projects are either in construction or are being designed. The remaining 4 Widening projects are scheduled to begin design in late 2018.

The 39 Bike Lanes group includes methods of development that involve Road Diet studies and opportunities for Re-Striping. Within the 39 Bike Lanes group, 5 are completed; 2 are under construction; 7 are in design; 17 are considered for restriping; and, 2 may be deleted due to safety concerns – for a total of 33 projects.

This report focuses on one of the remaining 6 that are scheduled for studies as Road Diets, Calhoun Street from Wayne Street to Harden Street. The PDT has developed this report through discussions with the City to coordinate a road diet plan that meets generally accepted requirements for bike lanes. The information in this report includes requirements for city bike lanes, existing conditions, and alternates for striping to accommodate bike lanes.

It is recommended that a sharrow be used for the 33' sections of Calhoun (from Wayne to Lincoln and from Pickens to Harden) with no other changes to parking or lane widths. A sharrow route shows cyclist a preferred route and informs motorist to share the road with cyclist. For the 48' sections of Calhoun (from Lincoln to Assembly and from Sumter to Pickens), it is recommended that the four through lanes be reduced to three lanes (one lane in each direction with a center lane for left turns) and remove parking along the north side of Calhoun to provide bike lanes in both directions. Along the 62' sections of Calhoun (Assembly to Sumter), the lane widths will be reduced to 11.5'/12' lanes and parking removed from the north side to allow for bike lanes in both directions. The above roadway widths do not include the width of gutter. Details of the above recommendations are provided in Section IV, Alternate 1 of this report.

## II. Requirements for City Bike lanes

Per National Association of City Transportation Officials (NACTO)

The desirable bike lane width adjacent to curb face is 6 feet with a minimum width of 3 feet. When placed adjacent to a parking lane, the desirable reach from the curb face to the edge of the bike lane (including the parking lane, bike lane and optional buffer between them) is 14.5 feet; the absolute minimum reach is 12 feet. A bike lane next to a parking lane shall be at least 5 feet wide unless there is a marked buffer between them. Wherever possible, minimize parking lane width in favor of increased bike lane width. A solid white lane line marking shall be used to separate motor vehicle travel lanes from the bike lane. Most jurisdictions use a 6 to 8 inch line.

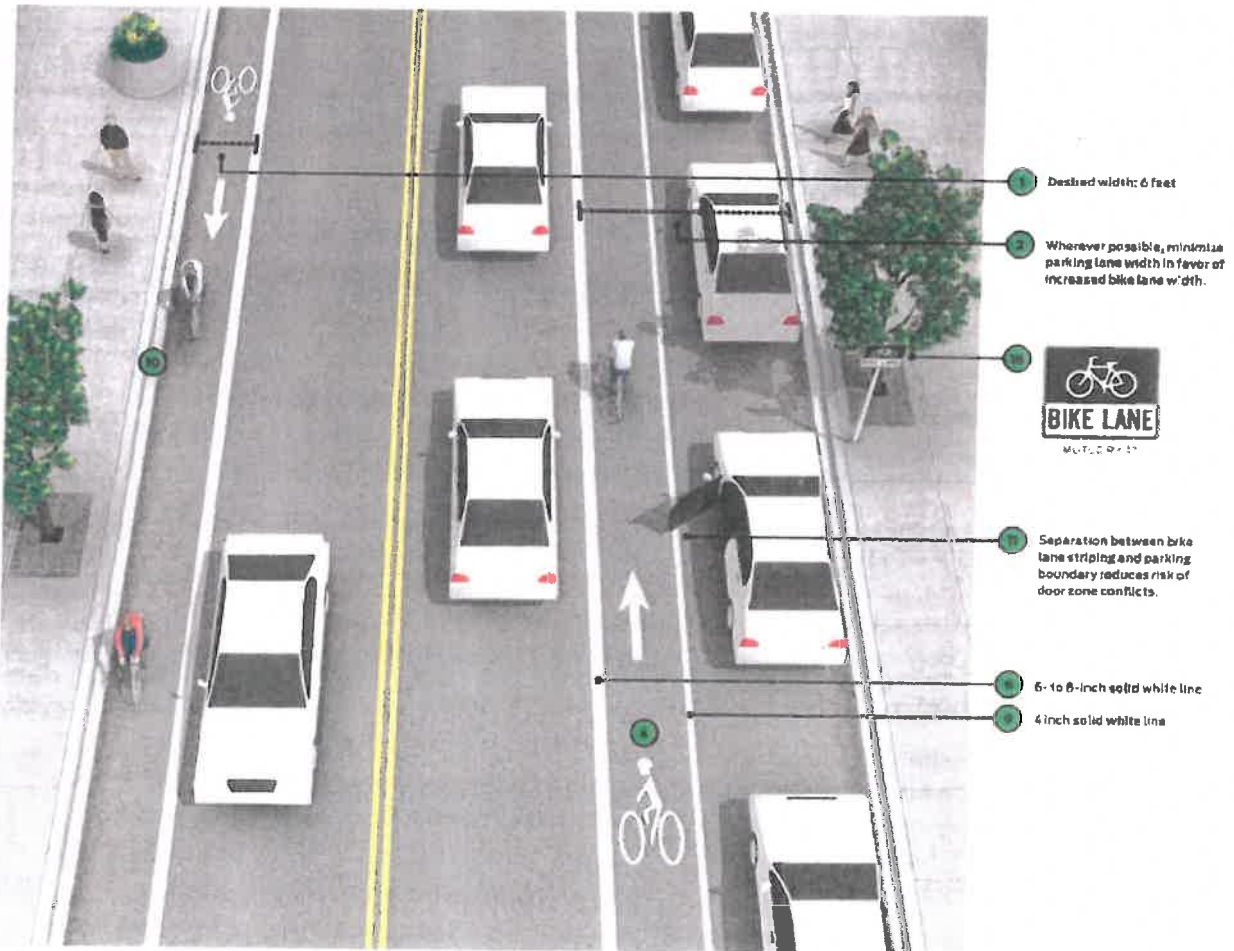


Photo courtesy of NACTO Urban Design Guide.

When placed adjacent to parking, a solid white line marking of 4-inch width should be used between the parking lane and the bike lane to minimize encroachment of parked cars into the bike lane. Gutter seams, drainage inlets, and utility covers should be flush with the ground and oriented to prevent conflicts with bicycle tires. Lane striping should be dashed through high traffic merging areas. The desirable dimensions should be used unless other street elements (e.g., travel lanes, medians, median offsets) have been reduced to their minimum dimensions. In cities where local vehicle codes require motor vehicles to merge into the bike lane in advance of a turn movement, lane striping should be dashed from 50 to 200 feet in advance of intersections to the intersection. Different states have varying requirements. "Bike Lane" signs (MUTCD R3-17) may be located prior to the beginning of a marked bike lane to designate that portion of the street for preferential use by bicyclists. The 2009 Manual on Uniform Traffic Control Devices (MUTCD) lists bike lane signs as optional; however, some states still require their use. On bike lanes adjacent to a curb, "No Parking" signs (MUTCD R8-3) may be used to discourage parking with the bike lane.

The recommendations in the report also reflect requirements of Cleveland Complete and Green Streets Typology Manual, Raleigh Street Design Manual, Charlotte Urban Street Design Guidelines and other related development standards.

### III. Existing Conditions

Calhoun from Wayne to Lincoln is 33' wide with two travel lanes and 6' parking along on both sides (excluding gutter). Per SCDOT, this section has a low amount of traffic demand compared to the rest of the route with only 950 cars traveled per day counted at the Wayne and Calhoun intersection. The only available Average Daily Traffic Counts available on Calhoun are at the Wayne and Henderson intersections. The intersection of Wayne and Calhoun is also in close proximity to the Lincoln Tunnel Greenway providing opportunity for connectivity.

Calhoun from Lincoln to Assembly is 48' wide with two 18' travel lanes and 6' parking on both sides of the road (excluding gutter).

Calhoun from Assembly to Sumter is 62' wide with four 12'/13' through lanes and 6' parking both sides (excluding gutter). The current lane widths for this section have sufficient width to safely accommodate traffic.

Calhoun from Sumter to Pickens, is also 48' wide but has four 10' to 14' travel lanes and only 3 parking spots on the north side. Due to the narrow travel lanes along Calhoun from Sumter to Pickens, it is uncommon that two vehicles travel in the same direction without one vehicle traveling a full vehicle length behind the other due to the potential, or driver concern, that side-swipe accidents may occur. Additionally, vehicles traveling in the outside lane often encroach into the inside lane out of concern for the proximity of parked vehicles. The narrow lane widths results in this section of Calhoun effectively functioning as a 3-lane roadway (1 travel lane in each direction and a continuous two-way left turn lane).

Calhoun from Pickens to Barnwell is 33' wide with one 13' and one 20' travel lane and no metered parking but unmarked parking does exist (excluding gutter). The unmarked parking is only on the south side and used for by residents occupying the nearby houses.

Calhoun from Barnwell to Harden is 33' wide with two 11' travel lanes and a two-way left turn lane (excluding gutter). The three lanes at 11' each take up all of the road width and leave no room for parking. The end of this route will connect to the Harden Street bike lane and provide connectivity. See the appendix for pavement marking details of the above.

Calhoun Parking Limits / Widths	North			South		
	Metered	Handicap	Other	Metered	Handicap	Other
Wayne-Gadsden (33')	0	0	8 (2Hr Park)	0	0	10 (2 Hr Park)
Gadsden-Lincoln (33')	8	0	0	12	0	0
Lincoln-Park (48')	9	1	0	2	0	10 (FED)
Park-Assembly (48')	8	0	0	8	0	0
Assembly-Main (62')	2	0	0	12	0	0
Main-Sumter (62')	11	0	0	12	0	0
Sumter-Marion (48')	0	0	0	0	0	0
Marion-Bull (48')	0	1	2 (No meter)	0	0	0
Bull-Pickens (48')	0	0	0	0	0	0
Pickens-Henderson (33')	0	0	0	0	0	0
Henderson-Barnwell (33')	0	0	0	0	0	0
Barnwell-Gregg (33')	0	0	0	0	0	0
Gregg-Harden (33')	0	0	0	0	0	0
<b>Total</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>

\*Alternate 1 recommendation removes parking from Lincoln to Sumter totaling 30 spots removed.

Speed Limit: 35 MPH

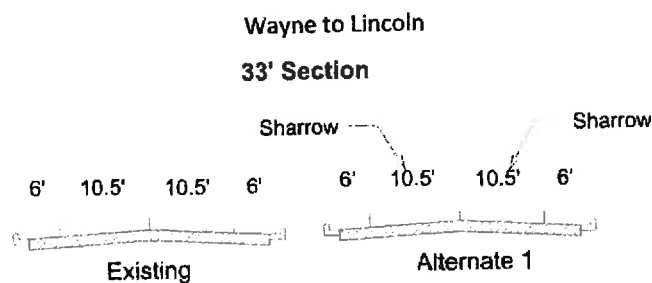
Average Daily Traffic: 950 (Calhoun Wayne Intersection) -6600 (Calhoun Henderson Intersection)

#### IV. Recommendation for Calhoun St.

In discussions with the City on parking removal and bike lane implementation, the conclusion was that removing parking on the same side for the entire route would be the safest and easiest for travel since it will prevent lane shifts at intersections. The City and PDT agreed that the north side parking would be more desirable to remove due to existing businesses on the south side.

##### Alternate 1

The section of **Calhoun from Wayne to Lincoln** is 33' wide (plus 1' of gutter on each side) with 2 travel lanes and parking on both sides. Through discussions with the City, it was determined that the only feasible way to accommodate bikes in this section of Calhoun was a sharrow. This is due to local businesses and federal parking. Sharrow symbols and signage would be applied and the existing lane configuration would not change. Refer to the below typical section for existing and alternate lane configuration for the remaining sections of Calhoun.

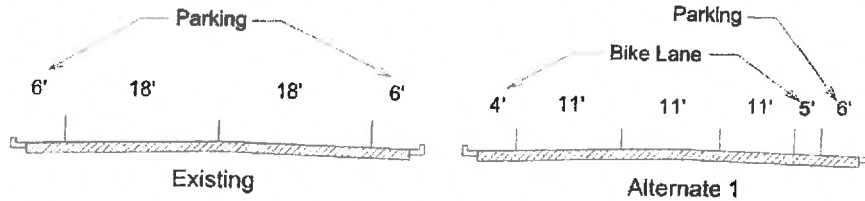


The section of **Calhoun from Lincoln to Assembly** is 48' wide (plus 1' of gutter on each side) with 2 travel lanes and parking on both sides. It is recommended that a two way left turn lane be added to create three lanes (a through lane in each direction with a median for left turns) and parking be removed from the north side of Calhoun to accommodate the bike lanes in both directions. This scenario would provide dedicated bike lanes in each direction and increased lane widths with no anticipated decrease in traffic capacity. The loss of these spaces would require additional parking spaces, but available parking spaces are located generally within 1-3 blocks on either side of Calhoun. Refer to the typical 48' sections below for existing and alternate lane configurations.



Lincoln to Assembly

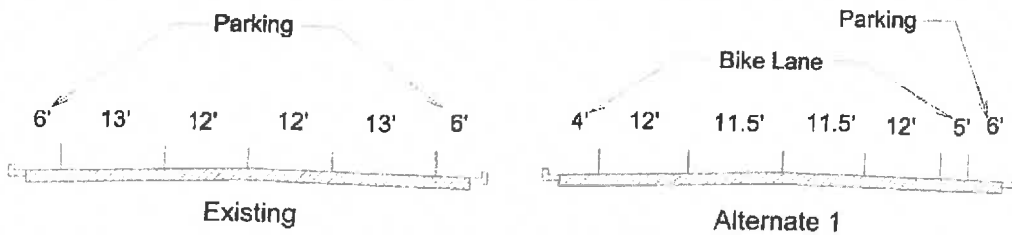
48' Section



For the 62' section of **Calhoun from Assembly to Sumter** which has four travel lanes and parking on both sides, it is recommended that parking be removed from the north side of Calhoun with reduced lane widths to allow for bike lanes in both directions. It is not recommended to remove a lane for this section because there is already enough existing width to restripe for a bike lane and four lanes will help support a higher volume of traffic. Refer to the typical 62' sections below for existing and alternate lane configurations:

Assembly to Sumter

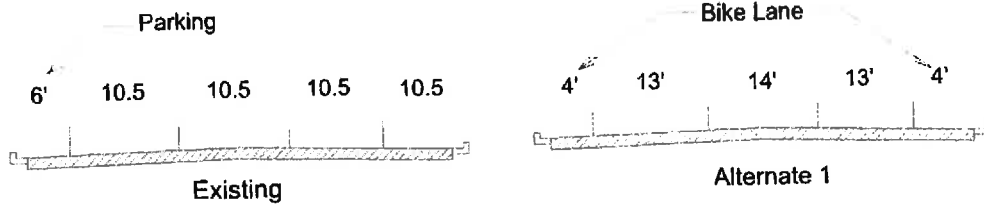
62' Section



The section of **Calhoun from Sumter to Pickens** is 48' wide (plus 1' of gutter on each side) with 4 travel lanes and parking on the north side. It is recommended the four lanes be reduced to three lanes (a through lane in each direction with a median for left turns) and parking be removed from the north side of Calhoun to accommodate the bike lanes in both directions. This scenario would provide dedicated bike lanes in each direction and increased lane widths with no anticipated decrease in traffic capacity. The loss of these spaces would require additional parking spaces, but available parking spaces are located generally within 1-3 blocks on either side of Calhoun:

Sumter to Pickens

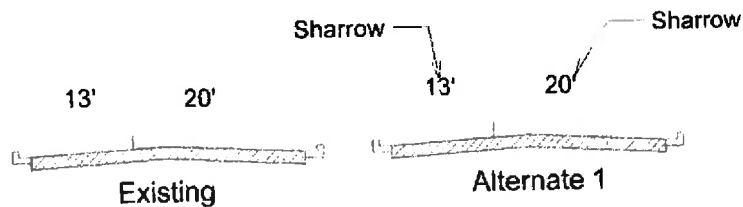
48' Section



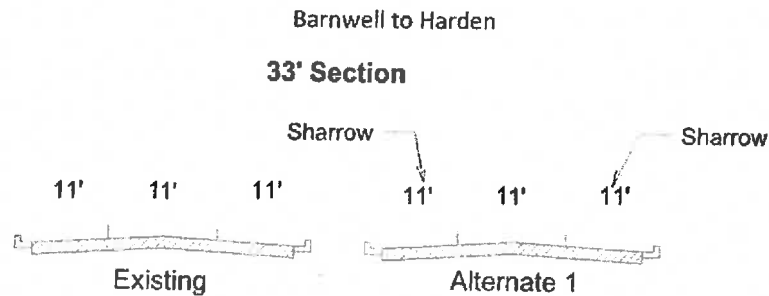
The section of **Calhoun from Pickens to Barnwell** is 33' wide (plus 1' of gutter on each side) with 2 travel lanes and on street but unmetered parking on the south side. Through discussions with the City, it was determined that the best way to accommodate bikes in this section of Calhoun was a sharrow which will allow for the unmarked parking to remain. Sharrow symbols and signage would be applied and the existing lane configuration would not change. Refer to the below typical section for existing and alternate lane configuration for the remaining sections of Calhoun:

Pickens to Barnwell

33' Section



The section of **Calhoun from Barnwell to Harden** is 33' wide (plus 1' of gutter on each side) with two 11' travel lanes and an 11' median travel lane. Through discussions with the City, it was determined that the only feasible way to accommodate bikes in this section of Calhoun was a sharrow. This was due to the existing median, lack of available width and anticipated traffic increase due to new development. Sharrow symbols and signage would be applied and the existing lane configuration would not change. Refer to the below typical section for existing and alternate lane configuration for the remaining sections of Calhoun:

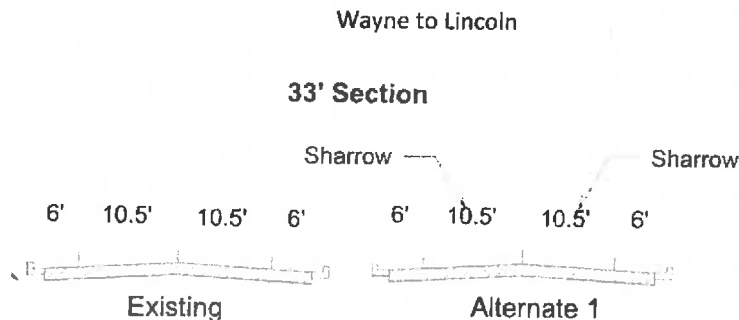


A total of 30 metered parking spaces would need to be removed with this alternate.

**Alternate 2 (Remove Parking on Both Sides)**

Removal of parking on both sides of Calhoun from Lincoln to Pickens would not be a recommended option as this would result in the removal of 64 spaces or 34 more spaces as compared to Alternate 1. Additionally, the increased lane widths, compared to Alternate 1, would not substantially contribute to either reduced accidents or traffic capacity.

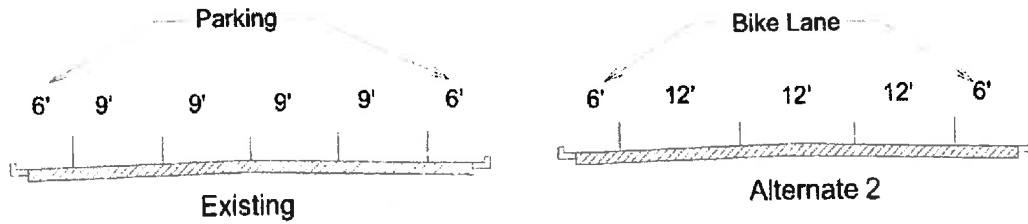
There is no recommendation for a second alternate for the 33' section of Calhoun from Wayne to Lincoln nor Pickens to Harden due to the narrow width:



**Calhoun from Lincoln to Assembly** would remove 27 metered parking spots, 10 more than removing just the north side. Refer to the below typical section for existing and alternate lane configuration for this section of Calhoun:

Lincoln to Assembly

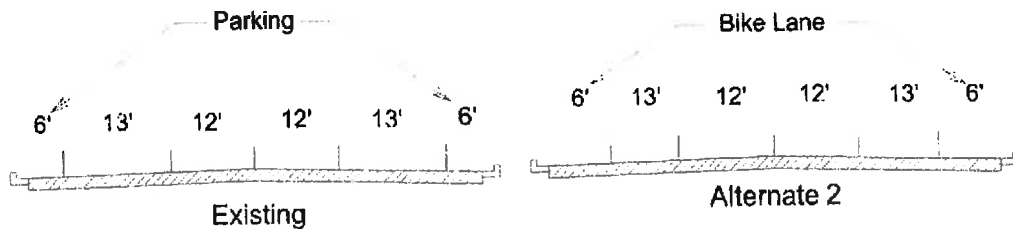
**48' Section**



**Calhoun from Assembly to Sumter** would remove 37 metered parking spots, 24 more than removing just the north side. Refer to the below typical section for existing and alternate lane configuration for this section of Calhoun:

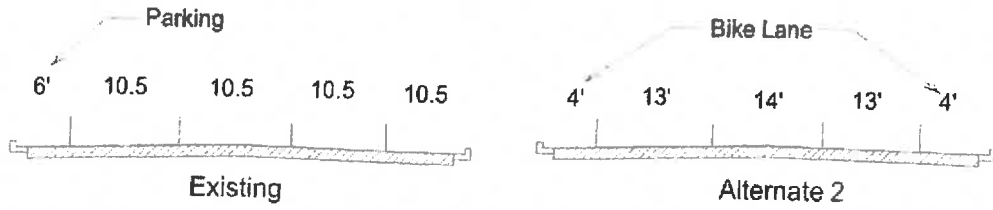
Assembly to Sumter

**62' Section**



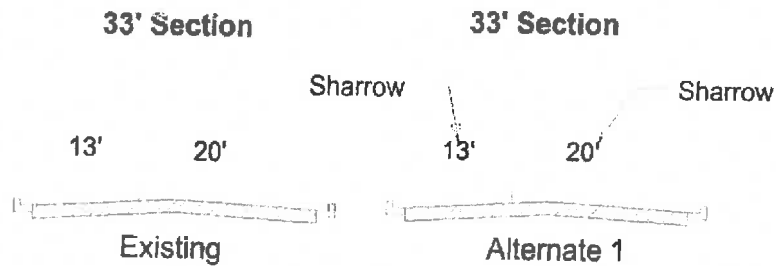
Calhoun from Sumter to Pickens would not remove any more parking since there is no parking on the south side therefore there is no recommended alternate. Refer to the below typical section for existing and alternate lane configuration for this section of Calhoun:

Sumter to Pickens  
**48' Section**



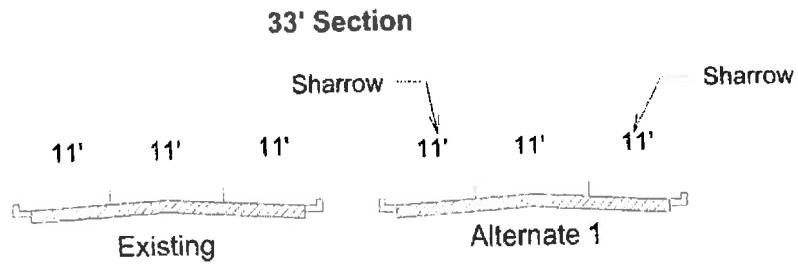
There is no recommendation for a second alternate for the 33' section from Pickens to Barnwell due to the narrow road width.

Pickens to Barnwell



There is no recommendation for a second alternate for the 33' section from **Barnwell to Harden** due to the narrow road width.

Barnwell to Harden

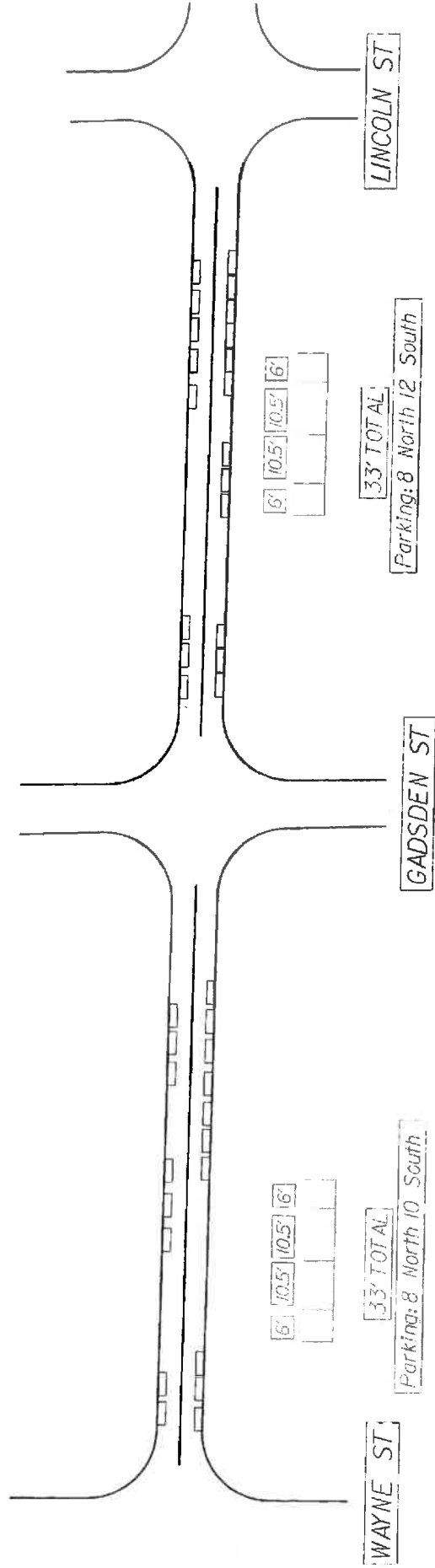


It is therefore recommended that Alternate 1 be implemented.

NOTE: See the appendix for existing striping along Calhoun Wayne to Harden.

# CALHOUN ROAD DIET CONCEPT REPORT

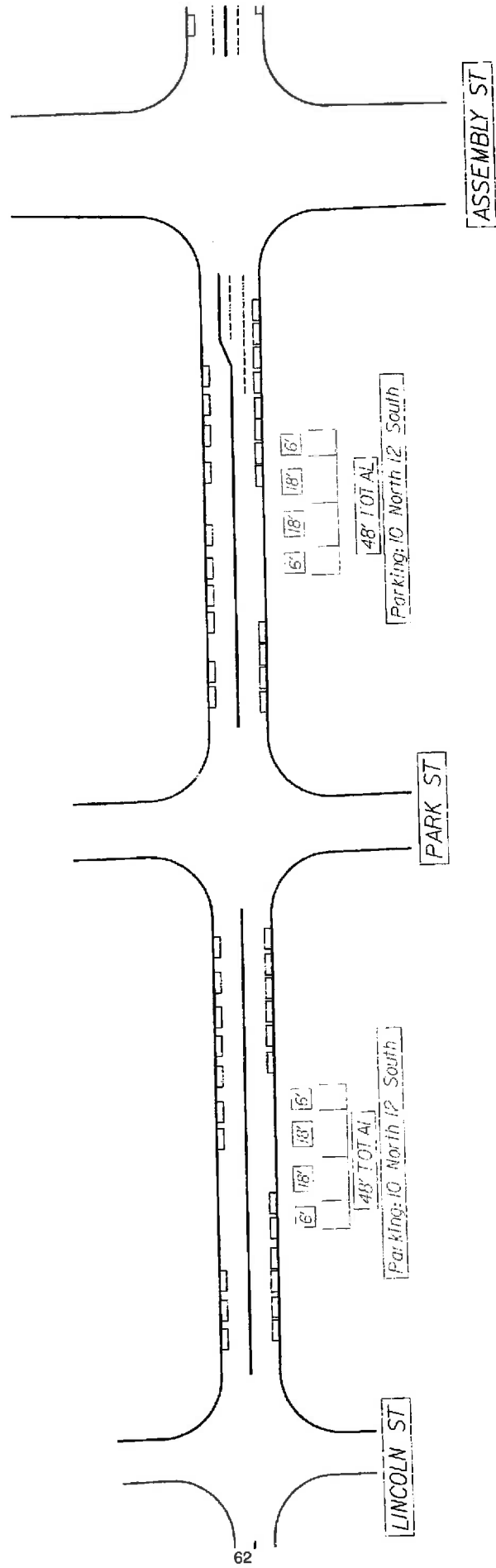
EXISTING CONDITIONS



# CALHOUN ROAD DIET CONCEPT REPORT

## EXISTING CONDITIONS

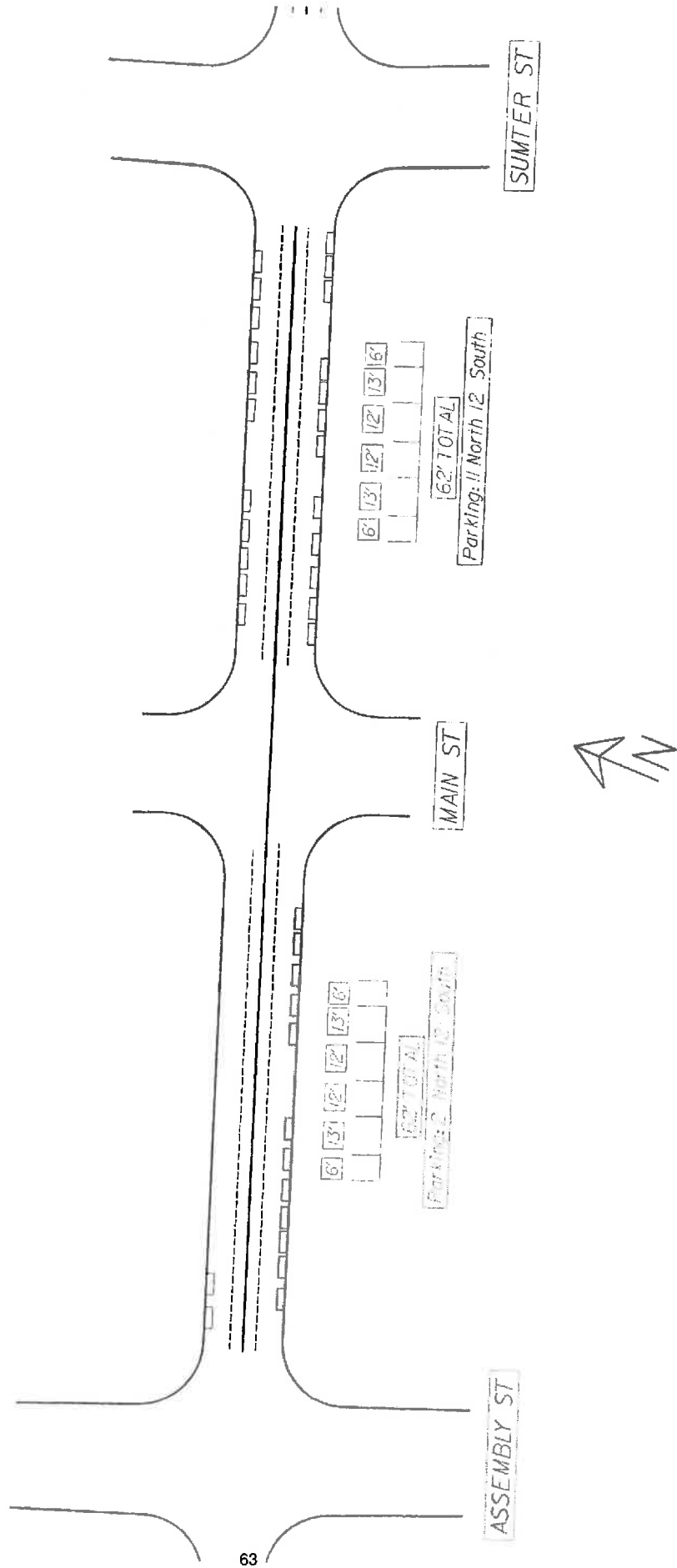
Appendix





# CALHOUN ROAD DIET CONCEPT REPORT

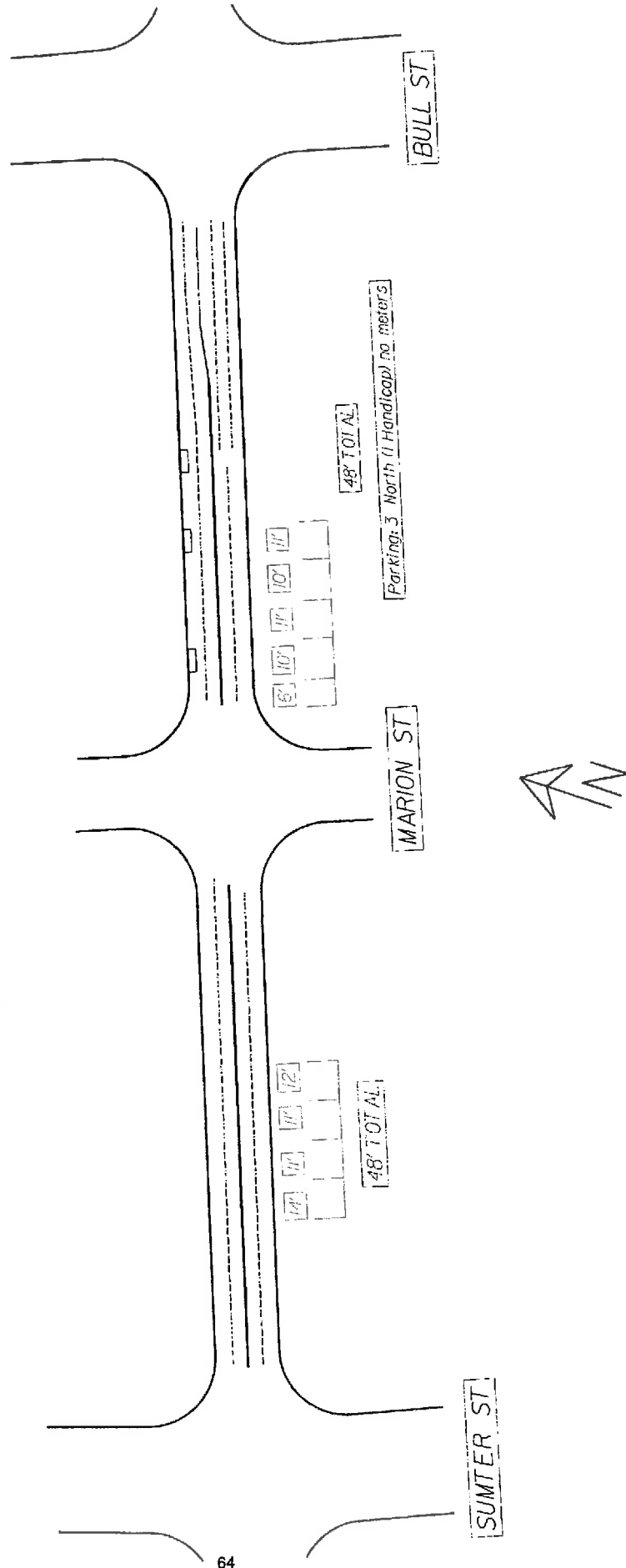
EXISTING CONDITIONS



# CALHOUN ROAD DIET CONCEPT REPORT

## EXISTING CONDITIONS

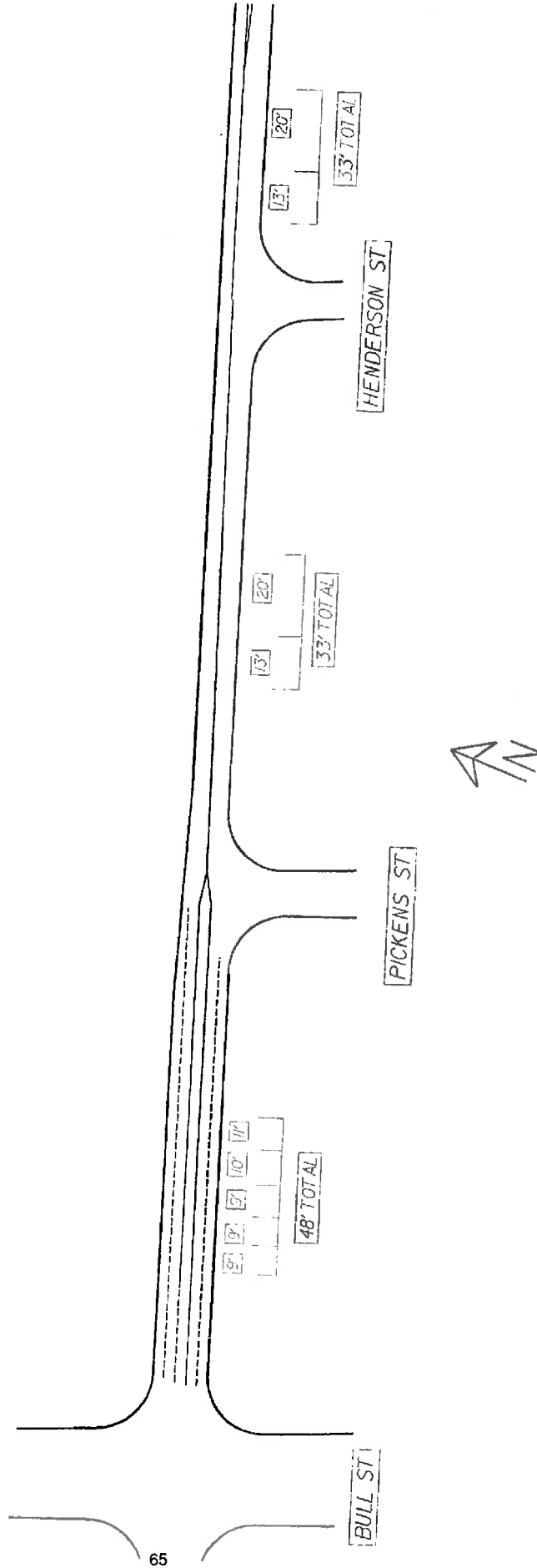
Appendix



A4

# CALHOUN ROAD DIET CONCEPT REPORT

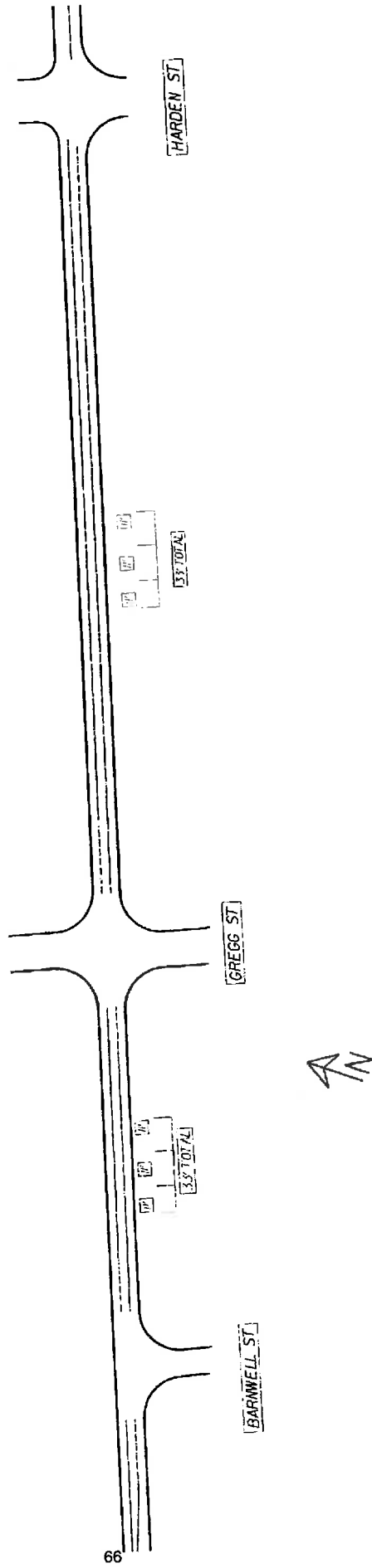
EXISTING CONDITIONS



# CALHOUN ROAD DIET CONCEPT REPORT

## EXISTING CONDITIONS

Appendix





**TRANSPORTATION  
PROGRAM**

## **Richland County Transportation Program**

### **Road Diet Concept Report**

#### **Hampton Street (Main St to Harden St)**



**May 2018**

**1**

**67**

## I. Executive Summary

The Richland County Transportation Program has a total funding of \$1.07 billion funded through the Transportation Sales Tax approved by voters in November of 2012. Per the referendum, \$300,991,000 is dedicated to Transit with the remaining \$769,009,000 dedicated to the categories of Administration, Bike/Ped/Greenway, and Roadway. Of the \$80,883,356 designated for Bike/Ped/Greenway, \$22,008,775 was allotted for the development of bikeway projects throughout the County to enhance recreation and provide alternative modes of transportation.

A total of 87 bikeway projects were included in the referendum. These have been identified and categorized into four groups for development - 8 Shared-Use Paths; 39 Bike Lanes; 26 Signs and Sharrows Routes; and 14 Widening projects. Two of the Shared-Use Paths are currently being constructed. The Richland Program Development Team (PDT) is coordinating implementation of the 29 Signs and Sharrows routes with the City and SCDOT. Ten of the 14 bikeways included in the Widening projects are either in construction or are being designed. The remaining 4 Widening projects are scheduled to begin design in late 2018.

The 39 Bike Lanes group includes methods of development that involve Road Diet studies and opportunities for Re-Striping. Within the 39 Bike Lanes group, 5 are completed; 2 are under construction; 7 are in design; 17 are considered for restriping; and, 2 may be deleted due to safety concerns – for a total of 33 projects.

This report focuses on one of the remaining 6 that are scheduled for studies as Road Diets; Hampton Street from Main Street to Harden Street. The PDT has developed this report through discussions with the City to coordinate a road diet plan that meets generally accepted requirements for bike lanes. The information in this report includes requirements for city bike lanes, existing conditions, and alternates for striping to accommodate bike lanes.

Along the 62' section of Hampton (Main to Sumter), the lane widths are recommended to be reduced to 10'/11' lanes and parking removed from the north side to allow for bike lanes in both directions. It is recommended that the 48' sections of Hampton (from Sumter to Harden) with four through lanes be reduced to three lanes (one lane in each direction with a center lane for left turns) and remove parking along the north side of Hampton to provide bike lanes in both directions. The above roadway widths do not include the width of gutter. Details of the above recommendations are provided in Section IV, Alternate 1 of this report.

## II. Requirements for City Bike lanes

Per National Association of City Transportation Officials (NACTO)

The desirable bike lane width adjacent to curb face is 6 feet with a minimum width of 3 feet. When placed adjacent to a parking lane, the desirable reach from the curb face to the edge of the bike lane (including the parking lane, bike lane and optional buffer between them) is 14.5 feet; the absolute minimum reach is 12 feet. A bike lane next to a parking lane shall be at least 5 feet wide unless there is a marked buffer between them. Wherever possible, minimize parking lane width in favor of increased bike lane width. A solid white lane line marking shall be used to separate motor vehicle travel lanes from the bike lane. Most jurisdictions use a 6- to 8-inch line.

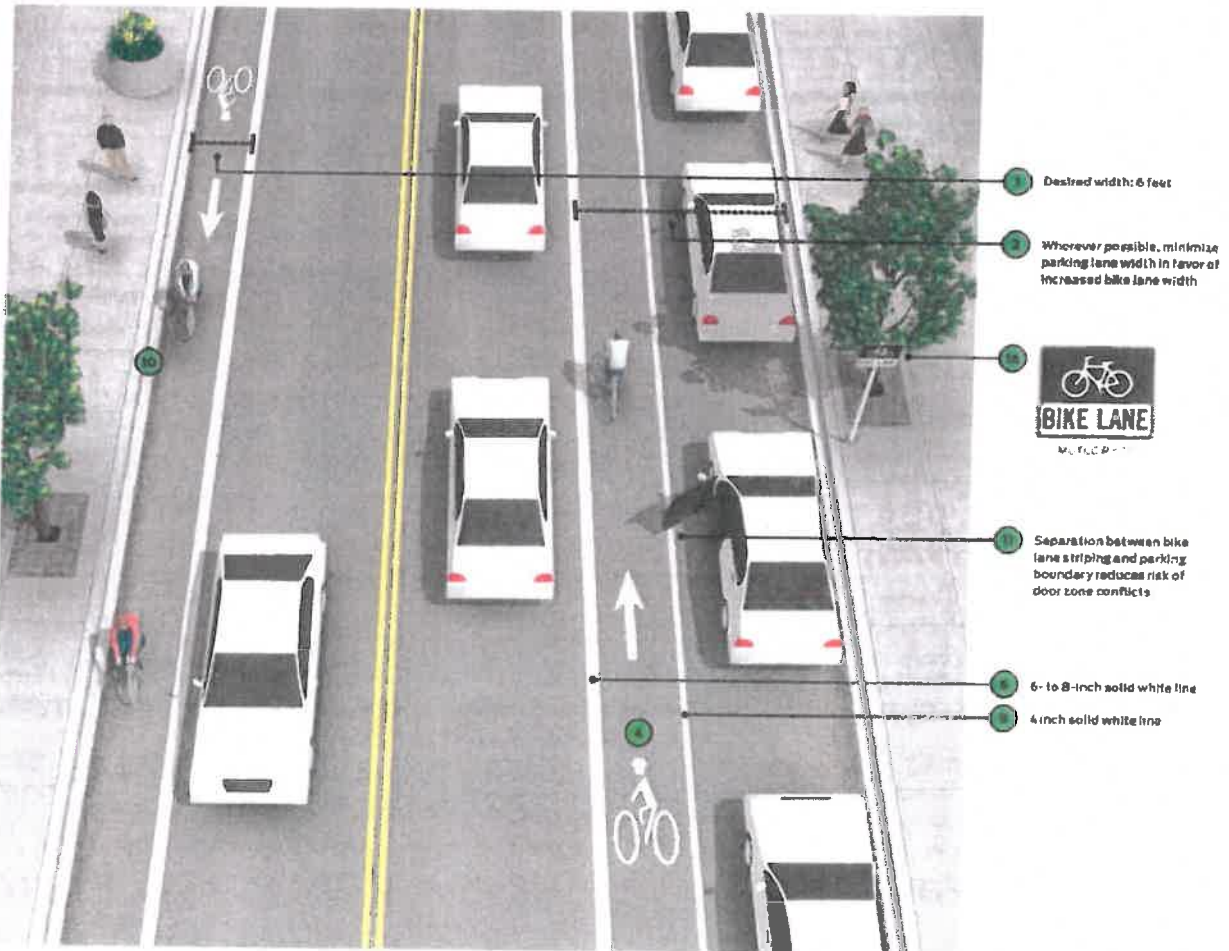


Photo courtesy of NACTO Urban Design Guide.

When placed adjacent to parking, a solid white line marking of 4-inch width should be used between the parking lane and the bike lane to minimize encroachment of parked cars into the bike lane. Gutter seams, drainage inlets, and utility covers should be flush with the ground and oriented to prevent conflicts with bicycle tires. Lane striping should be dashed through high traffic merging areas. The desirable dimensions should be used unless other street elements (e.g., travel lanes, medians, median offsets) have been reduced to their minimum dimensions. In cities where local vehicle codes require motor vehicles to merge into the bike lane in advance of a turn movement, lane striping should be dashed from 50 to 200 feet in advance of intersections to the intersection. Different states have varying requirements. "Bike Lane" signs (MUTCD R3-17) may be located prior to the beginning of a marked bike lane to designate that portion of the street for preferential use by bicyclists. The 2009 Manual on Uniform Traffic Control Devices (MUTCD) lists bike lane signs as optional; however, some states still require their use. On bike lanes adjacent to a curb, "No Parking" signs (MUTCD R8-3) may be used to discourage parking with the bike lane.

The recommendations in the report also reflect requirements of Cleveland Complete and Green Streets Typology Manual, Raleigh Street Design Manual, Charlotte Urban Street Design Guidelines and other related development standards.

### III. Existing Conditions

Hampton from Main to Sumter is 62' wide with four 12'/13' through lanes and 6' parking along both sides (excluding gutter). From Sumter to Harden, Hampton is 48' wide with four 9' through lanes and 6' parking both sides (excluding gutter). See the appendix for existing striping.

Hampton Parking Limits/Widths	North			South		
	Metered	Handicap	Loading Zone	Metered	Handicap	Loading Zone
Main-Sumter (62')	16	0	0	3	0	8
Sumter-Marion (48')	10	1	0	13	0	0
Marion-Bull (48')	11	0	1	16	0	0
Bull-Pickens (48')	11	0	0	11	0	0
Pickens-Henderson (48')	9	0	0	10	2	0
Henderson-Barnwell (48')	16	0	0	10	0	0
Barnwell-Greg (48')	8	0	0	9	0	0
Greg-Laurens (48')	7	0	1	7	0	2
Laurens-Harden (48')	9	0	0	7	1	1
<b>Total</b>	<b>97</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>3</b>	<b>11</b>

Speed Limit: 35 MPH

Average Daily Traffic: 4400 (Hampton Henderson Intersection) - 6200 (Hampton Marion Intersection)



Due to the narrow 9' travel lanes along Hampton from Sumter to Harden, it is uncommon that two vehicles travel in the same direction without one vehicle traveling a full vehicle length behind the other due to the potential, or driver concern, that side-swipe accidents may occur. Additionally, vehicles traveling in the outside lane often encroach into the inside lane out of concern for the proximity of parked vehicles. Furthermore, vehicles turning left require traffic behind them to either stop or change lanes to pass the turning vehicle. The narrow lane widths and lack of a dedicated left-turn lane results in this section of Hampton effectively functioning as a 3-lane roadway (1 travel lane in each direction and a continuous two-way left turn lane.)

#### IV. Recommendation for Hampton St.

In discussions with the City on parking removal and bike lane implementation, the conclusion was that removing parking on the same side for the entire route would be the safest and easiest for travel since it will prevent lane shifts at intersections. The City and PDT agreed that the north side parking would be more desirable to remove due to existing businesses on the south side.

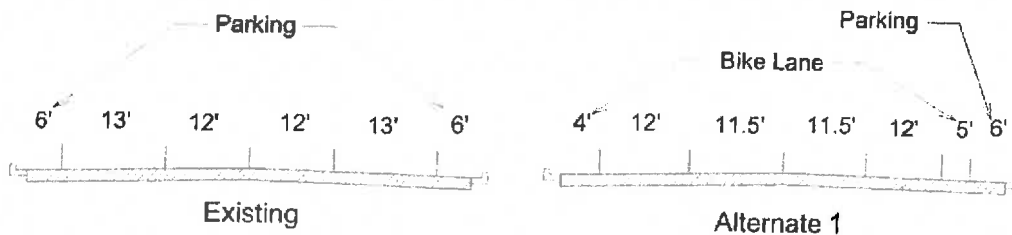
##### Alternate 1

For the 62' section of Hampton from Main to Sumter, it is recommended that parking be removed from the north side of Hampton with reduced lane widths to allow for bike lanes in both directions. Due to the 62' present width, lack of opportunities to turn left, and the hotel located along this block, it is recommended to maintain the 4 lanes of traffic.

Refer to the typical 62' sections below for existing and alternate lane configurations:

Main to Sumter

62' Section

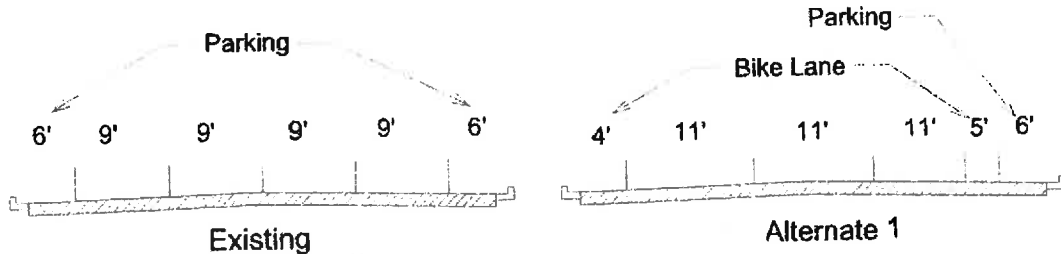


The section of **Hampton from Sumter to Harden** is 48' wide (plus 1' of gutter on each side) with 4 travel lanes and parking on both sides. It is recommended the four lanes be reduced to three lanes (a through lane in each direction with a median for left turns) and parking be removed from the north side of Hampton to accommodate the bike lanes in both directions. This scenario would provide dedicated bike lanes in each direction and increased lane widths with no anticipated decrease in traffic capacity. However, a total of 97 metered parking spaces would need to be removed. The loss of these spaces would require additional distance to other parking spaces, but available parking spaces are located generally within 1-3 blocks on either side of Hampton.

Refer to the typical 48' sections below for existing and alternate lane configurations:

Sumter to Harden

**48' Section**

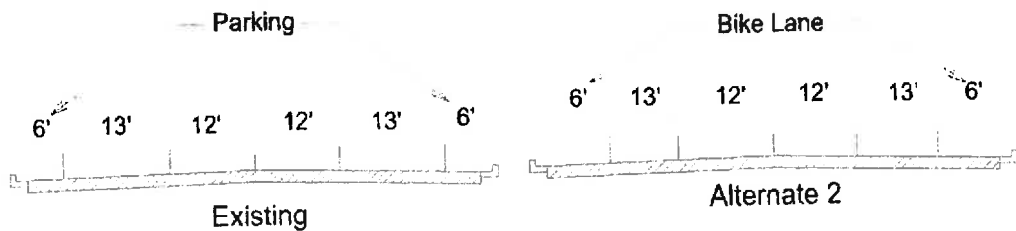


**Alternate 2 (Remove Parking on Both Sides)**

Removal of parking on both sides of Hampton would not be a recommended option as this would result in the removal of 183 spaces or 86 more spaces as compared to Alternate 1. Additionally, the increased lane widths, compared to Alternate 1, would not substantially contribute to either reduced accidents or traffic capacity. Refer to the below typical for existing and alternate lane configurations:

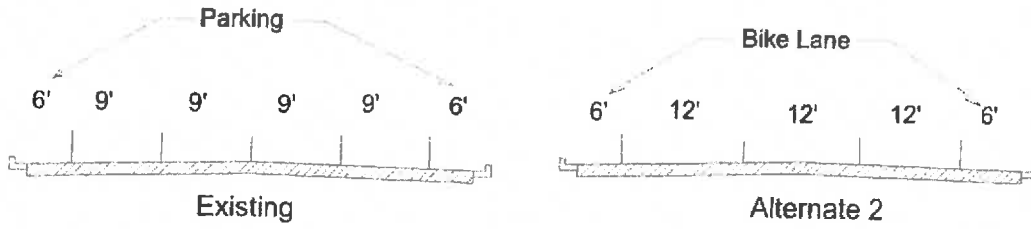
Main to Sumter

**62' Section**



Sumter to Harden

**48' Section**



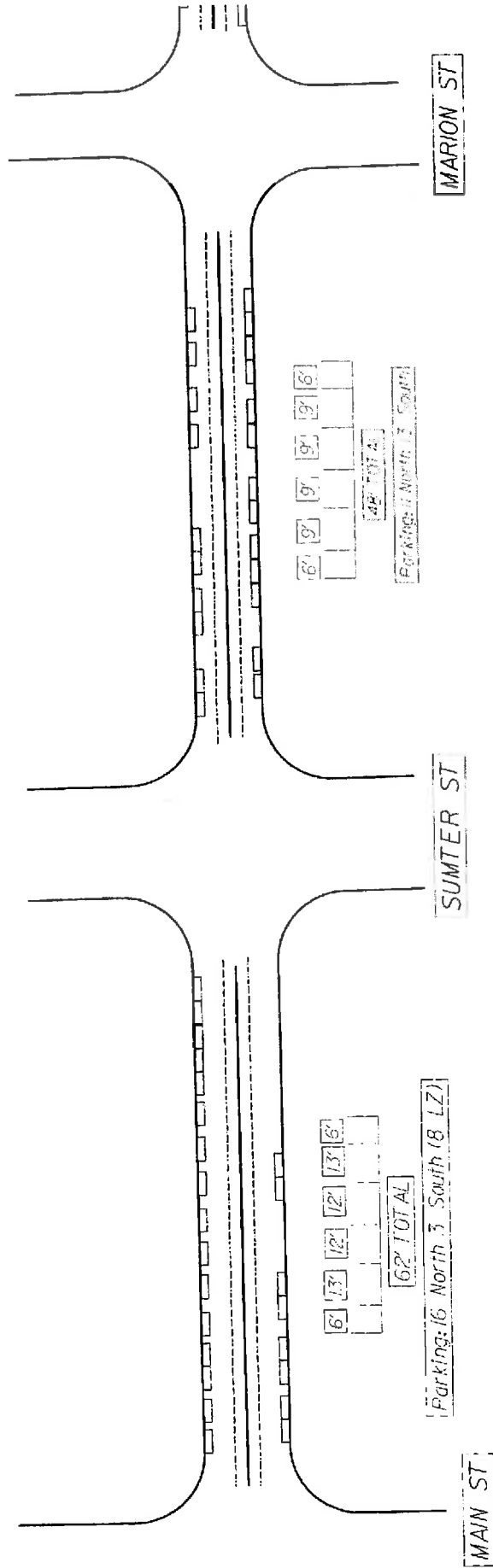
It is therefore recommended that Alternate 1 be implemented.

NOTE: See Appendix for existing striping along Hampton from Main to Harden.

# HAMPTON ROAD DIET CONCEPT REPORT

Appendix

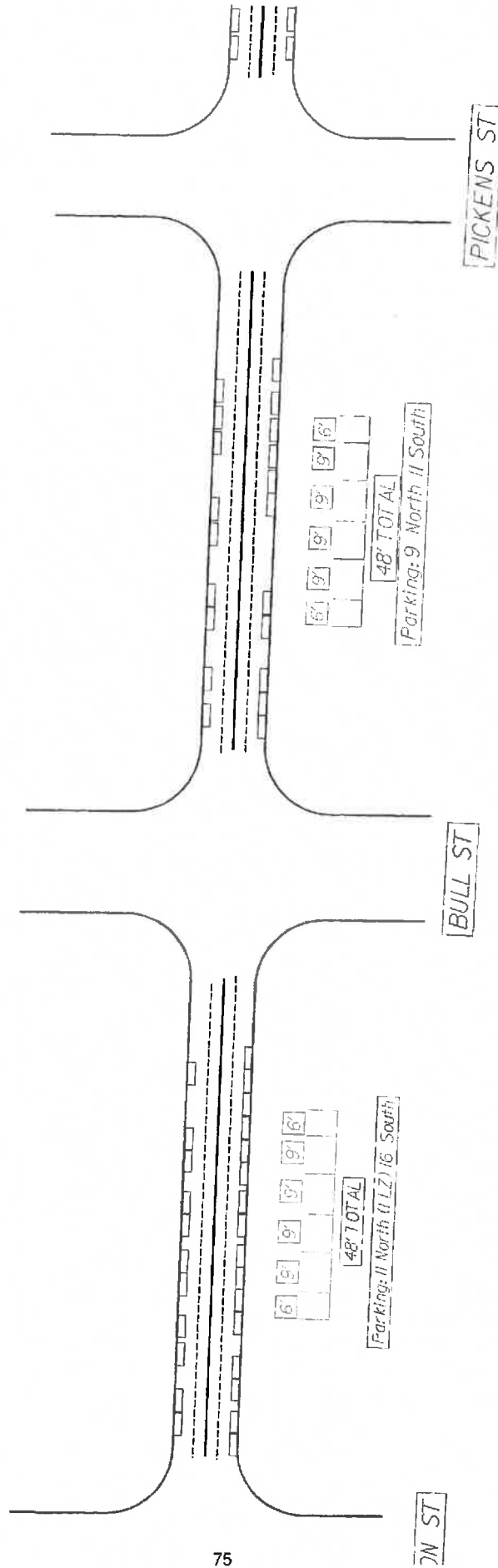
EXISTING CONDITIONS



A1

# HAMPTON ROAD DIET CONCEPT REPORT

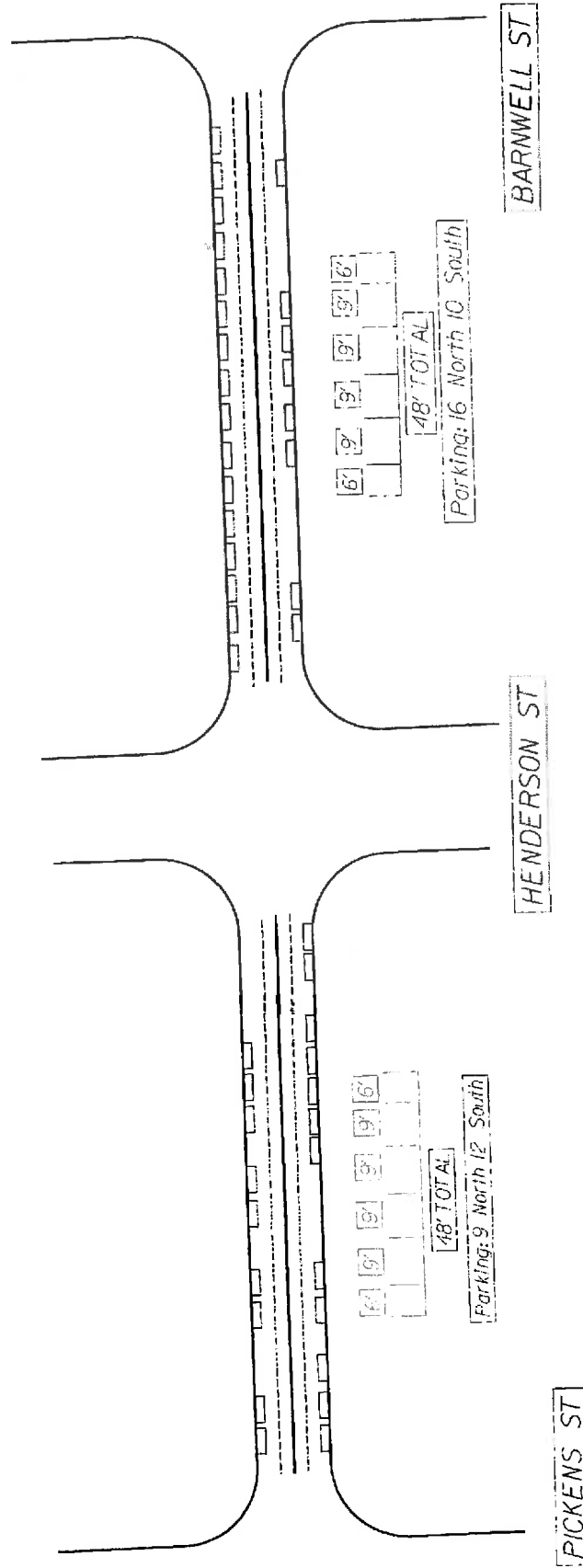
## EXISTING CONDITIONS



# HAMPTON ROAD DIET CONCEPT REPORT

Appendix

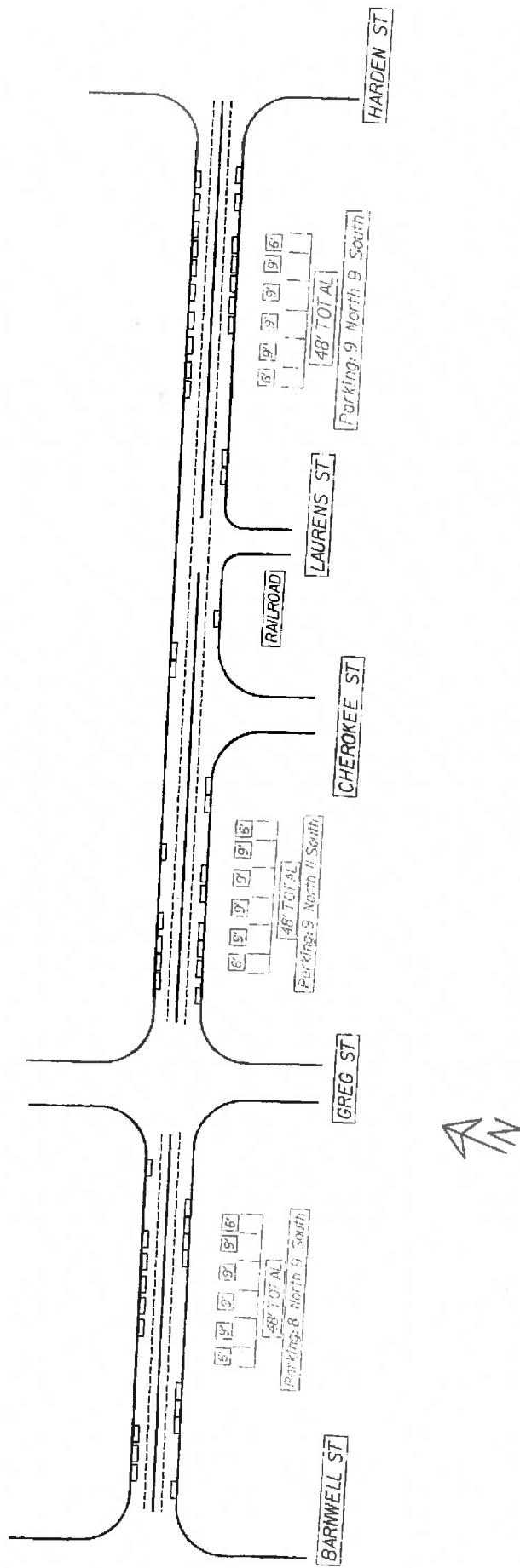
EXISTING CONDITIONS



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# HAMPTON ROAD DIET CONCEPT REPORT

## EXISTING CONDITIONS





## TRANSPORTATION PROGRAM

# Memo

To: Dr. John M. Thompson, Ph.D., MBA, CPM  
From: David Beaty, P.E.  
CC: Tony Edwards, P.E.  
Date: March 6, 2018  
Re: Richland County Transportation Program Widening Categorical Recommendations to Align Program with Current Available Funding

It is the intent of this memorandum to provide recommendations for the Widening category of the Richland County Transportation Program to best align the Program with the projected available funding while maximizing the completion of all other categories.

### **Background:**

The Richland County Transportation Program has a total funding of \$1.07 billion funded through the Transportation Sales Tax approved by voters in November of 2012. Per the referendum, \$300,991,000 is dedicated to Transit with the remaining \$769,009,000 dedicated to the categories of Administration, Bike/Ped/Greenway, and Roadway. As the Transit funding is directly assigned to The COMET bus system, this memorandum will be discussing the remainder of the categories (Program).

Based on projected revenue and current cost estimates, there is an anticipated shortfall of approximately \$140 million for the entire Program, almost entirely attributable to the Widening category of projects (see Attachment 1 Financial Status Summary by Category dated 12-31-17). The 9 other major Program categories (Intersections, Special, Neighborhood Improvements, Bikeways, Sidewalks, Greenways, Pedestrian Intersections, Dirt Road Paving, and Resurfacing) have been developed such that each category is constrained to the Referendum amount. For example, the Intersections category consists of 15 individual intersections totaling \$42.3 million. Within that category, some intersections are projected to exceed their original referendum amount while others are anticipated to be constructed below their original referendum amount, but the total cost is expected to be below the total \$42.3 million. To date, the Widening category has not been developed to be constrained to the Referendum amount.

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## TRANSPORTATION PROGRAM

### Widening Shortfall:

Four of the 14 Widening projects are at or under the Referendum amount: (1) Hardscrabble Road widening and (2) Leesburg Road widening are being managed and developed by SCDOT resulting in Richland County's role being one of providing a set amount of funding only; (3) North Main Street widening has received outside funding from the City of Columbia and federal grants such that when combined with the Intersection funds identified for North Main Street/Monticello Road (within the limits of the North Main Street widening), the total project cost to Richland County is approximately equal to the referendum funding; (4) Clemson Road widening has been developed such that it is scheduled to be advertised for construction in Q2 2018 and is estimated to be below the Referendum amount. This results in 10 individual projects within the Widening category that are responsible for the \$140 million funding shortfall. (Note that all cost estimates include a 10% construction contingency which may or may not be utilized and accounts for approximately \$20 million of the projected shortfall).

Each of the 14 Widening projects has been reviewed in detail focusing on the original Council-approved prioritization criteria with additional emphasis placed on traffic and safety. The results were used to develop multiple scenarios that would return the Widening category back to a cost constrained value that meets available funding. Attachment 2 provides the detailed analysis and recommendation for each Widening project.

### Modification Scenarios:

SCDOT is currently developing the Carolina Crossroads Project (Malfunction Junction) which consists of significant improvements to multiple interchanges along I-20, I-26, and I-126. This project is fully funded and includes the reconstruction of the I-20/Broad River Road Interchange. For more information, please refer to [www.scdotcarolinacrossroads.com](http://www.scdotcarolinacrossroads.com). The I-20/Broad River Road Interchange was included in the 2012 Referendum in the amount of \$52.5 million. All 3 of the following scenarios assume the availability of the \$52.5 million to the Widening category.

- **Scenario 1 – Construct All Widening projects in Order of Current Prioritization**  
This approach would construct the first 10 Widening projects to their full Referendum termini (except Broad River Road which has previously been changed by Council) leaving Spears Creek Church Road, Lower Richland Boulevard, Polo Road, and Blythewood Improvements Phase 2 indefinitely deferred.
- **Scenario 2 – Construct All Widening projects Within Original Referendum Amounts**  
This approach would greatly reduce, if not eliminate, significant improvements to traffic and safety for a number of projects due to insufficient funds. These projects include

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## TRANSPORTATION PROGRAM

Atlas Road, Bluff Road Phase 2, Blythewood Road Phase 1, Pineview Road, Polo Road, Shop Road, and Spears Creek Church Road. While some improvements could be made within Referendum amounts, actual cost to benefit ratios would likely be considered undesirable and some improvements would likely not be allowed by SCDOT due to logical termini concerns.

- Scenario 3 – Defer Construction of Select Projects and/or Elements of Projects  
Reviewing projects with consideration of traffic, safety, logical termini and potential for individual improvements compared to overall costs of the projects results in two projects standing out for deferral and one project for reduced project termini:

1. Bluff Road Widening Phase 2: In order to receive \$1.8 million in outside funding from the County Transportation Commission and SCDOT, Bluff Road Widening was separated into 2 sections. Bluff Road Phase 1 was recently constructed as part of the Program at a cost of \$7.5 million from Rosewood Dr. to George Rogers Blvd. The section from George Rogers Blvd. to National Guard Road has previously been improved and funded by others. Bluff Road Phase 2 extends from National Guard Road to South Beltline Blvd. The Referendum amount for all of Bluff Road is \$16.7 million (\$9.2 million remaining after Phase 1) and the current estimate to construct Bluff Road Phase 2 is \$40 million.

Bluff Road Phase 2 is currently a 4 lane roadway with existing left-turn lanes at signalized intersections. Items contributing to the estimated \$40 million project cost include construction of isolated locations of flush-median turn lanes, the inclusion of Shared Use Paths, the construction of large stormwater pipes due to adjacent existing developed areas, and the replacement of a culvert near South Beltline Blvd. Minimal improvements to traffic or safety would be achieved by this project.

2. Pineview Road Widening: This project was defined in the referendum as being widened to 3 lanes from Bluff Road to Shop Road and then widened to 5 lanes from Shop Road to Garners Ferry Road. The referendum amount is \$18.2 million and the current estimate is \$40 million.

The Columbia Area Transportation Study (COATS) regional traffic model shows that by 2041 daily traffic volumes along Pineview Road from Garners Ferry Road to Shop Road would actually decrease from 16,700 to 16,000 due to the construction of Shop Road Extension Phase 2. Although traffic volumes would increase in the section of Pineview Road from Shop Road to Bluff Road from 3,400 to 4,700 by 2041, the existing 2-lane section could adequately



## TRANSPORTATION PROGRAM

accommodate that traffic volume. Minimal improvements to traffic or safety would be achieved by this project.

3. Spears Creek Church Road Widening: The referendum amount for Spears Creek Church Road from Two Notch Road to Percival Road is \$26.6 million and the current estimate is \$49.5 million. This estimate includes replacing the Spears Creek Road Bridge over I-20 and making associated improvements along I-20. If this project were to begin on the north side of the I-20 bridge extending to Two Notch Road and eliminate the I-20 bridge replacement, including a total of 1,850 feet of Spears Creek Church Road to Percival Road, a savings of approximately \$13.5 million could result.

### Recommendations:

In an effort to align with available funding, the following recommendations are made:

- Reprogram the \$52.5 million from the I-20/Broad River Interchange to the Widenings category.
- Defer Bluff Road Widening Phase 2 until all other Widenings are constructed or until additional funds are identified (\$40 million).
- Defer Pineview Road Widening until all other Widenings are constructed or until additional funds are identified (\$40 million).
- Reduce the termini of Spears Creek Church Road to construct from north of I-20 to Two Notch Road resulting in saving \$13.5 million.

Additionally, it is recommended that the remaining Widening projects be fully constructed in accordance with the Referendum termini. The combination of the above identified amounts totaling \$146 million is greater than the projected Program shortfall of \$140 million and allows the Program to be completed within the constraints of the available funding.

Attachment 1: Richland Transportation Penny Program Financial Status Summary by Category  
Attachment 2: Widenings Category Summary & Recommendations

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# Widenings Category Summary & Recommendations

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**PROJECT: 271 ATLAS RD WIDENING**

**Scope** The proposed scope recommends a 3-lane (2 travel lanes with a center turn lane) widened roadway from Bluff Road to Shop Road and then a 5-lane (4 travel lanes with a center turn lane) roadway from Shop Road to Garners Ferry Road. These improvements will accommodate bicyclists through the use of 4-foot on-street bike lanes and provide for pedestrians through the use of 5-foot sidewalks constructed behind the curb.



**SCDOT PIN** P029310  
**Project Length** 2.80 miles  
**District** 10, 11  
**Project Manager** Raven Gambrell  
**Design** Cox & Dinkins, Inc.

**TRAFFIC DATA – Average Daily Traffic (ADT)**

Project / Segment	Existing (2015)	Design (2040)
Atlas Road (Urban Minor Arterial)		
Bluff to Shop	5,500	8,200
Shop to Garners Ferry	10,500	13,500

**ACCIDENT DATA – Jan 2012-Feb 2015 (3.2 years)**

Project / Segment	Crashes	Notes
Atlas Road	100	44% rear-end crashes, 34% intersection-related, 22% other (1 fatality)

**PROJECT COSTS**

**Referendum Total (2012)**

\$17.6 million

**Current Estimate (2017 Q4 Estimate)**

\$41.7 million

Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals

The proposed Atlas Road improvements include multiple project and design-specific details that affect the overall cost estimate increase for this project. These items include the following (which were not included in the original cost-per-mile method for attaining the referendum values);

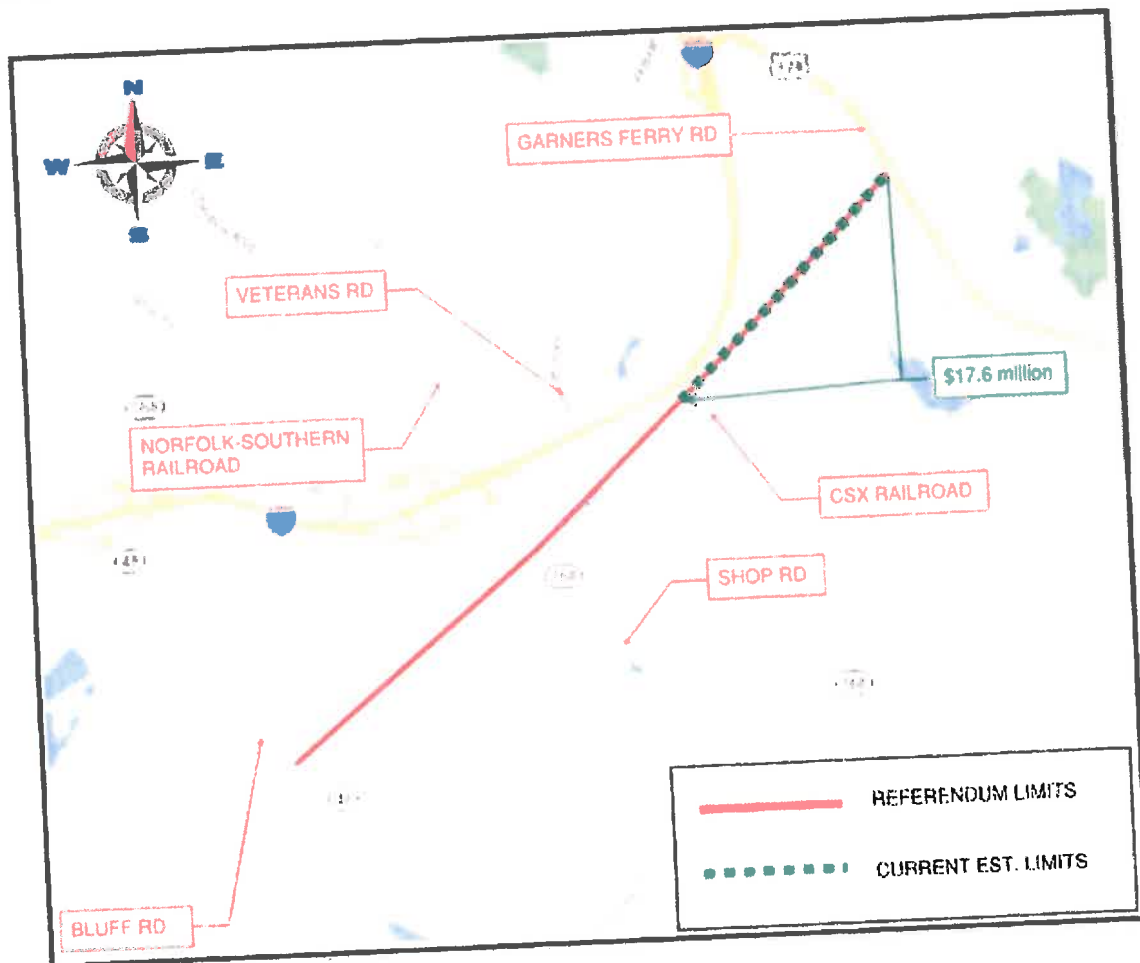
- (2) Railroad Crossings – Norfolk/Southern and CSX;
- (1) New, triple box culvert under Atlas Road;
- (1) Extension of existing box culvert under Atlas Road;
- Extensive improvements at the Atlas Road / Garners Ferry Road intersection to include the addition of dual, left turns and dedicated right turning lanes;
- Relocations of AT&T utility equipment.

Construct within Original Referendum Amount (Scenario 2):

Assuming the referendum value (2012) is to be maintained for this project; the scale and scope of improvements would need to be reduced. Utilizing current construction costs, detailed cost estimates and knowledge of project-specific issues, the proposed improvements would likely be reduced to approximately 1.2 miles.

The potential limits of improvements, per the reduced scope, would assume a 5-lane widening from just east of the CSX Railroad crossing to Garners Ferry Rd, to include the necessary geometric improvements at the intersection – see map below for project limits based on referendum value (2012) and potential scope reduction per current estimate (2017). The area of improvements reflective of the reduced scope is indicative of the highest traffic volumes and incidence of accidents.

Roadway widening projects typically terminate at crossing routes that are traffic generators (ie: Shop Rd); therefore, coordination with SCDOT would be required to justify the limited improvements and to verify that the reduced terminus would not cause any undue traffic issues. It is likely that SCDOT would not be supportive of this alternative due to limited benefits.



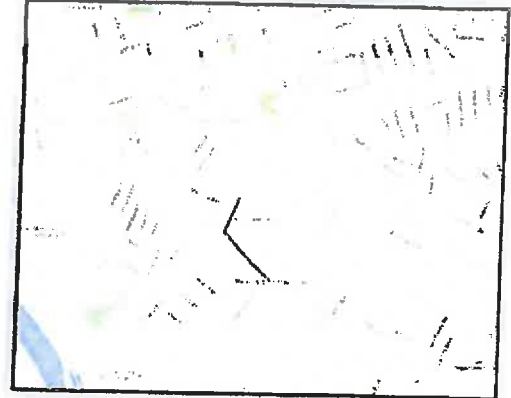
Atlas Road Widening Project Map

**Recommendation:** Construct entire project as defined in referendum (Bluff Road to Garners Ferry Road). Design and Right-of-Way Acquisitions are nearly complete and construction can begin in late 2018.

**PROJECT: 425 BLUFF RD WIDENING PH. 1**

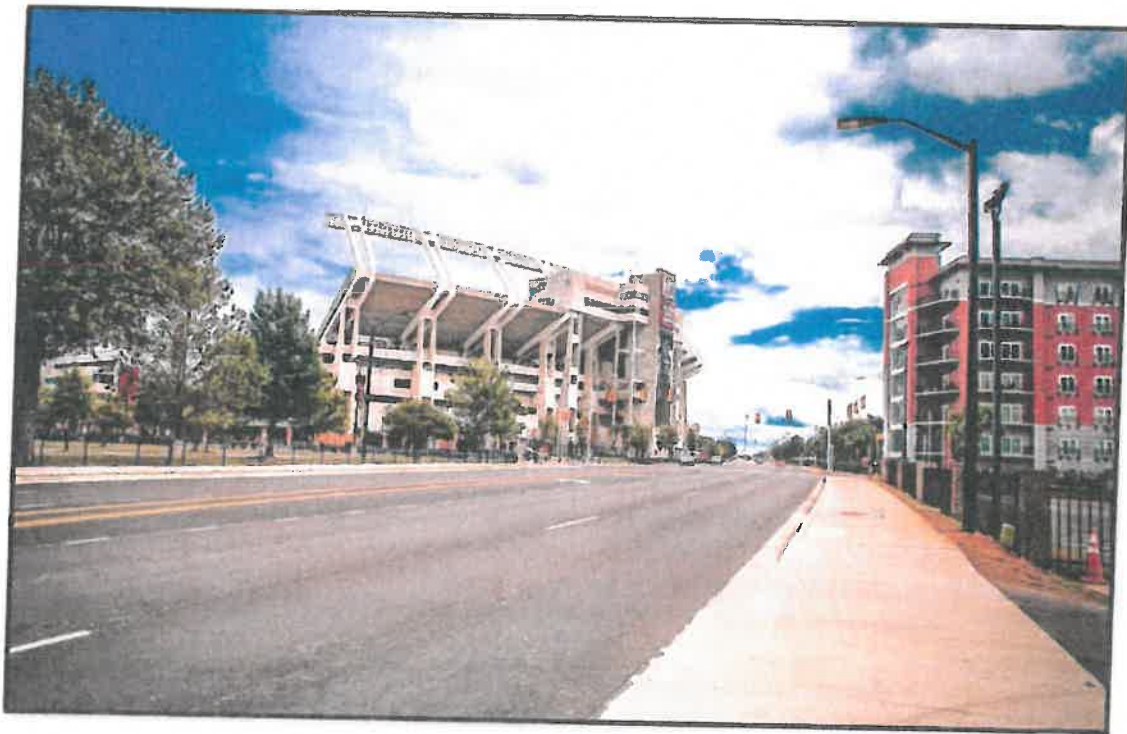
**Scope** The scope recommended a 5-lane (4 travel lanes with center turn lane) widened roadway with bicycle and pedestrian accommodations from Rosewood Drive to George Rogers Blvd. Additionally, a sidewalk was added along Rosewood Drive from the SC State Fair entrance to Bluff Road. Budget includes \$1M in Federal GuideShare funds and \$800K in CTC funds.

**SCDOT PIN** 0041846  
**Project Length** 0.50 miles  
**District** 10  
**Project Manager** Raven Gambrell  
**Design** Parrish & Partners, LLC  
**Construction** Cherokee, Inc.



The referendum funding for this project (along with Bluff Road Widening Phase 2, see next page) included a total of \$16.7 million. The total cost for this project was approximately \$9.3 million; however, \$1 million was contributed via Federal GuideShare funds and \$800 thousand via SCDOT CTC funding. Therefore, the total cost for this project from referendum funding was approximately \$7.5 million, with a remainder of \$9.2 million for the Bluff Road Widening Phase 2 project.

Project Complete



**PROJECT: 272 BLUFF RD WIDENING PH. 2**

**Scope** The proposed scope recommends a 5-lane (4 travel lanes with center turn lane) widened roadway with shared-use paths for bicyclists and pedestrians from National Guard Rd/Berea Rd to South Beltline Boulevard. The proposed 5-lane widened section will transition to the existing 4-lane divided roadway at South Beltline. The bicycle and pedestrian accommodations would terminate at South Beltline Boulevard.



**SCDOT PIN** P028861  
**Project Length** 2.00 miles  
**District** 10  
**Project Manager** Raven Gambrell  
**Design** Parrish and Partners, LLC

**TRAFFIC DATA – Average Daily Traffic (ADT)**

Project / Segment	Existing (2015)	Design (2040)
Bluff Road - Phase 2	22,600	29,800

**ACCIDENT DATA – Jan 2011-Oct 2014 (3.8 years)**

Project / Segment	Crashes	Notes
Bluff Road - Phase 2	281	53% rear-end crashes, 43% intersection-related, 4% other (1 fatality)

**PROJECT COSTS**

Referendum Total (2012)	Current Estimate (2017 Q4 Estimate)
\$16.7 million <sup>1</sup> (\$9.2 million) <sup>2</sup>	\$40.3 million

<sup>1</sup> Includes Phase 1 and Phase 2 project limits, <sup>2</sup> Remaining value from Phase 1 construction

Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals

The proposed Bluff Road – Phase 2 improvements include multiple project and design-specific details that affect the overall cost estimate increase for this project. These items include the following (which were not included in the original cost-per-mile method for attaining the referendum values);

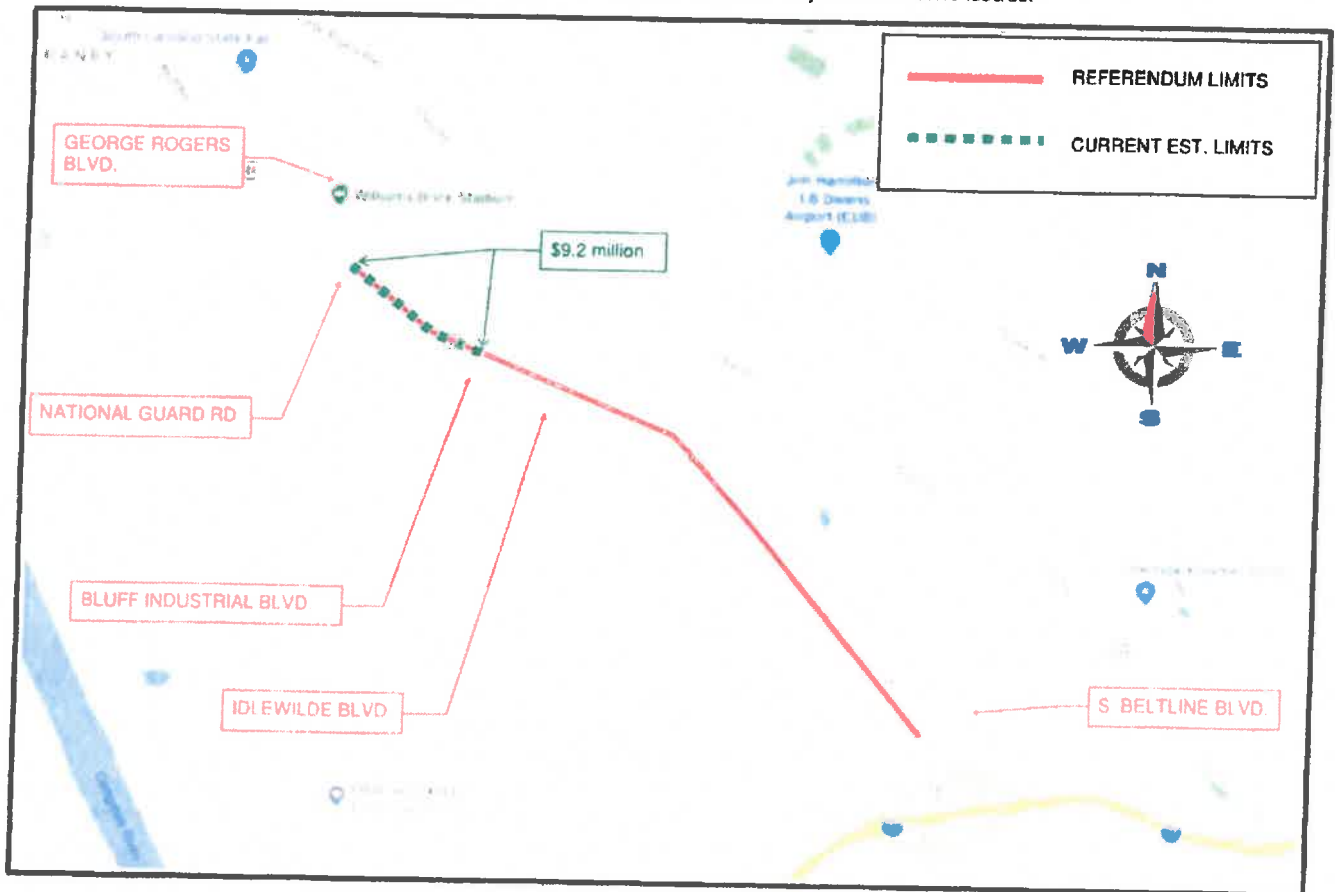
- Approximately 750 feet of grade change (approximately 5 – 7 feet vertically) along Bluff Rd crossing Gills Creek Tributary (full-depth reconstruction of pavement);
- (1) New, dual 8’x10’ box culvert at Gills Creek Tributary (replaces existing box culvert);
- Approximate 350 feet (straight-line) relocation of Gills Creek Tributary (jurisdictional stream) requiring extensive permitting efforts and stream mitigation costs;
- Extensive drainage outfall design and construction (includes purchase of new right of way for outfall), south of Simmons St;
- Due to industrial character of the majority of project corridor, utility costs would be greater than typical.



Construct within Original Referendum Amount (Scenario 2):

Assuming the referendum value (2012) is to be maintained for this project; the scale and scope of improvements would need to be reduced. Utilizing current construction costs, detailed cost estimates and knowledge of project-specific issues, the proposed improvements would likely be reduced to approximately 0.5 miles.

The recommended limits of improvements, per the reduced scope, would assume a 5-lane widening beginning at National Guard Road / Berea Road and ending at Bluff Industrial Boulevard – see map below for project limits based on referendum value (2012) and potential scope reduction per current estimate (2017). The proposed improvements would extend the existing roadway typical section, west of National Guard Road, to tie into the existing 4-lane typical section at Bluff Industrial Boulevard. Approximately 18% of accidents within the Bluff Road Widening corridor occurred at the Bluff Industrial Boulevard intersection; therefore, terminating improvements at this location is logical. The majority of the accidents at this location include rear-end and angle-type accidents, typical of intersection-related crashes. The proposed addition of a center median and improving sight distance issues would potentially assist with reducing crashes at this intersection. Coordination with SCDOT would also be required to justify the limited improvements and to verify that the reduced termini would not cause any undue traffic issues.

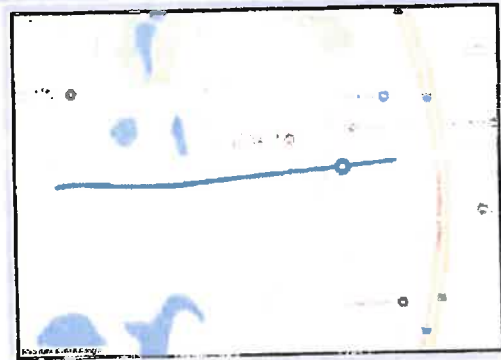


Bluff Road Widening – Phase 2 Project Map

**Recommendation:** As the existing corridor is a 4-lane roadway with left turn lanes at major intersections, this project would not improve traffic capacity or provide significant safety improvements. The improvements proposed by this project would consist of providing shared-use paths for bicycle and pedestrian access and improving the potential for overtopping at the Gills Creek Tributary crossing. Defer this project until other widenings are complete or additional funds are identified.

**PROJECT: 273 BLYTHEWOOD RD WIDENING (SYRUP MILL ROAD TO I-77)**

**Scope** The proposed scope recommends a 5-lane (4 travel lanes with a center turn lane) improvement from I-77 west to Syrup Mill Road. Provisions for bicycle and pedestrian accommodation are proposed through the construction of offset, shared-use paths. This project also includes the Phase 2 roundabout at the intersection of Community Rd and Cobblestone.



**SCDOT PIN** P030152  
**Project Length** 0.80 miles  
**District** 02  
**Project Manager** Ben Lewis  
**Design** Parrish & Partners, LLC

**TRAFFIC DATA – Average Daily Traffic (ADT)**

Project / Segment	Existing (2016)	Design (2041)
Blythewood Road (Syrup Mill to I-77)	11,000	15,200

**ACCIDENT DATA – Jan 2013 – Dec 2015 (3.0 years)**

Project / Segment	Crashes	Notes
Blythewood Road (Syrup Mill to I-77)	19	42% rear-end crashes, 37% intersection-related, 21% other (zero fatalities)

**PROJECT COSTS**

Referendum Total (2012)	Current Estimate (2017 Q4 Estimate)
\$8.0 million	\$10.4 million

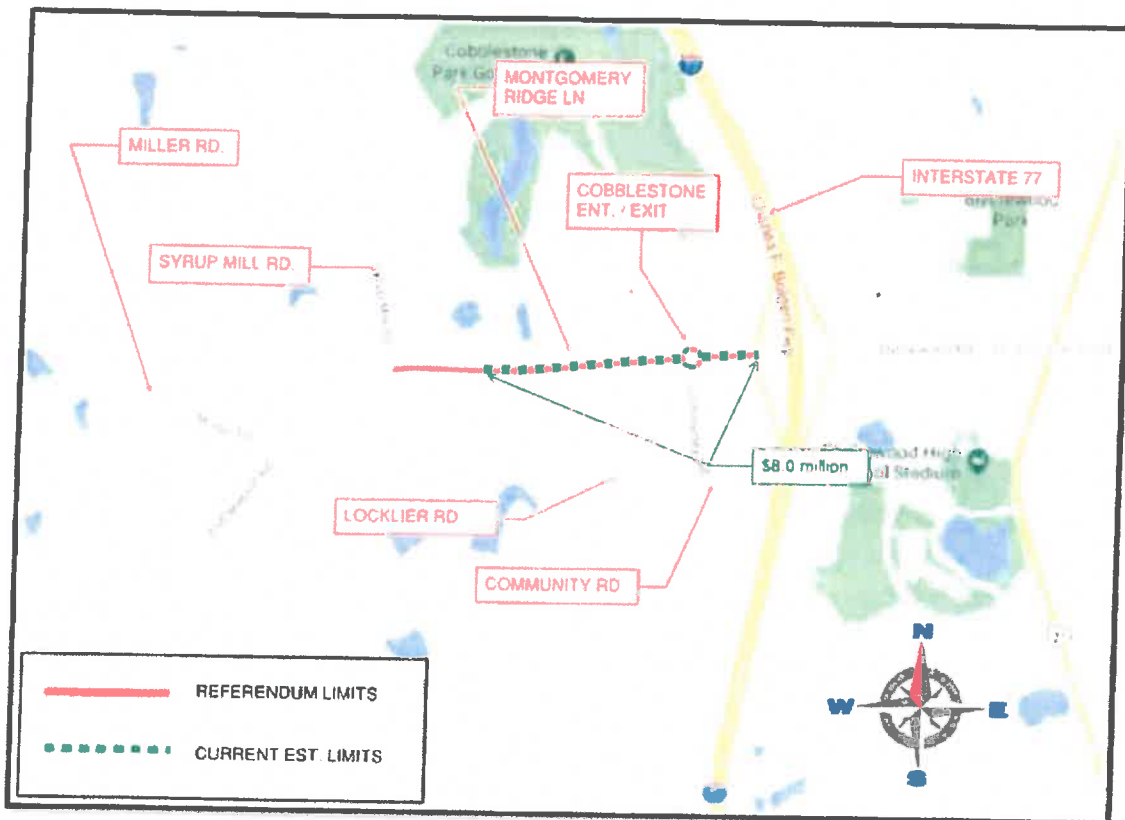
Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals

The proposed Blythewood Road improvements (I-77 to Syrup Mill Rd) are typical of a standard roadway widening project; therefore, significant increases in construction costs can be attributed as the reason for the difference between the 2012 referendum and current cost estimate (2017) values. The project does include one design specific detail which affects the overall cost estimate increase for this project. The project includes a double-lane roundabout at the intersection of Cobblestone and Community Road. The proposed roundabout is actually specified as part of the future Blythewood Road Phase 2 improvements; however, included as part of the current widening. Approximately 80% of the accidents within the project corridor occur between I-77 southbound ramps and the intersection of Cobblestone and Community Road. The proposed roundabout to be constructed at this intersection is a documented intersection alternative to promote safety and speed reductions.

Construct within Original Referendum Amount (Scenario 2):

Assuming the referendum value (2012) is to be maintained for this project; the scale and scope of improvements would also be reduced. Utilizing current construction costs, detailed cost estimates and knowledge of project-specific issues, the proposed improvements would likely be reduced to approximately 0.6 miles.

The recommended limits of improvements, per the reduced scope, would assume a 5-lane widening beginning at the I-77 southbound exit / entrance ramps and extending westward along Blythewood Road to a point between Montgomery Ridge Lane and Syrup Mill Road, approximately 0.20 miles short of the referendum limits, while also retaining the proposed double-lane roundabout at the intersection of Cobblestone and Community Road – see map below for project limits based on referendum value (2012) and potential scope reduction per current estimate (2017). The proposed, reduced scope limits would require extensive and additional coordination with SCDOT as the project would not terminate at a logical termini (Syrup Mill Road). Per the previous traffic study conducted for this project, a 5-lane widening is necessary between I-77 and Syrup Mill Road to convey existing and future traffic volumes.



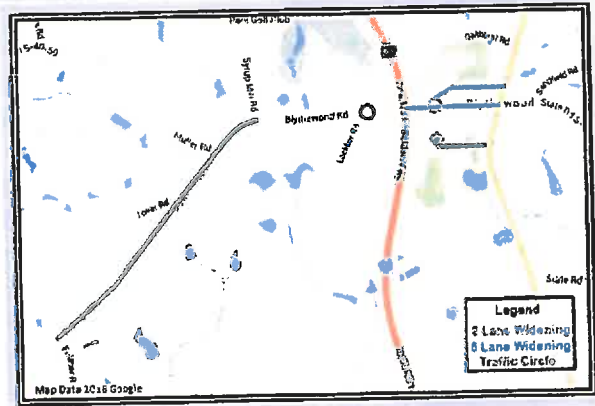
Blythewood Road Widening Project Map

**Recommendation:** Construct entire project as defined in referendum (I-77 to Syrup Mill Road). Design is complete through 70% construction plans and rights-of-way acquisitions are planned to begin in the 3<sup>rd</sup> quarter of 2018.

**PROJECT: 274 BLYTHEWOOD ROAD WIDENING AND IMPROVEMENTS**

**Scope** The proposed scope recommends the widening of Blythewood Rd from Fulmer to Syrup Mill Rd, McNulty Street improvements, the proposed Creech Connector, I-77 to Main St and a traffic circle at Blythewood Rd/Creech Rd (traffic circle at Blythewood Rd/Cobblestones to be completed with Phase 1).

**Project Length**  
**District** 02



**TRAFFIC DATA – Average Daily Traffic (ADT)**

**Project / Segment**

Blythewood Road Alternative Projects

**Existing**  
N/A

**Design**  
N/A

**ACCIDENT DATA**

**Project / Segment**

Blythewood Road  
Alternative Projects

**Crashes** N/A  
**Notes** N/A

**PROJECT COSTS**

**Referendum Total (2012)**

\$21.0 million

**Current Estimate (2017 Q4 Estimate)**

\$26.2 million

Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals

The Blythewood Road Widening & Improvements project includes (5) independent projects, of which, one has been incorporated into the Blythewood Road Widening project between I-77 and Syrup Mill Road (RPP Project No. 273, above). The improvements within the Town of Blythewood and surrounding areas, as part of this project, includes two widening corridors, a street-scaping project within town limits, a roadway extension on new location within town limits and a roundabout. No preliminary design or detailed evaluation has been conducted on these projects to-date. Upon initiation of design services, each project area will be evaluated in regards to traffic conditions (existing and future), accident data and proposed improvements and potential impacts.

Construct within Original Referendum Amount (Scenario 2):

Assuming the referendum value (2012) is to be maintained for this project, the scale and scope of improvements would need to be evaluated and reduced. For this project, the individual improvement areas would likely need prioritized in conjunction with the Town of Blythewood and in coordination with SCDOT. It is likely that one or more of the included projects would need to be removed in order to maintain the referendum constraints.

**Recommendation:** Initiate design studies for the four (4) remaining projects immediately. Upon development of more detailed cost estimates specific to each project and upon coordination with County, SCDOT and the Town of Blythewood, adjust the scope and scale of the projects accordingly.

**PROJECT: 275 BROAD RIVER RD WIDENING**

**Scope** The proposed scope recommends a 5-lane section (4 travel lanes and a center turn lane) between Royal Tower Drive and Dutch Fork Road. Bicycle and pedestrian accommodations shall include on-street bike lanes and sidewalks.

**SCDOT PIN** P029344

**Project Length** 2.50 miles

**District** 01

**Project Manager** Ben Lewis

**Design** CECS, Inc.



The original referendum scope for this project included improvements along Broad River Road from Royal Tower Road to I-26 (at the Peak Exit). Upon holding a public meeting and evaluating the total cost for these project limits; County Council approved the revised (current) termini in March 2017 to terminate the improvements at Dutch Fork Road.

**TRAFFIC DATA – Average Daily Traffic (ADT)**

Project / Segment	Existing (2016)	Design (2043)
Broad River Road	22,300	34,200

**ACCIDENT DATA – Jan 2013 – Dec 2015 (3.0 years) (Royal Tower to Dutch Fork)**

Project / Segment	Crashes	Notes
Broad River Road	161	71% rear-end crashes, 21% intersection-related, 8% other (zero fatalities)

**PROJECT COSTS**

Referendum Total (2012)	Current Estimate (2017 Q4 Estimate)
\$29.0 million	\$39.7 million (Royal Tower to Dutch Fork)

Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals

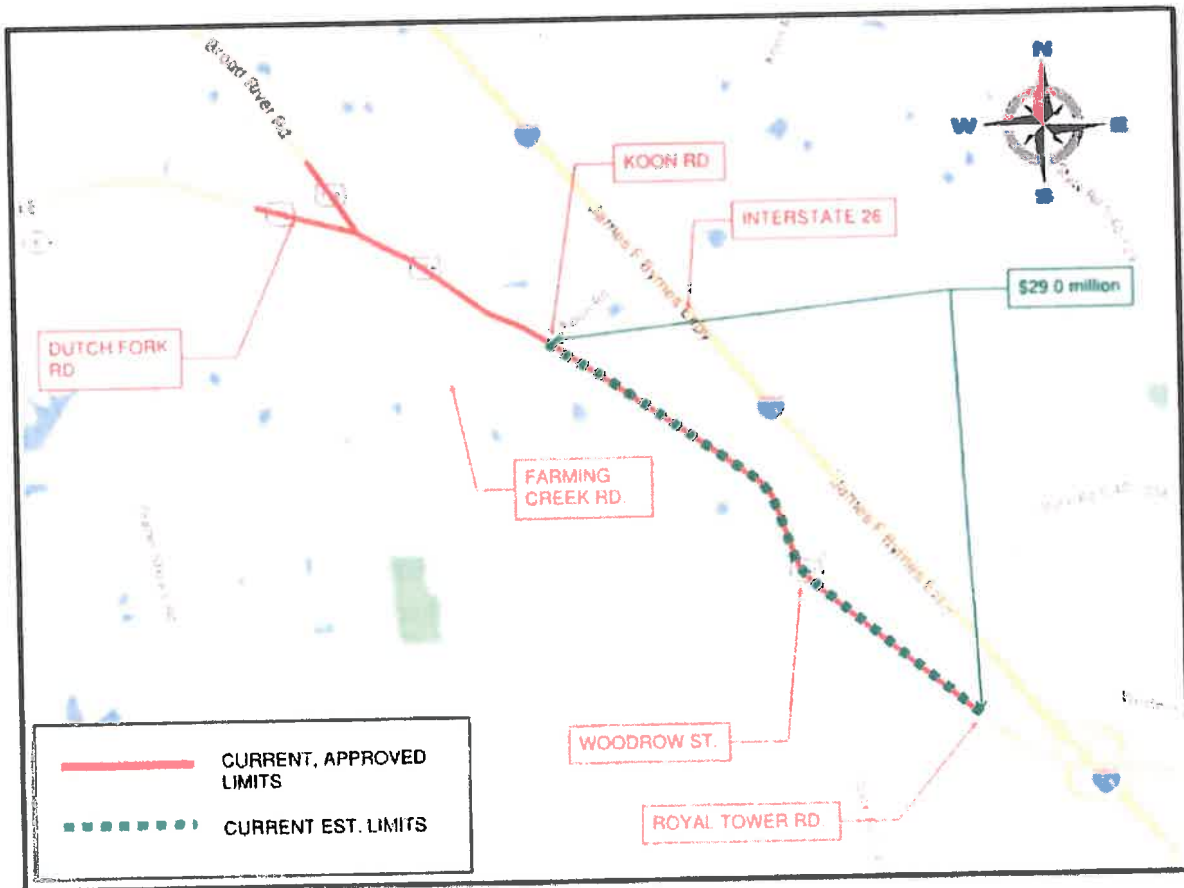
The proposed Broad River Road improvements include multiple project and design-specific details that affect the overall cost estimate increase for this project, including the program-wide significant increases in construction costs. These items include the following (which were not included in the original cost-per-mile method for attaining the referendum values);

- (1) 10'x10' box culvert extension (assumed at this time, further hydraulics study could reflect need for replacement or widening)
- Intersection realignment of Woodrow Street and Broad River Road;
- Alignment shifts / modifications along Broad River Road to correct sub-standard horizontal geometry;
- Improvements at the intersection of Broad River Road and Dutch Fork Road to include lane geometry and intersection alignment modifications;
- Potential City of Columbia 24 inch water line relocation;
- Potential retaining walls to reduce / eliminate impacts to adjacent properties.

Construct within Original Referendum Amount (Scenario 2):

Assuming the referendum value (2012) is to be maintained for this project; the scale and scope of improvements would need to be reduced. Utilizing current construction costs, detailed cost estimates and knowledge of project-specific issues, the proposed improvements would likely be reduced to approximately 1.8 miles.

The recommended limits of improvements, per the reduced scope, would assume a 5-lane widening, beginning at Royal Tower Road (tying to existing 5-lane roadway section) and extending west to terminate at Koon Road - see map below for project limits based on referendum value (2012) and potential scope reduction per current estimate (2017). Koon Road is a potential logical terminus as it is a collector roadway that distributes traffic onto / from Broad River Road. However, coordination with SCDOT would be required in order to evaluate and verify the reduced project limits would not cause any undue traffic issues.



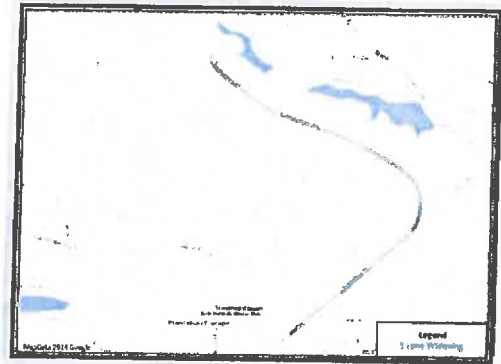
Broad River Road Widening Project Map

**Recommendation:** Due to high volumes of existing and future traffic, construct the project from Royal Tower Road to Dutch Fork Road per the Council-approved action in March 2017.

**PROJECT: 276 CLEMSON RD WIDENING**

**Scope** The proposed scope recommends a 5-lane section (4 travel lanes and a center turn lane) from Old Clemson Rd. to Sparkleberry Crossing with shared-use paths for bicyclists and pedestrians between Old Clemson Road and Chimneyridge Drive.

**SCDOT PIN** P028858  
**Project Length** 1.90 miles  
**District** 09, 10  
**Project Manager** Raven Gambrell  
**Design** Holt Consulting Company, LLC



**TRAFFIC DATA – Average Daily Traffic (ADT)**

Project / Segment	Existing (2015)	Design (2040)
Clemson Road	23,900	34,700

**ACCIDENT DATA – Jan 2011 – Oct 2014 (3.8 years)**

Project / Segment	Crashes	Notes
Clemson Road	146	57% rear-end crashes, 34% intersection-related, 9% other (one fatalities)

**PROJECT COSTS**

Referendum Total (2012)	Current Estimate (2017 Q4 Estimate)
\$23.4 million	\$19.6 million

Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals

The project also includes outside funding through a TAP Grant (\$180 thousand) and Federal Safety Funds (\$800 thousand); therefore, the total cost for this project from referendum funding is approximately \$18.6 million.

Construct within Original Referendum Amount (Scenario 2): None

**Recommendation:** Roadway design services and rights-of-way acquisitions have been completed. City of Columbia waterline relocation design is underway and is the last remaining item to complete the project development. Construct entire project as defined in referendum.

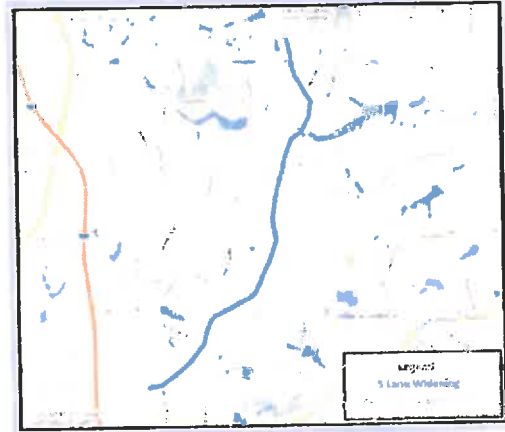
**PROJECT: 277 HARDCRABBLE RD WIDENING**

**Scope** The proposed scope includes widening Hard Scrabble Road to four travel lanes and adding a center merge/turn lane. The project will extend from Farrow Road to Kelly Mill Road. Sidewalks, bicycle lanes, and intersection improvements are included. The Richland Penny Program is funding \$29.86M for this project. SCDOT / COATS is funding \$8.4M for right-of-way and \$28.86M for construction as identified in the SCDOT STIP. This project is being managed by the South Carolina Department of Transportation (SCDOT).

**Project Length** 7.20 miles

**District** 02, 07, 08, 09

**Project Manager** SCDOT



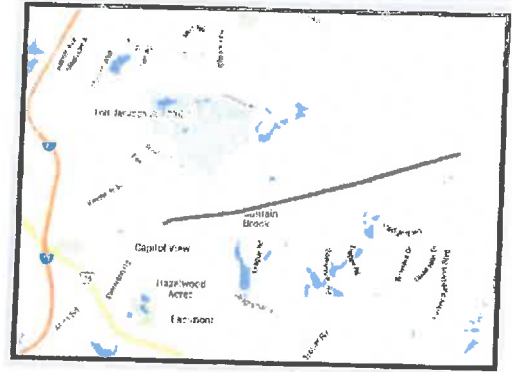
Project under Construction, administered by SCDOT.



**PROJECT: 278 LEESBURG ROAD WIDENING**

**Scope** The proposed scope includes widening Leesburg Road to four travel lanes and adding a center merge/turn lane from approximately Fairmont Road to Lower Richland Boulevard. Sidewalks, shared-use lanes and intersection improvements are included. The Richland Penny Program is funding a total of \$4.0 million toward the construction of this project, estimated at \$31 million as identified in the SCDOT STIP. This project is being developed and managed by the South Carolina Department of Transportation.

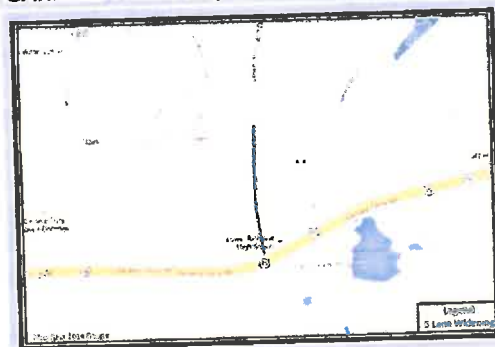
**Project Length** 3.72 miles  
**District** 10, 11



Rights-of-way acquisitions are underway with construction scheduled to begin in 2019. Project administered by SCDOT.

**PROJECT: 279 LOWER RICHLAND BLVD WIDENING (RABBIT RUN RD TO GARNERS FERRY RD)**

**Scope** The proposed scope recommends a 5-lane section (4 travel lanes and a center turn lane) between Rabbit Run and Garners Ferry Road.  
**Project Length** 0.55 miles  
**District** 11



**TRAFFIC DATA – Average Daily Traffic (ADT)**

Project / Segment	Existing (2016)	Design (2043)
Lower Richland Boulevard	2,100 <sup>1</sup>	4,000 <sup>2</sup>

<sup>1</sup>Per SCDOT 2016 ADT data, <sup>2</sup>Assumed 3.0% growth rate

**ACCIDENT DATA - Jan 2011-Apr 2014 (3.25 years)**

Project / Segment	Crashes	Notes
Lower Richland Boulevard	20	40% rear-end crashes, 40% intersection-related, 20% other (zero fatalities)

**PROJECT COSTS**

Referendum Total (2012)	Current Estimate (2017 Q4 Estimate)
\$6.1 million	\$7.0 million

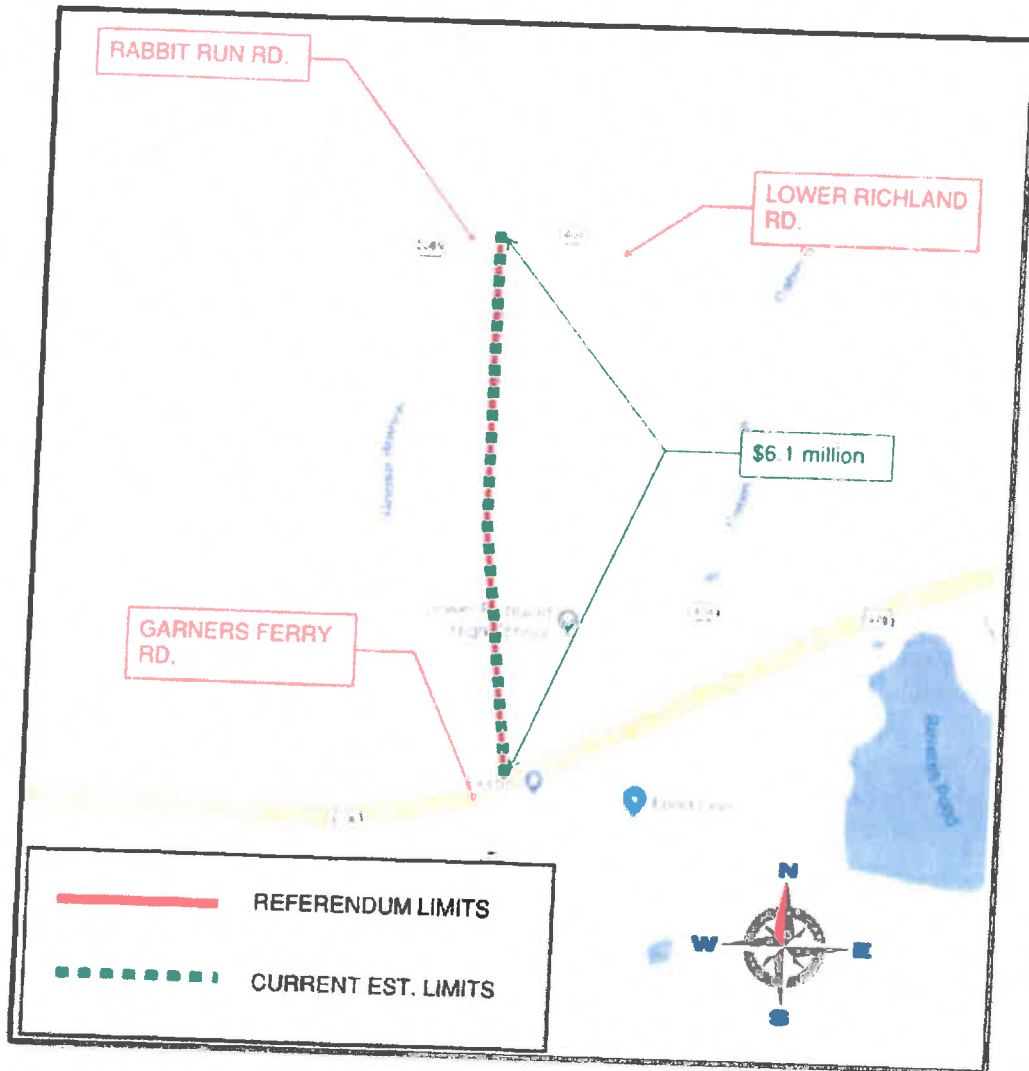
Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals

Preliminary design has not begun on the Lower Richland Boulevard project; however, review of the proposed project scope and physical observation of existing conditions, the proposed Lower Richland Boulevard improvements are typical of a standard roadway widening project; therefore, the program-wide increases in construction costs can be attributed as the reason for the difference between the 2012 referendum and current cost estimate (2017) values. No design-specific details have been identified to-date that would reflect significant increases in project cost.

The 5-lane typical section would address the rear-end and intersection-related crashes that are evident within this corridor. The addition of the center median would allow storage for left-turning vehicles while maintaining traffic flow for through movements.

Construct within Original Referendum Amount (Scenario 2):

Due to the fact the current estimate is preliminary, with no design having been started and is relatively close to the referendum amount, it is likely that the final cost will be even closer to the referendum amount.

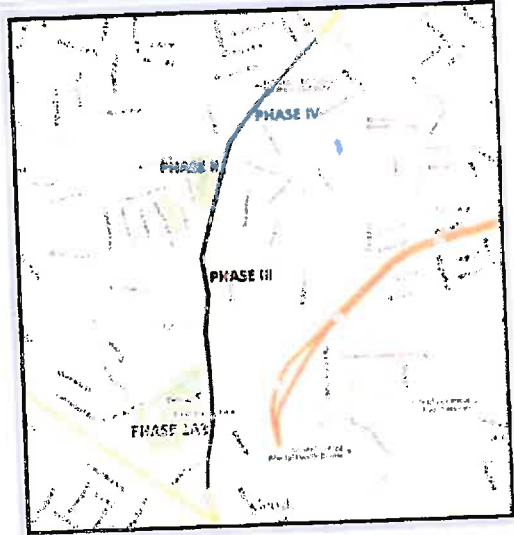


Lower Richland Boulevard Widening Project Map

**Recommendation:** Construct entire project as defined in referendum (Rabbit Run Road to Garners Ferry Road). Initiate design studies immediately.

**PROJECT: 280 NORTH MAIN STREET (PHASES IA2 & III; II & IV) WIDENING**

**Scope** The proposed scope recommends improving the existing deteriorating roadway surface by repaving, improving roadway aesthetics by using imprinted and textured pavement stamping for designated crosswalks and landscape improvements where appropriate, improving night safety with street lighting, and improving pedestrian routes and crosswalks. Other proposed improvements include relocating overhead utilities to underground. In addition to the \$30M in funding from the Richland Transportation Penny program, this project is also being funded with a \$16.65M Tiger Grant, a \$1.3M Federal Earmark and \$5.4M from the City of Columbia for water and sewer work.



- Project Length** 1.70 miles
- District** 04
- Project Manager** Kevin Sheppard
- Design** (Managed by City of Columbia)
- Construction** LJ Construction Inc

Construct within Original Referendum Amount (Scenario 2): None

Project under Construction.



The proposed Pineview Road improvements include multiple project and design-specific details that affect the overall cost estimate increase for this project. These items include the following (which were not included in the original cost-per-mile method for attaining the referendum values);

- (2) Railroad Crossings – Norfolk/Southern and CSX;
- (1) New, flat slab 2-lane bridge crossing Reeder Point Branch;
- Overlay, rehabilitation of existing flat slab, 2-lane bridge;
- (1) Extension of existing triple box culvert & widening to provide new 8'x6' section;
- (1) Extension of existing 9'x7' double box culvert;
- (1) Extension of existing 10'x10' box culvert'
- Extensive improvements at the Pineview Road / Garners Ferry Road intersection to include the addition of dual, left turns and dedicated right turning lanes.

Construct within Original Referendum Amount (Scenario 2):

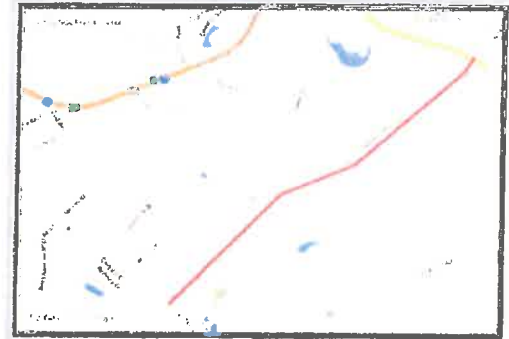
Assuming the referendum value (2012) is to be maintained for this project; the scale and scope of improvements would need to be reduced. Utilizing current construction costs, detailed cost estimates and knowledge of project-specific issues, the proposed improvements would likely be reduced to approximately 1.3 miles.

The recommended limits of improvements, per the reduced scope, would assume a 5-lane widening from just east of the Norfolk-Southern Railroad crossing to Garners Ferry Rd, to include the necessary geometric improvements at the intersection – see map below for project limits based on referendum value (2012) and potential scope reduction per current estimate (2017). The area of improvements reflective of the reduced scope is indicative of the highest traffic volumes and incidence of accidents. Roadway widening projects typically terminate at crossing routes that are traffic generators (ie: Shop Rd); therefore, coordination with SCDOT would be required to justify the limited improvements and to verify that the reduced termini would not cause any undue traffic issues. It is likely SCDOT would not be supportive of this alternative due to limited benefits.

It should also be noted that the current design for Pineview Road assumes that Shop Road Extension – Phase 2 will be developed and constructed in the period between the Pineview Road opening year and design year. The project traffic analysis reflects a reduction in average daily traffic (ADT) between Shop Road and Garners Ferry Road upon the completion of Shop Road Extension – Phase 2. This reduction reflects traffic volumes less than current values (based on 2015 traffic counts); therefore, should Shop Road Extension – Phase 2 be developed and constructed, corridor improvements along Pineview Road may not be necessary.

**PROJECT: 281 PINEVIEW RD WIDENING**

**Scope** The proposed scope recommends to retain the existing 2-lane roadway from Bluff Road to Metal Park Drive while providing for bicycle and pedestrian accommodations through the use of an offset shared-use path along one side of the road. Widening of Pineview Road to provide a turn lane at Bluff Road will also be provided. A 3-lane roadway (1 travel lane in each direction with a center turn lane) is to be provided from Metal Park Drive to Shop Road. A 5-lane (4 travel lanes with a center turn lane) roadway is proposed from Shop Road to Garners Ferry Road. These improvements will accommodate bicyclists through the use of 4 foot on-street bike lanes while providing for pedestrians through the use of 5 foot sidewalks constructed behind the curb.



**SCDOT PIN** P029306  
**Project Length** 2.90 miles  
**District** 10, 11  
**Project Manager** Ben Lewis  
**Design** CECS

The original referendum scope for this project included widening of Pineview Road to a 3-lane section between Bluff Road and Shop Road, and a 5-lane section between Shop Road and Garners Ferry Road. Upon holding a public meeting and receiving public comments against the 3-lane section; County Council approved the revised (current) scope in May 2016 to revised the typical section between Bluff Road and Shop Road to construct intersection improvements at Bluff Road and a shared use path, only, to Shop Road. Between Metal Park Road and Shop Road a 3-lane section is still proposed due to the industrial nature of adjacent development and majority of accidents within this area.

**TRAFFIC DATA – Average Daily Traffic (ADT)**

Project / Segment	Existing (2015)	Design (2041)
Pineview Road		
Bluff to Shop	3,400	4,700
Shop to Garners Ferry	16,700	16,000 <sup>1</sup>
Shop to Garners Ferry	16,700	24,000 <sup>2</sup>

<sup>1</sup> Assumes construction of Shop Rd Ext. Phase 2, <sup>2</sup> Assumes no development of Shop Ext Phase 2

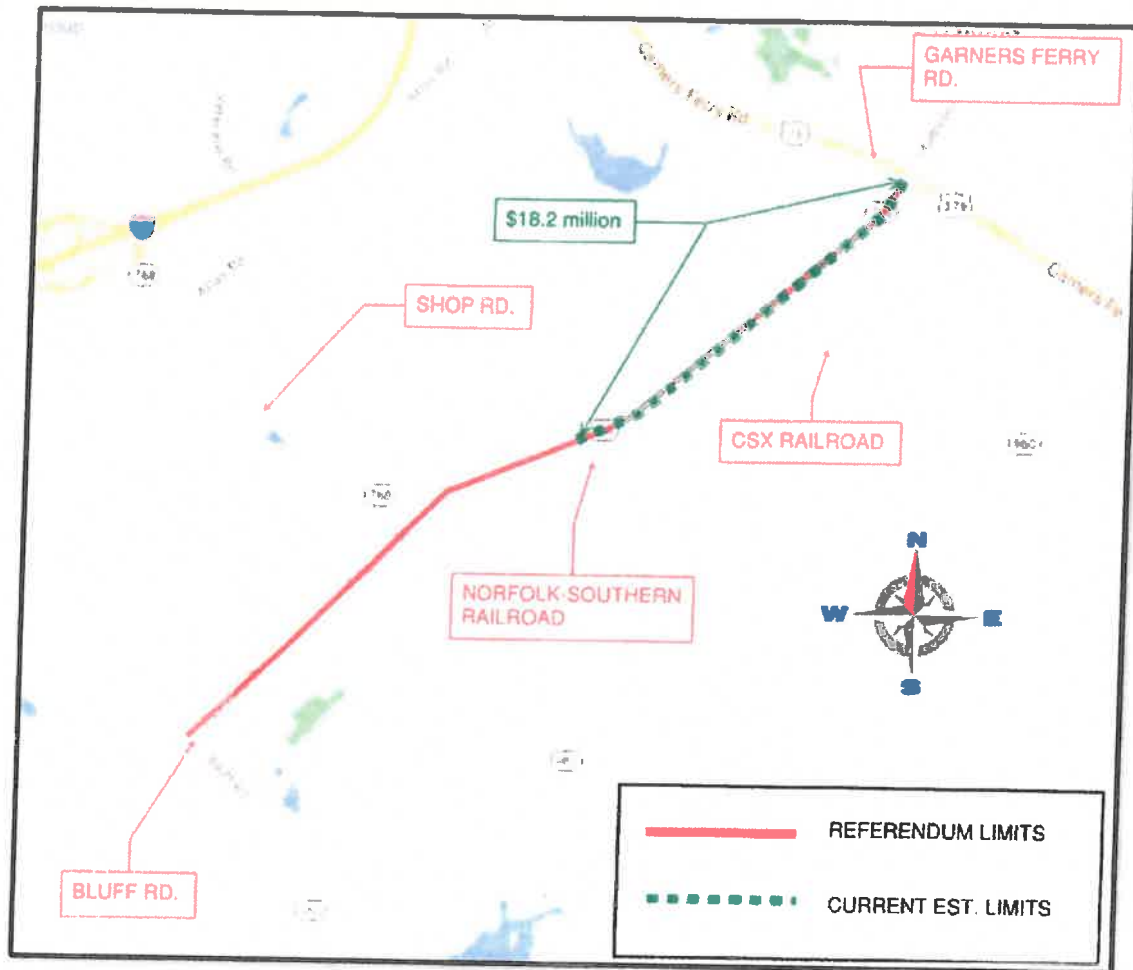
**ACCIDENT DATA – Jan 2011 – Nov 2013 (2.9 years)**

Project / Segment	Crashes	Notes
Pineview Road	61	49% rear-end crashes, 21% intersection-related, 30% other (1 fatality)

**PROJECT COSTS**

Referendum Total (2012)	Current Estimate (2017 Q4 Estimate)
\$18.2 million	\$40.0 million

Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals



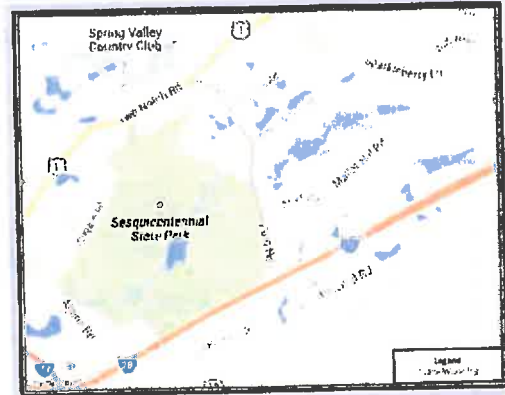
Pineview Road Widening Project Map

**Recommendation:** Due to the fact that traffic volumes are projected to actually decrease with the construction of Shop Road Extension Phase 2, defer this project until other widenings are complete or additional funding is identified.

**PROJECT: 282 POLO RD WIDENING**

**Scope** The proposed scope recommends a 3-lane (2 lanes with center turn lane) widened roadway from Two Notch Road to Mallet Hill Road. These improvements will accommodate bicyclists through the use of 4 foot on-street bike lanes and provide for pedestrians through the use of 5 foot sidewalks constructed behind the curb.

**Project Length** 1.90 miles  
**District** 08, 09, 10



**TRAFFIC DATA – Average Daily Traffic (ADT)**

Project / Segment	Existing (2016)	Design (2044)
Polo Road	8,300 <sup>1</sup>	12,600 <sup>2</sup>

<sup>1</sup>Per SCDOT 2016 ADT data, <sup>2</sup>Assumed 2.0% growth rate

**ACCIDENT DATA – Jan 2011 – Nov 2013 (2.9 years)**

Project / Segment	Crashes	Notes
Polo Road	17	35% rear-end crashes, 29% intersection-related, 36% other (zero fatalities)

**PROJECT COSTS**

Referendum Total (2012)	Current Estimate (2017 Q4 Estimate)
\$12.8 million	\$16.0 million

Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals

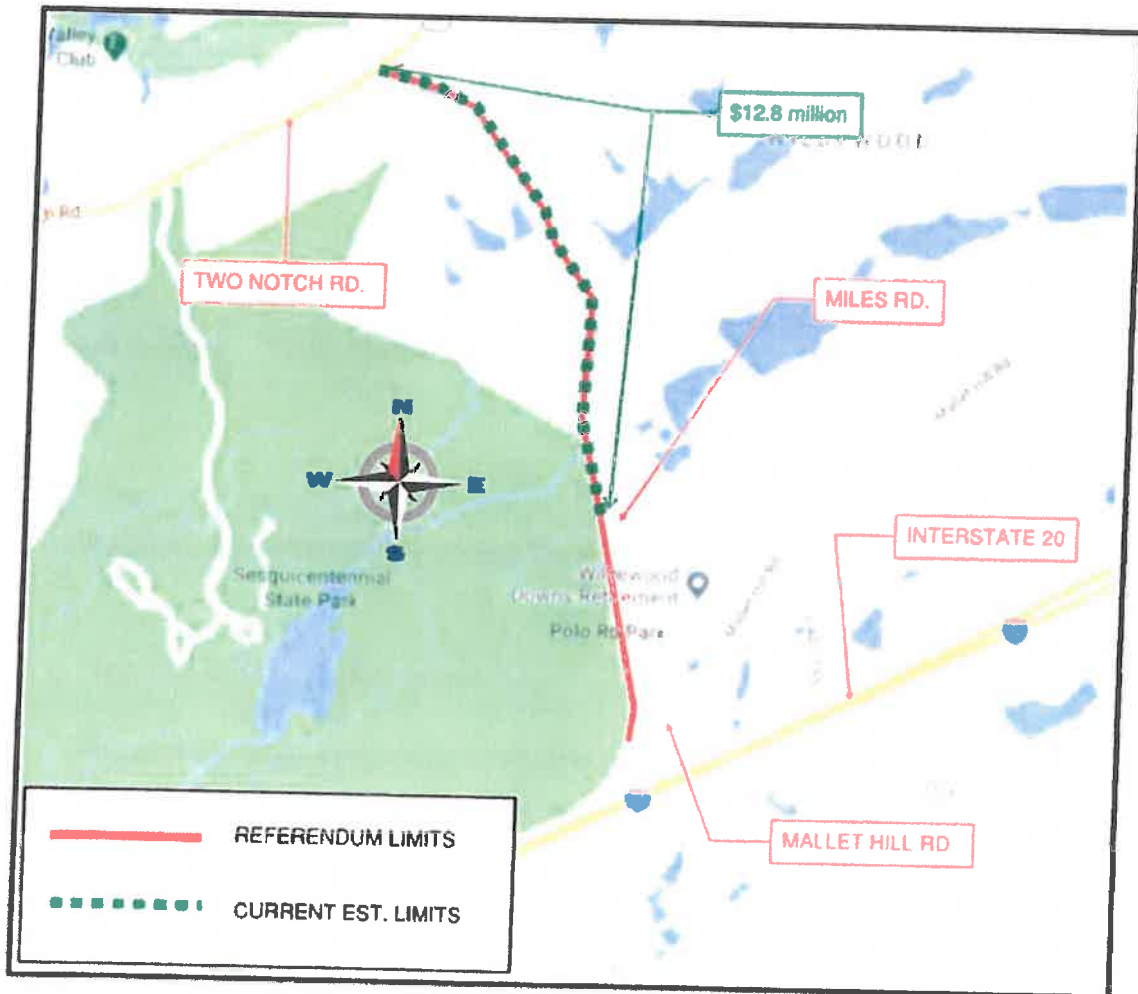
Preliminary design has not begun on the Polo Road project; however, review of the proposed project scope and physical observation of existing conditions, the proposed improvements are typical of a standard roadway widening project; therefore, the program-wide increases in construction costs can be attributed as the reason for the difference between the 2012 referendum and current cost estimate (2017) values. No major design-specific details have been identified to-date that would reflect significant increases in project cost. The project would include intersection improvements at certain side roads and termini, specific to lane storage and dedicated turning lanes. The corridor includes a large concentration of residential development, some of which could be affected by the proposed improvements.

Construct within Original Referendum Amount (Scenario 2):

Assuming the referendum value (2012) is to be maintained for this project; the scale and scope of improvements would need to be reduced. Utilizing current construction costs, detailed cost estimates and knowledge of project-specific issues, the proposed improvements would likely be reduced to approximately 1.5 miles, less than a half-mile short of the proposed referendum limits.



The recommended limits of improvements, per the reduced scope, would assume a 3-lane widening beginning at the intersection with Two Notch Road and extending south along Polo Road, terminating at the intersection with Miles Road (these limits could also be affected by the final determination of hydraulic requirements at the existing stream crossings). Two Notch Road is a major arterial; therefore, a practical location for the project termini – see map below for project limits based on referendum value (2012) and potential scope reduction per current estimate (2017). The reduced limits would require coordination with SCDOT to study the associated traffic impacts to the remaining portion of Polo Road.

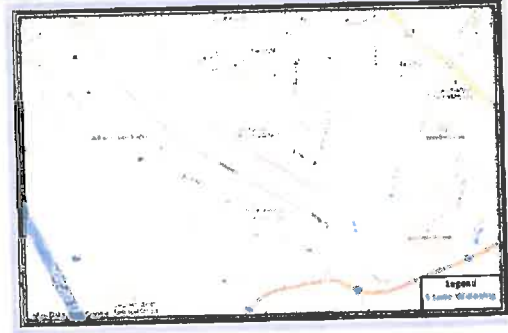


Polo Road Widening Project Map

**Recommendation:** Construct entire project as defined in referendum from Two Notch Road to Mallet Hill Road. Initiate design studies immediately.

**PROJECT: 283 SHOP RD WIDENING**

**Scope** The proposed scope recommends a 5-lane (4 travel lanes with a center turn lane) widened roadway with offset, shared use paths along both sides of the road (for bicycle and pedestrian accommodations) on Shop Road from George Rogers Boulevard to South Beltline Boulevard. The project will include an intersection realignment and reconstruction at George Rogers Blvd.



**SCDOT PIN** P028862  
**Project Length** 2.50 miles  
**District** 10  
**Project Manager** Ben Lewis  
**Design** Mead & Hunt

**TRAFFIC DATA – Average Daily Traffic (ADT)**

Project / Segment	Existing (2015)	Design (2042)
Shop Road	15,000	19,500

**ACCIDENT DATA – Jan 2011 – Oct 2014 (3.8 years)**

Project / Segment	Crashes	Notes
Shop Road	82	46% rear-end crashes, 25% intersection-related, 29% other (2 fatalities)

**PROJECT COSTS**

Referendum Total (2012)	Current Estimate (2017 Q4 Estimate)
\$33.1 million	\$60.2 million

Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals

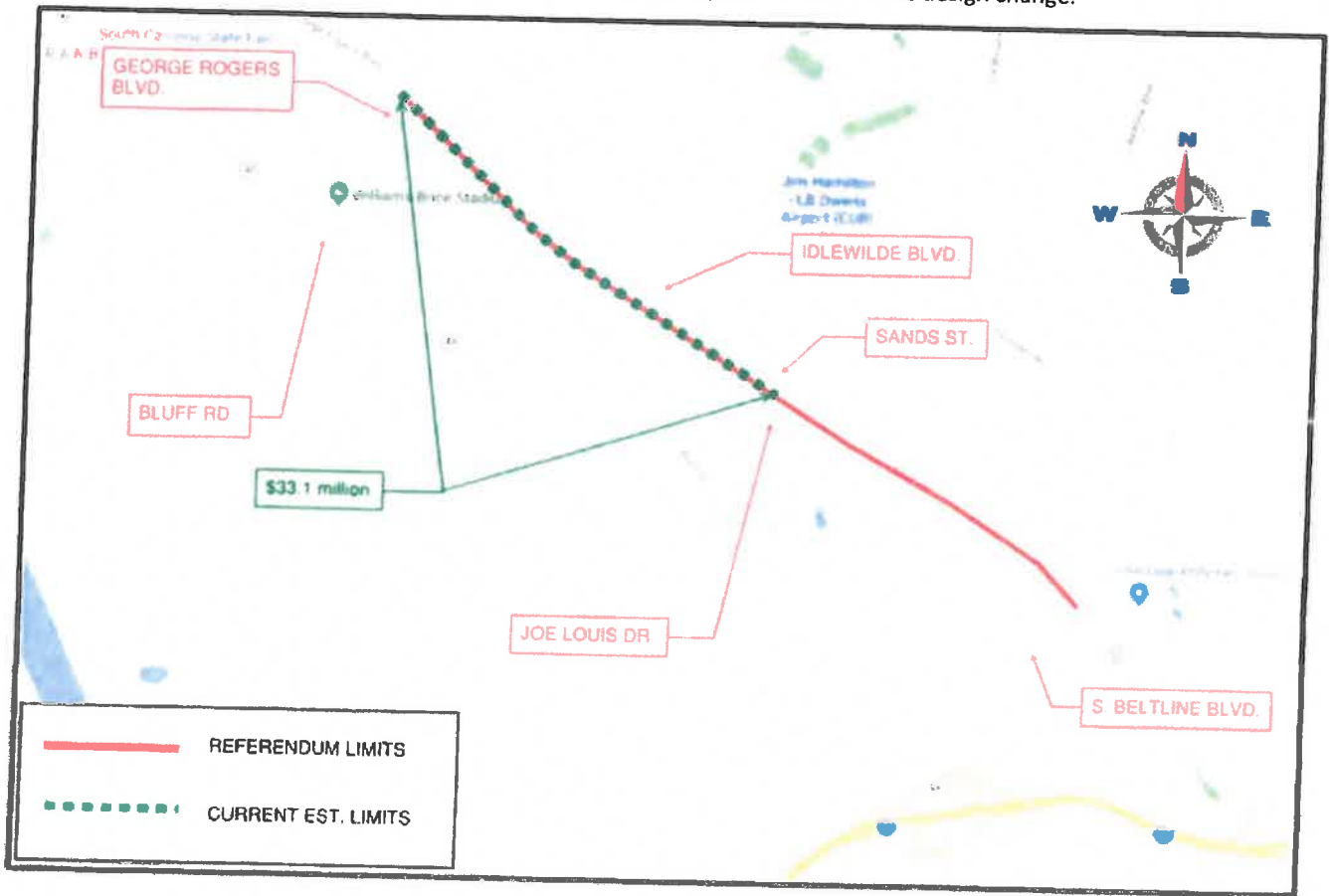
The proposed Shop Road improvements include multiple project and design-specific details that affect the overall cost estimate increase for this project. These items include the following (which were not included in the original cost-per-mile method for attaining the referendum values);

- Intersection realignment / reconfiguration of Shop Road / George Rogers Boulevard / S. Assembly Street
- (2) Railroad Crossings – Norfolk / Southern crossings
- Potential (3) commercial and (3) residential relocations
- Potential relocation of (2) waterlines from under existing pavement, including a City of Columbia water pump station
- Potential relocation of major data and communication hubs that service fairgrounds, SCETV building and Williams-Brice stadium
- Reconstruction of approx. 2,300 feet of drainage outfall (closed system) and acquisition of new right-of-way for outfall (under-sized existing system)

Construct within Original Referendum Amount (Scenario 2):

Assuming the referendum value (2012) is to be maintained for this project; the scale and scope of improvements would need to be reduced. Utilizing current construction costs, detailed cost estimates and knowledge of project-specific issues, the proposed improvements would likely be reduced to approximately 1.4 miles.

The recommended limits of improvements per the reduced scope would assume a 5-lane widening beginning at George Rogers Boulevard (including the realignment / reconfiguration of the intersection) and terminating at Sands Street, just east of the Little Camden neighborhood – see map below for project limits based on referendum value (2012) and potential scope reduction per current estimate (2017). The reduced limits would eliminate one railroad crossing, potential wetland impacts crossing the existing culvert and associated right of way impacts to the developed properties east of the proposed termini. Extensive and additional coordination with SCDOT would be required in order to evaluate and justify the proposed termini and any associated traffic impacts relative to the design change.



Shop Road Widening Project Map

**Recommendation:** Construct entire project as defined in referendum from George Rogers Boulevard to S. Beltline Boulevard.

**PROJECT: 284 SPEARS CREEK CHURCH RD WIDENING**

**Scope** The proposed scope recommends a 5-lane (4 travel lanes and a center turn lane) section to accommodate the traffic between Two Notch Road and Percival Road.

**Project Length** 2.54 miles

**District** 09, 10



**TRAFFIC DATA – Average Daily Traffic (ADT)**

**Project / Segment**

**Existing (2016)**

**Design (2041)**

Spears Creek Church Road

10,400<sup>1</sup>

21,800<sup>2</sup>

<sup>1</sup>Per SCDOT 2016 ADT data, <sup>2</sup>Assumed 3.0% growth rate

**ACCIDENT DATA – Jan 2011 – Apr 2014 (3.25 years)**

**Project / Segment**

**Crashes**

**Notes**

Spears Creek Church Road

85

52% rear-end crashes, 21% intersection-related, 27% other (zero fatalities)

**PROJECT COSTS**

**Referendum Total (2012)**

**Current Estimate (2017 Q4 Estimate)**

\$26.6 million

\$49.5 million

Costs include all Engineering & Environmental, R/W, Utilities, Construction & CE&I estimates / actuals

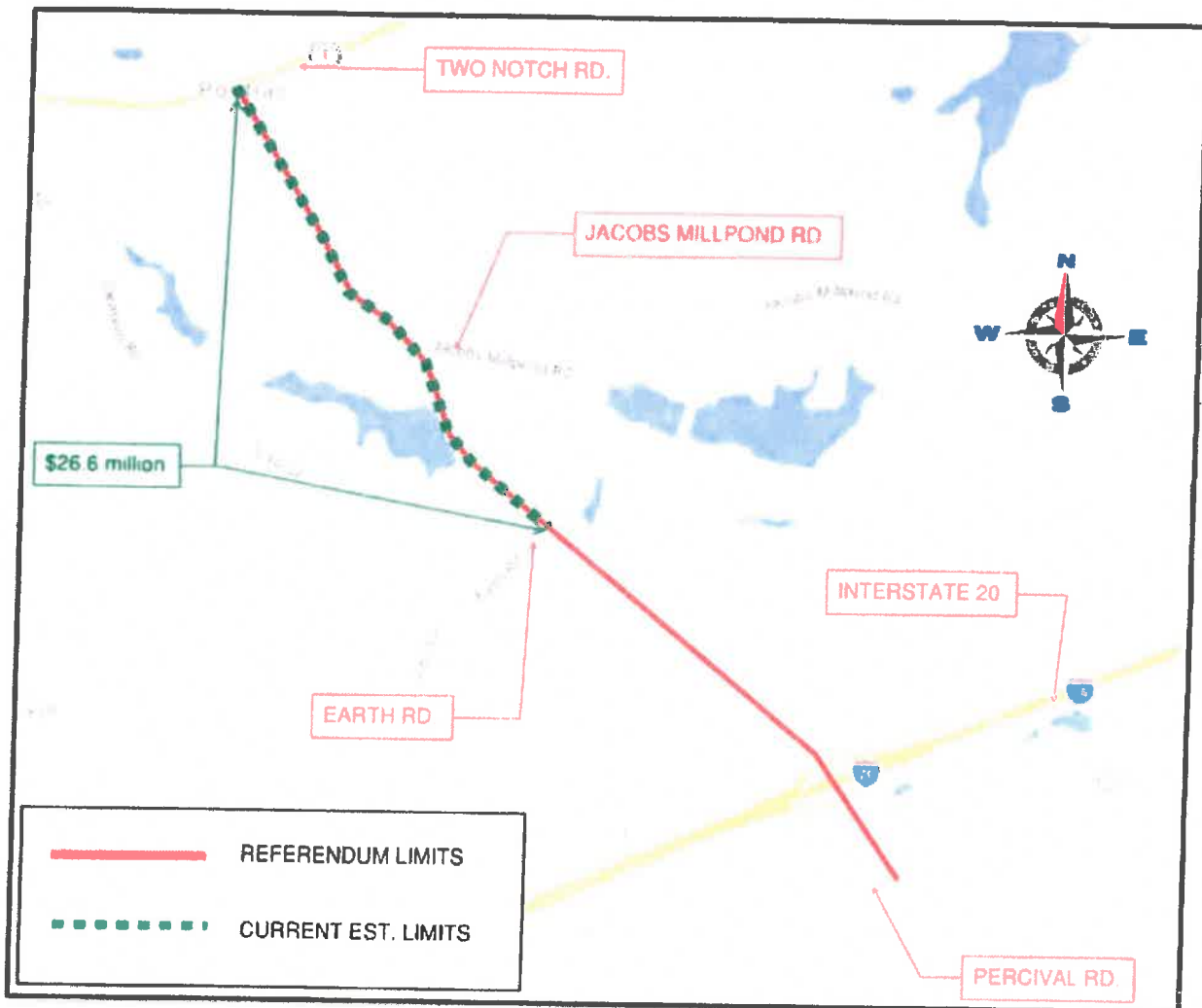
Preliminary design has not begun on the Spears Creek Church Road project; however, review of the proposed project scope and physical observation of existing conditions, the proposed Spears Creek Church Road improvements include multiple project and design-specific details that affect the overall cost estimate increase for this project. These items include the following (which were not included in the original cost-per-mile method for attaining the referendum values);

- Widening or replacement of bridge over I-20 (existing 2-lane bridge);
- Potential median widening of I-20 (for bridge widening pier protection);
- Potential alignment modifications to interstate exit / entrance ramps in order to provide adequate storage;
- Potential culvert replacement and / or raising of profile grade at Walden Pond outfall;
- Potential intersection improvements at Two Notch Rd and Percival Rd (addition of turn lanes; widening of Percival at intersection to provide 3-lane section);
- Potential intersection realignment of Jacobs Millpond Road to correct sub-standard geometry

Construct within Original Referendum Amount (Scenario 2):

Assuming the referendum value (2012) is to be maintained for this project; the scale and scope of improvements would need to be reduced. Utilizing current construction costs, detailed cost estimates and knowledge of project-specific issues, the proposed improvements would likely be reduced to approximately 1.3 miles.

The recommended limits of improvements, per the reduced scope, would assume a 5-lane widening beginning at the intersection with Two Notch Road and extending south along Spears Creek Church Road, terminating at the intersection with Earth Road. This portion of the corridor is the most congested with adjacent development and thus would address existing safety issues. Two Notch Road is a major arterial; therefore, a practical location for the project termini – see map below for project limits based on referendum value (2012) and potential scope reduction per current estimate (2017). The proposed, reduced scope limits would eliminate any work on the existing bridge over I-20 or the potential for any needed improvements along the interstate or ramps, both of which would be costly and time consuming. The reduced limits would require extensive coordination with SCDOT to study the associated traffic impacts to the remaining portion of Spears Creek Church Road.



Spears Creek Church Road Widening Project Map

**Recommendation:** Construct the project from Two Notch Road to the I-20 ramps, terminating the project on the north side of the interstate. This reduction in scope removes I-20 bridge widening / replacement and potential interstate and ramp improvements for a savings of approximately \$13.5 million from the current estimate of \$49.5 million. Initiate design studies immediately.