

RICHLAND COUNTY
DEVELOPMENT & SERVICES
COMMITTEE AGENDA



Tuesday, APRIL 28, 2020

2:30 PM

The Honorable Allison Terracio, Chair

County Council District 5

The Honorable Gwen Kennedy

County Council District 7

The Honorable Jim Manning

County Council District 8

The Honorable Chip Jackson

County Council District 9

The Honorable Chakisse Newton

County Council District 11

RICHLAND COUNTY COUNCIL 2020



Bill Malinowski
District 1
2018-2022



Joyce Dickerson
District 2
2016-2020



Yvonne McBride
District 3
2016-2020



Paul Livingston
District 4
2018-2022



Allison Terracio
District 5
2018-2022



Joe Walker, III
District 6
2018-2022



Gwendolyn Kennedy
District 7
2016-2020



Jim Manning
District 8
2016-2020



Calvin "Chip" Jackson
District 9
2016-2020



Dalhi Myers
District 10
2016-2020



Chakisse Newton
District 11
2018-2022





Richland County Development & Services Committee

April 28, 2020 - 2:30 PM
2020 Hampton Street, Columbia, SC 29201

1. **CALL TO ORDER** The Honorable Allison Terracio
2. **APPROVAL OF MINUTES** The Honorable Allison Terracio
 - a. Regular Session: February 25, 2020 [PAGES 6-7]
3. **ADOPTION OF AGENDA** The Honorable Allison Terracio
4. **ITEMS FOR ACTION**
 - a. Fiber Joint Trench during Southeast Sewer Project [PAGES 8-18]
 - b. Approval to Request Funding for a Proposed Turn Lane on Highway 378 [PAGES 19-23]
 - c. Petition for Abandonment and Closure of Hamrick Avenue (TMS# R11204-02-06) and Seabrook Street (TMS# R11204-02-06) in Columbia, South Carolina [PAGES 24-30]
5. **ITEMS PENDING ANALYSIS: NO ACTION REQUIRED**
 - a. I move to direct the County Attorney to work with the County Administrator to research and draft an absentee landlord ordinance. The ordinance should provide potential remedies for individuals who violate county ordinances and provide, via supplemental documentation, a comprehensive review of the legal impacts [potentially] associated with the adoption of such an ordinance. [NEWTON and DICKERSON]
6. **ADJOURNMENT**



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Richland County Council

DEVELOPMENT AND SERVICES COMMITTEE

February 25, 2020 – 5:00 PM

Council Chambers

2020 Hampton Street, Columbia, SC 29204

COMMITTEE MEMBERS PRESENT: Calvin Jackson, Jim Manning and Allison Terracio

OTHERS PRESENT: Paul Livingston, Michelle Onley, Larry Smith, Clayton Voignier, John Thompson, Ashiya Myers, Leonardo Brown, Angela Weathersby, Tariq Hussain, Stephen Staley, Dale Welch, Stacey Hamm, Kimberly Williams-Roberts and Michael Maloney

1. **CALL TO ORDER** – Mr. Manning called the meeting to order at approximately 5:04 PM.
2. **APPROVAL OF MINUTES**
 - a. December 14, 2019 – Ms. Terracio moved, seconded by Mr. Manning, to approve the minutes as distributed.

In Favor: Terracio and Jackson

The vote in favor was unanimous.
3. **ADOPTION OF AGENDA** – Mr. Manning moved, seconded by Ms. Terracio, to adopt the agenda as published.

In Favor: Terracio and Jackson

The vote in favor was unanimous.
4. **ELECTION OF CHAIR** – Mr. Jackson moved, seconded by Mr. Manning, to nominate Ms. Terracio for the position on Chair.

In Favor: Terracio and Jackson
5. **ITEMS FOR ACTION**
 - a. Approval for the development, design, and advertisement of two CTC funded sidewalk projects – Mr. Manning moved, seconded by Mr. Jackson, to direct appropriate County staff to proceed with the project development, design, and advertisement for construction of the following sidewalk projects: Greenhill Parish Parkway Sidewalk, Curb Ramps and Flashing School Zone Signs; and Spring Park Drive Sidewalk from Longreen Parkway to Hobart Road using the “C” funds previously approved by the County Transportation Committee.

Mr. Malinowski inquired if the County will be responsible for maintaining the flashing school zone signs.

Mr. Staley responded in the affirmative.

Mr. Malinowski inquired if the County will be liable if the signs are not turned on, etc.

Mr. Staley stated the signs are controlled through the internet, so there is only a slim chance the lights would not be turned on appropriately. He is not sure of how much liability the County would have.

Mr. Malinowski if the \$7,300 for the signs includes installation.

Mr. Staley responded in the affirmative.

Mr. Jackson inquired about what happens to the contingency if it is not used.

Mr. Staley stated it would be returned to the CTC.

Mr. Jackson inquired what would happened if it exceeds he amount.

Mr. Staley stated the County could request additional funding from the CTC.

In Favor: Terracio and Jackson

The vote in favor was unanimous.

6. **ITEMS PENDING ANALYSIS: NO ACTION REQUIRED**

- a. I move to direct the County Attorney to work with the County Administrator to research and draft an absentee landlord ordinance. The ordinance should provide potential remedies for individuals who violate county ordinances and provide, via supplemental documentation a comprehensive review of the legal impacts [potentially] associated with the adoption of such an ordinance [NEWTON and DICKERSON] - No action was taken on this item.

6. **ADJOURNMENT** - The meeting adjourned at approximately 5:15 PM.



Agenda Briefing

Prepared by: Jessica Mancine, Manager of Administration
Department: Utilities
Date Prepared: February 19, 2020 **Meeting Date:** March 25, 2020

Legal Review	Elizabeth McLean via email	Date:	March 18, 2020
Budget Review	James Hayes via email	Date:	March 17, 2020
Finance Review	Stacey Hamm via email	Date:	March 16, 2020
Approved for Consideration:	Assistant County Administrator	John M. Thompson, Ph.D., MBA, CPM	
Committee	Development & Services		
Subject:	Fiber Joint Trench during Southeast Sewer Project		

Recommended Action:

Staff does not recommend the installation of the Innerducts and fibers during the construction of the SE Sewer & Water Project.

Motion Requested:

1. Move to accept staff’s recommendation; or,
2. Move to deny staff’s recommendation.

Request for Council Reconsideration: Yes

Fiscal Impact:

Funding for this project is needed from the SE Sewer and Water project as it requires design and for a change order to be initiated for the existing contractors to incorporate it in to the construction schedule. The County will need to initiate and obtain the environmental permitting by engineer consultant for the fiber project.

There will be an additional cost of \$14,285.00 to add the fiber in the design which will include the environmental permitting by the engineer consultant. There may be cost-savings if the County installs these fibers during the construction of the sewer/water system. If the County were to install the fibers during the construction, the total estimated cost is around \$1.7 million whereas the standalone estimated cost is approximately \$2.8 million.

Below is a sample of leasing prices and terms. Sample 1 is for indefeasible rights of use (IRU) which is an effective long-term lease (temporary ownership). Sample 2 is for monthly leasing charges. For both of these samples, we have used six pairs of fiber.

	Miles	Term (years)	IRU fee/fiber miles	Maintenance Fee/route mile/year	Total revenue per term	Break-Even point
Sample 1: IRU pricing	10	20	\$3,500	\$350	\$ 490,000.00	70 years
	10	20	\$5,000	\$500	\$700,000.00	49 years

IRU is for an upfront payment of the leasing term (in this case, 20 years, and annually for maintenance). According to the above model, to break even, the County would have to renew the 20 year term 3 times for a lower IRU fee and 2 times for the higher IRU fee. The County would need a third party vendor for maintenance at roughly \$2500 a month for 10 year contract.

	Miles	Term (years)	fiber miles	Maintenance Fee/route mile/year	Total revenue	Break-Even point
Sample 2: Monthly	10	20	\$35		\$504,000.00	68 years
	10	20	\$100		\$1,440,000.00	25 years

Motion of Origin:

I move that Richland County utilities install one plastic conduit, usable for 5G fiber, while the roads are being opened for the sewer project and that Richland County sell long term fiber leases to telecom companies using that plastic tube to help defray the costs of the sewer network.

Council Member	Dalhi Myers, District 10
Meeting	Special Called
Date	February 11, 2020

Discussion:

The Lower Richland community is located in southeastern Richland County and is identified as a rural area with minimal development. Most of the development within the region and surrounding community are low-density residential and minor commercial with churches, government offices, schools, and some industries. Richland County Utilities has begun the Southeast Sewer and Water project and has had several community meetings. In one of these meetings, the residents mentioned the need for high-speed internet and cable.

Several requests were sent to vendors to inquire about the costs of the installation of the innerduct and fiber in conjunction with the construction of the sewer and water project to maximize cost efficiencies. Staff contacted wireless carriers (AT&T, Sprint, T-Mobile, and Verizon) and internet service providers (Spectrum and Segra) for feedback on leasing the fiber. The carriers responded with no interest as carriers are already leasing the fiber or microwave service for their sites through fiber providers (Spectrum or AT&T). Segra would not share or respond to the request for feedback. Spectrum and AT&T already have their fiber lines where the SE Sewer & Water project planned to add the fiber.

The only interested party at this time is Richland School District 1 who expressed interest in leasing two fibers connecting to the schools. The pricing model provided shows the breaking point on investment for too long.

The existing fiber service in the Lower Richland area has the capability of unlimited data speed. The 4G or 5G as clarified in the attached document is for wireless services provided by cellular (mobile phone) providers.

Attachments:

1. Segan, S. (n.d.). *What Is 5G?* Retrieved from Ziff Davis, LLC. PCMAG Digital Group:
<https://www.pcmag.com/news/what-is-5g>

What Is 5G?

 [pcmag.com/news/what-is-5g](https://www.pcmag.com/news/what-is-5g)



5G Is Available, but Very Confusing

The race to 5G is on. All four major US carriers now have some form of 5G wireless. We're tracking the rollouts monthly on our [Race to 5G page](#).

But over the past few months, 5G has gotten very confusing. Three major flavors of 5G have come out: low-band, mid-band, and high-band, all of which are incompatible at the moment, and perform very differently from each other. We've been testing all of them as they appear. The most widespread version doesn't perform much better than 4G.

This confusion will shake out over the next two years. 5G is an investment for the next decade, and in previous mobile transitions, we've seen most of the big changes happening years after the first announcement. Take 4G, for instance. The first 4G phones in the US appeared in 2010, but the sorts of 4G applications that changed our world didn't appear until later. Snapchat came in 2012, and Uber became widespread in 2013. Video calls over LTE networks also became widespread in the US around 2013.

So following that plan, while we're getting a little bit of 5G right now, you should expect the big 5G applications to crop up around 2021 or 2022. Until then, things are going to be confusing as wireless carriers jockey for customers and mindshare.

5G stands for fifth-generation cellular wireless, and the initial standards for it were set at the end of 2017. But a standard doesn't mean that all 5G will work the same—or that we even know what applications 5G will enable. There will be slow but responsive 5G, and fast 5G with limited coverage. Let us take you down the 5G rabbit hole to give you a picture of what the upcoming 5G world will be like.

1G, 2G, 3G, 4G, 5G

First of all, if you're hearing about 5G Wi-Fi or AT&T's "5G E" phones, they aren't 5G cellular. Here's a full explainer on [5G vs. 5G E vs. 5GHz: What's the Difference?](#)

And if you're hearing that 5G means millimeter-wave towers on every lamppost, that's not true. That's only one of the three main forms of 5G we're seeing right now.

The G in this 5G means it's a generation of wireless technology. While most generations have technically been defined by their data transmission speeds, each has also been marked by a break in encoding methods, or "air interfaces," that make it incompatible with the previous generation.

1G was analog cellular. 2G technologies, such as CDMA, GSM, and TDMA, were the first generation of digital cellular technologies. 3G technologies, such as EVDO, HSPA, and UMTS, brought speeds from 200kbps to a few megabits per second. 4G technologies, such as WiMAX and LTE, were the next incompatible leap forward, and they are now scaling up to hundreds of megabits and even gigabit-level speeds.

5G brings three new aspects to the table: bigger channels (to speed up data), lower latency (to be more responsive), and the ability to connect a lot more devices at once (for sensors and smart devices).

The actual 5G radio system, known as 5G-NR, isn't the same as 4G. But all 5G devices in the US, for now, need 4G because they'll lean on it to make initial connections before trading up to 5G where it's available. That's technically known as a "non standalone," or NSA, network. Later this year, our 5G networks will become "standalone," or SA, not requiring 4G coverage to work.

It turns out that SA 5G is much more important than we thought it was in 2019. Except on Sprint, carriers' 5G cells are shaped differently than their 4G ones, so they're losing coverage where the 4G signal cuts out but the 5G one continues. When the networks evolve into standalone mode, we may see a sudden growth in urban coverage.

4G will continue to improve with time, as well. The [Qualcomm X24 modem](#), which is built into most 2019 Android flagship phones, supports 4G speeds up to 2Gbps. The real advantages of 5G will come in massive capacity and low latency, beyond the levels 4G technologies can achieve.

That symbiosis between 4G and 5G has caused AT&T to get a little overenthusiastic about its 4G network. The carrier has started to call its 4G network "[5G Evolution](#)," because it sees improving 4G as a major step to 5G. It's right, of course. But the phrasing is designed to confuse less-informed consumers into thinking 5G Evolution is 5G, when it isn't.

Low, Middle, and High

5G gives carriers more options in terms of airwaves than 4G did. Most notably, it opens up "high-band," short-range airwaves that didn't work with 4G technology. But 5G can run on any frequency, leading to three very different kinds of 5G experiences—low, middle, and high.

The key thing to understand here is that 5G speeds are directly related to how wide the available channels are, and how many are available. That's narrow and few in low-band; more in mid-band; and lots in high-band. The huge amount of unused airwaves is the main attraction of high-band, which is otherwise very difficult for carriers to work with.

At the moment, low-band and high-band 5G are incompatible, in that there is no consumer device that can handle both. You have to choose one in your phone. This logjam will probably be broken in February, as we anticipate the Samsung Galaxy S11 will be the first phone to handle all of the different 5G approaches.

Low-band 5G operates in frequencies below 1GHz. These are the oldest cellular and TV frequencies. They go great distances, but there aren't very wide channels available, and many of those channels are being used for 4G. So low-band 5G is slow—it acts and feels like 4G, for now. The low-band 5G channels our carriers are using average around 10MHz in width. AT&T and T-Mobile currently have low-band.

Mid-band 5G is in the 1-10GHz range. That covers most current cellular and Wi-Fi frequencies, as well as frequencies slightly above those. These networks have decent range from their towers—often about half a mile—so in most other countries, these are the workhorse networks carrying most 5G traffic. Most other countries have offered around 100MHz to each of their carriers for mid-band 5G. Here in the US, only Sprint has the available spectrum for this approach, although there may be a new auction at the end of 2020 that could offer up a lot of airwaves.

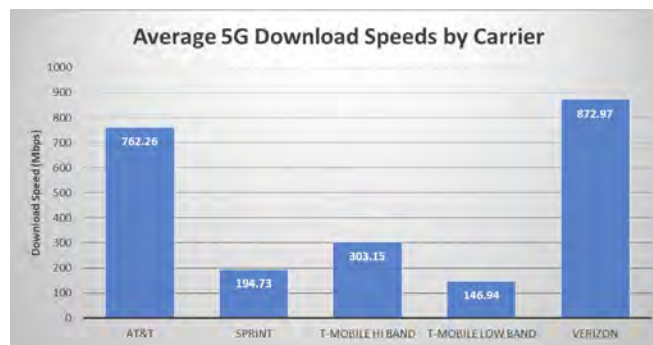
Rural networks will likely be a mix of low- and mid-band. One of T-Mobile's arguments for its merger with Sprint is that the merger will let the new company offer nationwide internet service by greatly expanding its use of mid-band 5G, as low-band alone wouldn't have the capacity to do so.

High-band 5G, or millimeter-wave, is the really new stuff. So far, this is mostly airwaves in the 20-100GHz range. These airwaves haven't been used for consumer applications before. They're very short range; our tests have shown about 800-foot distances from towers. But there's vast amounts of unused spectrum up there, which means very fast speeds using up to 800MHz at a time. AT&T, T-Mobile, and Verizon are all using at least some high-band.

Those bands have been used before for backhaul, connecting base stations to remote internet links. But they haven't been used for consumer devices before, because the handheld processing power and miniaturized antennas weren't available. Millimeter-wave

signals also drop off faster with distance than lower-frequency signals do, and the massive amount of data they transfer will require more connections to landline internet. So cellular providers will have to use many smaller, lower-power base stations (generally outputting 2-10 watts) rather than fewer, more powerful macrocells (which output 20-40 watts) to offer the multi-gigabit speeds that millimeter-wave networks promise.

Fortunately for them, the carriers have already installed those "small cells" in many major cities, to increase capacity during the 4G era. (From my office window in New York, I can see several small cell sites.) In those cities, they just need to bolt an extra radio onto the existing site to make it 5G. There's a struggle going on elsewhere, though, where carriers are having trouble convincing towns to let them add small cells to suburban neighborhoods. That's similar to previous struggles over establishing cellular service at all in many of these towns. For what it's worth, small cells tend to be much less powerful than the macrocells used for 2G through 4G cellular systems: 2-20 watts as compared with 20-40 watts for macrocells.



This data is from December 4, 2019 and is likely to change. At the time, AT&T and Verizon were high-band networks; Sprint was mid-band; and T-Mobile had both high- and low-band.

How 5G Works

Like other cellular networks, 5G networks use a system of cell sites that divide their territory into sectors and send encoded data through radio waves. Each cell site must be connected to a network backbone, whether through a wired or wireless backhaul connection.

5G networks use a type of encoding called OFDM, which is similar to the encoding that 4G LTE uses. The air interface is designed for much lower latency and greater flexibility than LTE, though.

With the same airwaves as 4G, the 5G radio system can get about 30 percent better speeds thanks to more efficient encoding. The crazy gigabit speeds you hear about are because 5G is designed to use much larger channels than 4G does. While most 4G channels are 20MHz, bonded together into up to 160MHz at a time, 5G channels can be up to 100MHz, with Verizon using as much as 800MHz at a time. That's a much broader highway, but it also requires larger, clear blocks of airwaves than were available for 4G.

That's where the higher, short-distance millimeter-wave frequencies come in. While lower frequencies are occupied—by 4G, by TV stations, by satellite firms, or by the military—there had been a huge amount of essentially unused higher frequencies available in the US, so carriers could easily construct wide roads for high speeds.

5G networks need to be much smarter than previous systems, as they're juggling many more, smaller cells that can change size and shape. But even with existing macro cells, Qualcomm says 5G will be able to boost capacity by four times over current systems by leveraging wider bandwidths and advanced antenna technologies.

The goal is to have far higher speeds available, and far higher capacity per sector, at far lower latency than 4G. The standards bodies involved are aiming at 20Gbps speeds and 1ms latency, at which point very interesting things begin to happen.

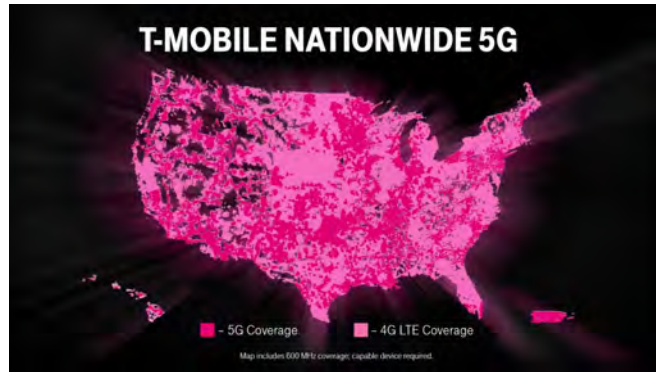


Where Is 5G Available?

AT&T currently has a low-band 5G system in 16 cities and a separate, high-band 5G system in 21 cities. Anyone can use the low-band system, but the high-band one is restricted to business customers only. The low-band system works with the [Samsung Galaxy Note 10+ 5G](#), and the high-band system works with the Samsung Galaxy S10 5G and the [Netgear Nighthawk 5G](#) hotspot. Here are [AT&T's 5G cities](#).

Sprint now covers 16 million people in 9 metro areas with its mid-band network. Further launches seem to be gummed up by Sprint's ongoing drama around its potential merger with T-Mobile. The carrier is selling the [HTC Hub](#) hotspot, and the [LG V50](#), [OnePlus 7 Pro 5G](#), and Samsung Galaxy S10 5G phones. This page has [Sprint's 5G cities](#).

T-Mobile has a low-band system available to 200 million people nationwide, with the Samsung Galaxy Note 10+ 5G and [OnePlus 7T Pro 5G McLaren](#) phones. It also has a very limited high-band network in six cities, which works only with the Samsung Galaxy S10 phone. T-Mobile now covers too many cities to list, so look up coverage on [this map](#).



Verizon is sticking with high-band, now providing some coverage in 31 cities. While it's extremely fast if you can find it, it can be hard to find, even using Verizon's new coverage maps. It's selling a 5G add-on that fits Moto Z2 Force, Z3, and Z4 phones, as well as the LG V50, Samsung Galaxy S10 5G, and Galaxy Note 10+ 5G phones, and the [Inseego M1000](#) hotspot. Verizon's 5G service plans cost \$10 more than its unlimited 4G plans (although that's been waived so far), for truly unlimited 5G data with no deprioritization. The carrier is mostly using 28GHz spectrum. Here are Verizon's [5G coverage maps](#).

Which 5G Phones Are Coming Out?

The first round of 5G phones only support some of the 5G systems being used in the US—and different models support different bands! So if you want the *full* 5G mix of coverage and speed, you're going to have to sit out until at least February, when the first all-band 5G phones come out.

Currently, the Samsung Galaxy S10 5G and Note 10+ 5G (on multiple carriers), the LG V50 (on Sprint and Verizon), the OnePlus 7 Pro 5G (on Sprint), the OnePlus 7T Pro 5G McLaren (on T-Mobile), and a Moto Mod for the Moto Z2 Force, Z3, and Z4 (on Verizon) are all that's out there right now.

Most of those phones focus on the short-range, higher-speed bands. The Note 10+ 5G for AT&T and T-Mobile, and the McLaren, work on the broad-coverage low-speed band, but *not* the fast high-speed band. It's annoyingly confusing.

Many other companies, including [Huawei](#), [OnePlus](#), [Oppo](#), [Vivo](#), [Xiaomi](#), and [ZTE](#), made 5G phones in 2019. But none of those phones were destined for the US, and none of them are compatible with US networks. It's a big world out there.

We think there will be a [5G iPhone in September 2020](#), but not before.



What's 5G For?

Most of the real-world 5G demos we've seen just involve people downloading Netflix very quickly on their phones. That kind of usage is table stakes, just to get the networks built so more interesting applications can develop in the future.

5G home internet shows one major advantage over 4G: huge capacity. Carriers can't offer competitively priced 4G home internet because there just isn't enough capacity on 4G cell sites for the 190GB of monthly usage most homes now expect. This could really increase home internet competition in the US, where, according to a 2016 FCC report, 51 percent of Americans only have one option for 25Mbps or higher home internet service. For its part, Verizon says its 5G service will be truly unlimited.

5G home internet is also much easier for carriers to roll out than house-by-house fiber optic lines. Rather than digging up every street, carriers just have to install fiber optics to a cell site every few blocks, and then give customers wireless modems. Verizon chief network officer Nicki Palmer said the home internet service would eventually be offered wherever Verizon has 5G wireless, which will give it much broader coverage than the carrier's fiber optic FIOS service.

On a trip to Oulu, Finland, where there's a 5G development center, we attended a 5G hackathon. The top ideas included a game streaming service; a way to do stroke rehab through VR; smart bandages that track your healing; and a way for parents to interact with babies who are stuck in incubators. All of these ideas need either the high bandwidth, low latency, or low-power-low-cost aspects of 5G.

Last year, we surveyed the 5G startups that Verizon is nurturing in New York. At the carrier's Open Innovation Lab, we saw high-resolution wireless surveillance cameras, game streaming, and virtual reality physical therapy.

Our columnist Michael Miller thinks that 5G will be most important for industrial uses, like automating seaports and industrial robots.

Driverless cars may need 5G to really kick into action, our editor Oliver Rist explains. The

first generation of driverless cars will be self-contained, but future generations will interact with other cars and smart roads to improve safety and manage traffic. Basically, everything on the road will be talking to everything else.



To do this, you need extremely low latencies. While the cars are all exchanging very small packets of information, they need to do so almost instantly. That's where 5G's sub-one-millisecond latency comes into play, when a packet of data shoots directly between two cars, or bounces from a car to a small cell on a lamppost to another car. (One light-millisecond is about 186 miles, so most of that 1 ms latency is still processing time.)

Another aspect of 5G is that it will connect many more devices. Right now, 4G modules are expensive, power-consuming, and demand complicated service plans, so much of the Internet of Things has stuck with Wi-Fi and other home technologies for consumers, or 2G for businesses. 5G will accept small, inexpensive, low-power devices, so it'll connect a lot of smaller objects and different kinds of ambient sensors to the internet.

What about phones? The biggest change 5G may bring is in virtual and augmented reality. As phones transform into devices meant to be used with VR headsets, the very low latency and consistent speeds of 5G will give you an internet-augmented world, if and when you want it. The small cell aspects of 5G may also help with in-building coverage, as it encourages every home router to become a cell site.

We're continuing to track all of the rollouts, testing them city by city, on our [Race to 5G page](#).

**RICHLAND COUNTY
ADMINISTRATION**

2020 Hampton Street, Suite 4069
Columbia, SC 29204
803-576-2050



Agenda Briefing

Prepared by: Stephen S. Staley, PE, County Engineer
Department: Public Works, Engineering
Date Prepared: March 10, 2020 **Meeting Date:** March 24, 2020

Legal Review	Elizabeth McLean via email	Date:	March 18, 2020
Budget Review	James Hayes via email	Date:	March 11, 2020
Finance Review	Stacey Hamm via email	Date:	March 12, 2020
Approved for Consideration:	Assistant County Administrator	John M. Thompson, Ph.D., MBA, CPM	
Committee	Development & Services		
Subject:	Approval to Request Funding for a Proposed Turn Lane on Highway 378		

Recommended Action:

Staff recommends County Council approve for County Staff to proceed with a request of County Transportation Committee (CTC) "C" Funds at their next meeting on April 28, 2020. The funds will then be provided to the SCDOT for their use in constructing a turn lane near the Garners Ferry Road Solid Waste Drop-off Center as a part of their upcoming Highway 378 Widening Project.

Motion Requested:

1. Move that Richland County Council direct appropriate County Staff to proceed with requesting funds for the Highway 378 turn lane portion of the SCDOT's upcoming Highway 378 Widening Project

Request for Council Reconsideration: Yes

Fiscal Impact:

There will be no fiscal impact to the County for this request.

Motion of Origin:

There is no associated Council motion of origin.

Council Member	
Meeting	
Date	

Discussion:

The Lower Richland Drop off Center is located at 10531 Garners Ferry Road in Eastover (District 11). The facility accepts recyclable items and construction & demolition (C&D) debris from area residents and is heavily used. At this location, Highway 378 is divided by a grassed median, and there is an existing median crossover directly across from the exit of the drop-off site. The speed limit along this section of Garners Ferry Road is 55 mph, and there is a slight rise in elevation just before the site, resulting in limited visibility for citizens exiting the site and for the oncoming traffic from the west. Vehicles exiting the site, especially those heading west and pulling trailers, pose a safety risk to oncoming vehicles in addition to themselves. This problem was identified during a recent safety audit by the County's Office of Risk Management staff. Following the audit, staff met with SCDOT officials to discuss the concern; SCDOT staff then recommended that the existing crossover be closed and demolished, and a turnaround lane be added to the existing median crossover on Garners Ferry Road further east of the site. SCDOT Staff will design and oversee construction of this improvement which will greatly enhance the safety of the Richland County operated facility.

Attachments:

1. Location Map
2. Preliminary Cost Estimate

Legend

Roads

- County Paved
- Private or Other
- County Unpaved
- SCDOT

Improvement request

- Parcels

DISCLAIMER: This is a product of the Richland County Public Works Department. The data depicted here have been developed with extensive cooperation from other county departments, as well as other federal, state and local governments agencies. Reasonable efforts have been made to ensure the accuracy of this map. Richland County expressly disclaims responsibility for damages or liability that may arise from the use of this map.

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Richland County Public Works
400 Powell Rd.
Columbia, SC 29203

1 in = 100 feet



HWY 378 TURNAROUND (SOLID WASTE)



Hwy 378 Turn Around (Drop Off Center) Engineer's Cost Estimate

3/10/2020

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Mobilization	1	LS	\$ 15,000.00	\$ 15,000.00
Traffic Control	1	LS	\$ 15,000.00	\$ 15,000.00
Borrow Excavation	200	CY	\$ 40.00	\$ 8,000.00
Tack Coat	852	SY	\$ 1.50	\$ 1,278.00
6" Type A Base	171	TN	\$ 100.00	\$ 17,100.00
4" Type B Intermediate	114	TN	\$ 100.00	\$ 11,400.00
2" Type B Surface	57	TN	\$ 100.00	\$ 5,700.00
Demolition	1	LS	\$ 5,000.00	\$ 5,000.00
SUBTOTAL				\$ 78,478.00
20% Contengency (Construction)				\$ 15,695.60
30% Estimated Engineering Fee				\$ 23,543.40
TOTAL				\$ 117,717.00

**RICHLAND COUNTY
ADMINISTRATION**

2020 Hampton Street, Suite 4069
Columbia, SC 29204
803-576-2050



Agenda Briefing

Prepared by: Brad Farrar, Chief Deputy County Attorney

Department: County Attorney's Office

Date Prepared: April 14, 2020

Meeting Date: April 28, 2020

Finance Department	Stacey Hamm via email	Date:	April 14, 2020
Department of Public Works	Linda Martin via email	Date:	February 20, 2020
Emergency Svcs Department	Michael Byrd via email	Date:	February 25, 2020
CP&D Review	Clayton Voignier via email	Date:	February 20, 2020
Transportation Department	Allison Steele via email	Date:	February 24, 2020
Approved for consideration:	County Administrator	Leonardo Brown, MBA, CPM	
Committee	Development & Services		
Subject:	Petition for Abandonment and Closure of Hamrick Avenue (TMS# R11204-02-06) and Seabrook Street (TMS# R11204-02-06) in Columbia, South Carolina		

Recommended Action:

Staff will respond as directed by the Council relative to this request.

Motion Requested:

1. Motion to approve the petition to abandon and close the subject roadways.
2. Motion to deny the petition to abandon and close the subject roadways.

Request for Council Reconsideration: Yes

Fiscal Impact:

There is no fiscal impact; the County does not maintain either roadway.

Motion of Origin:

There is no associated Council motion of origin; this action initiated by the Plaintiff filing petition to abandon and close subject roadways.

Discussion:

Richland County is a party in the attached lawsuit wherein the plaintiff seeks to have Hamrick Avenue and Seabrook Street in Columbia, SC abandoned for maintenance and closed. SCDOT and the City of Columbia also are parties to this action in the event any of the Defendants has any maintenance responsibility for the roadways sought to be abandoned and closed.

Richland County Code of Ordinances (Roads, Highways and Bridges) subsection 21-14(a) provides:

Sec. 21-14. Abandonment of public roads and right-of-ways.

- (a) Any person or organization wishing to close an existing public street, road, or highway in the county to public traffic shall petition a court of competent jurisdiction in accordance with section 57-9-10, et seq. of the state code of laws. The petition shall name the county as a respondent (unless the county is the petitioner). The county attorney shall advise the court with regard to the county's concurrence or opposition after consultation with the county's planning, public works, and emergency services departments, and after consideration by county council. It shall be the responsibility of the petitioner to physically close the roadway if a petition is successful...

The County has no maintenance responsibility for the subject roadways.

After consulting with the County departments above-named, staff have raised no objection to the abandonment or closing of these roadways.

The Legal Department is advised that SCDOT and the City of Columbia already have consented to the closure of these roads.

Attachments:

1. Petition For Abandonment and Closure of Road;
2. Map of subject roadways and area.

STATE OF SOUTH CAROLINA

COUNTY OF RICHLAND

Dominion Energy South Carolina, Inc.

Petitioner,

v.

The South Carolina Department of
Transportation;
Richland County; and
The City of Columbia,

Respondents.

IN THE COURT OF COMMON PLEAS
FIFTH JUDICIAL CIRCUIT

SUMMONS

TO: THE RESPONDENTS ABOVE NAMED:

YOU ARE HEREBY SUMMONED and required to answer the Petition for Abandonment and Closure of Road herein, a copy of which is herewith served upon you, and to serve a copy of your Answer to the Petition for Abandonment and Closure of Road upon the subscribers, Adams and Reese LLP, at their offices at 1501 Main Street, Fifth Floor (29201) or Post Office Box 2285 (29202), Columbia, South Carolina, within thirty (30) days of the service hereof, exclusive of the day of such service, and if you fail to answer within the time aforesaid, judgment by default will be rendered against you for the relief demanded in the Petition.

/s/ W. Cliff Moore, III
W. Cliff Moore, III (SC Bar No. 4067)
ADAMS AND REESE LLP
PO Box 2285
Columbia, SC 29202
P: 803-254-4190
cliff.moore@arlaw.com
Attorney for Petitioner

February 14, 2020

STATE OF SOUTH CAROLINA

COUNTY OF RICHLAND

Dominion Energy South Carolina, Inc.

Petitioner,

v.

The South Carolina Department of
Transportation;
Richland County; and
The City of Columbia,

Respondents.

IN THE COURT OF COMMON PLEAS
FIFTH JUDICIAL CIRCUIT

**PETITION FOR ABANDONMENT
AND CLOSURE OF ROAD**

Petitioner Dominion Energy South Carolina, Inc. (“Petitioner”) would respectfully show unto the Court:

1. This petition is brought pursuant to S.C. Code Ann. 57-9-10, *et. seq.* for the purpose of closing and abandoning a portion of Hamrick Avenue and a portion of Seabrook Street located in the City of Columbia, Richland County, South Carolina.

2. The Petitioner is the owner of real property located in the City of Columbia, Richland County, South Carolina that is identified as Richland County tax map parcel R11204-02-06 (the “Subject Property”), which parcel is adjacent to, and partially surrounds, the portions of the roads at issue in this Petition.

3. The Petitioner seeks to close (hereinafter “Subject Roads”):

a. That portion of Hamrick Avenue in the City of Columbia, State of South Carolina that extends into Richland County tax map parcel number R11204-02-06, shown on a survey of Homeland Terrace, prepared by A.L. Cumbow in the year 1937 and recorded in the Office of the Register of Deeds for Richland County in Plat Book H at page 65, as that portion of Hamrick Avenue that begins approximately 128 feet northwest of the northwestern corner of the intersection Hamrick Avenue and Ferguson Street and extends in a northwestern direction until Hamrick Avenue terminates; and

b. That portion of Seabrook Street, formerly known as Magnolia Avenue, in the City of Columbia, State of South Carolina that extends into Richland County tax map parcel number R11204-02-06, shown on a survey of Homeland Terrace, prepared by A.L. Cumbow in the year 1937 and recorded in the Office of the Register of Deeds for Richland County in Plat Book H at page 65, as that

portion of Magnolia Avenue that begins on the northwestern side of the intersection of Magnolia Avenue and Ferguson Street and extends in a northwestern direction until Magnolia Avenue terminates.

4. The South Carolina Department of Transportation (“SCDOT”) is made a Respondent to this action for the reason that the Subject Roads are located within the State of South Carolina and SCDOT may claim some right, title or interest in the Subject Roads. The Petitioner is informed and believes that SCDOT maintains a portion of Hamrick Avenue; but not the portion of Hamrick Avenue that is the subject of this Petition.

5. Richland County is made a Respondent to this action for the reason that the Subject Roads are located within Richland County and Richland County may claim some right, title or interest in the Subject Roads. The Petitioner is informed and believes the Richland County does not maintain any portion of Hamrick Avenue or Seabrook Street.

6. The City of Columbia is a municipal body politic organized and existing pursuant to the law of South Carolina and located within Richland County. The City of Columbia is made a Respondent to this action for the reason that the Subject Roads are located within the City of Columbia and the City of Columbia may claim some right, title or interest in the Subject Roads. The Petitioner is informed and believes that the City of Columbia maintains a portion of Seabrook Street; but not the portion of Seabrook Street that is the subject of this Petition.

7. Petitioner is an “interested person” as to the Subject Roads, as defined under S.C. Code Ann. § 57-9-10, because it owns the Subject Property that is adjacent to, and partially surrounds, the Subject Roads.

8. The Subject Roads have not been used as public roadways since June 27, 1979, the date on which the Petitioner (f/k/a South Carolina Electric and Gas Company) acquired title to the Subject Property.

9. Since June 27, 1979, the Petitioner, or their tenants, have used the Subject Roads as part and parcel to the Subject Property, fencing off the Subject Roads and allowing use only as part of the Subject Property.

10. The Subject Roads are no longer necessary as an access road or thoroughfare to Petitioner, Respondents, or any member of the public.

11. It is in the best interest of all concerned parties that the Subject Road be abandoned and closed.

12. Petitioner advertised for three (3) consecutive weeks in The Columbia Star, a newspaper published in Richland County, a “Notice of Intention to File Petition to Close Road”, prior to the filing of this Petition. The Petitioner has attached a copy of the Affidavit of Publication as evidence of the required publication as “Exhibit A” to this Petition.

13. Notice has been physically posted along the Subject Road by Petitioner, pursuant to the requirements set forth in S.C. Code of Regulations R. 63-1000.

14. Petitioner is informed and believes that it is entitled to an Order closing and abandoning the Subject Roads.

15. Petitioner is informed and believes that any interest in the Subject Roads held by Respondents should be permanently closed and abandoned and all rights in favor of these Respondents be terminated, and that all portions of the Subject Roads located over, adjacent to, and within the Subject Property be vested in the name of Petitioner.

WHEREFORE, Petitioner prays that this Court issue an Order pursuant to S.C. Code Ann. § 57-9-10 *et. al.* which decides and determines as follows:

- a. That the Subject Roads be permanently closed, abandoned, discontinued and vacated;
- b. That all rights and obligations held by the Respondents and the general public with regard to the Subject Roads be permanently terminated;
- c. That title to the real property on which the Subject Roads are located be vested in the name of Petitioner; and
- d. For such other and further relief as the court may deem just and proper.

/s/ W. Cliff Moore, III
W. Cliff Moore, III (SC Bar No. 4067)
ADAMS AND REESE LLP
PO Box 2285
Columbia, SC 29202
P: 803-254-4190
cliff.moore@arlaw.com
Attorney for Petitioner

February 14, 2020

Richland County Internet Mapping

