

# RICHLAND COUNTY COUNCIL

## SOUTH CAROLINA

### TRANSPORTATION AD HOC COMMITTEE

September 27, 2018

1:00 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. Discussion: Garners Ferry Road and Harmon Road Intersection Condemnation (Pages 18-28)
5. Discussion: The removal of paving the Culvert within the Sunset Sidewalk Project (Pages 29-31)
6. Discussion: The replacement of County mailboxes during construction (Pages 32-35)
7. Discussion: The extension of sidewalks on Westridge Road to Clemson Road and the installation of sidewalks on Rhame Road and Summit Center Drive (Pages 36-38)
8. Approval of the Executive Summary and Recommendations for Hampton/Calhoun Road Diet Project (Pages 39-60)
9. Approval of the draft to House Representative Bales clarifying that the Shop Road Extension Transportation Project does not include bicycle lanes (Page 61)
10. Approval of Polo Road Right of Way Easement with the City of Columbia (Pages 62-69)
11. Approval of the Spears Creek Church Widening Contract for 30% Plans (Pages 70-96)
12. Approval of the Resurfacing Authorization (Page 97)
13. Transportation Program Update (Pages 98-103)
14. Personnel Program Update (Information Only)
15. Approved Work Authorizations (Information Only) (Pages 104- 115)
  - #60: Garners Ferry Road, Harmon Road, North Springs Road, Harrington Road, Screaming Eagle Road, Percival Road (Pages 104- 108)
  - #61: Blythewood Road Widening (Pages 109-110)
  - #62: Bull Street and Elmwood Avenue (Pages 111-112)
16. Adjournment



#### Committee Members

Calvin "Chip" Jackson, Chair  
District Nine

Bill Malnowski  
District One

Yvonne McBride  
District Three

Paul Livingston  
District Four

Norman Jackson  
District Eleven



Richland County Council  
Transportation Ad Hoc Committee  
July 10, 2018 – 1:30 PM  
Council Chambers  
2020 Hampton Street, Columbia 29204

COMMITTEE MEMBERS PRESENT: Calvin “Chip” Jackson, Chair; Bill Malinowski, Yvonne McBride and Norman Jackson

OTHER COUNCIL MEMBERS PRESENT: Dalhi Myers

OTHERS PRESENT: Michelle Onley, John Thompson, Eden Logan, Bryant Davis and Sandra Yudice

1. **Call to Order** – Mr. C. Jackson called the meeting to order at approximately 1:30 PM. He stated this will be the last meeting prior to the August recess; therefore, this is a full agenda since many of these items cannot wait until the September meeting.
2. **Approval of the Minutes**
  - a. May 31, 2018 – Ms. McBride moved, seconded by Mr. Malinowski, to approve the minutes as distributed. The vote in favor was unanimous.
3. **Adoption of the Agenda** – Ms. McBride moved, seconded by Mr. Malinowski, to adopt the agenda as amended, with the deletion of Item 17: “Approval of Utility Relocation Estimates”. The vote in favor was unanimous.
4. **Decker Boulevard/Woodfield Park Neighborhood Improvement Project was denied TAP Grant Funding** – Dr. Thompson stated they were pursuing \$180,000. The total project is \$11.5 million, so the grantor looked at it as a nominal amount of money to award to the County to complete the project; therefore, we were rejected the funds.

Mr. Malinowski inquired if the denial of the funding had any major impact on the Penny Tax Program funding.

Dr. Thompson stated it will not jeopardize the integrity of the program.

Mr. C. Jackson stated this item was received as information, and no action was taken.
5. **Transportation Penny Funds will be utilized to pay for closing Devine Street and Gadsden Street Railroads** – Mr. Beaty stated, back in 2000, the City of Columbia agreed with some permit requirements with Norfolk Southern that if they ever built a bridge over the railroad located at Greene Street they would

close 2 other railroad crossings. That was a requirement from the railroad company, that said, "If you want to cross here, you have to close these other 3 locations." As the Penny Program has been developing the Greene Street Phase II, the railroad has reminded the City of the permit requirement. The City did their best to minimize the impacts of it. They negotiated for well over a year, and where the railroad backed off to was you are still going to have to close Devine Street, but instead of having to close 2 more, we are only going to make you close 1 more at Gadsden. We are just bringing to your attention, that the Penny Program for Greene Street is going to be closing the railroad crossings over at Devine and Gadsden. One might ask why the Penny is spending money, not exactly on the project limits. It is a permit requirement of the railroad, and it is a relatively small cost to the project to close these 2 railroads. We are bringing that to the County's attention in case anyone would ask why we are working away from Greene Street proper. He stated it will incur a design fee to prepare those 2 sets of plans for the railroad crossings. He requested Council to approve Dr. Thompson to approve the design change order over the next 2 - 3 weeks. The amount would be not to exceed \$35,000 to do the design for these 2 railroad crossings.

Mr. Malinowski inquired if the funds are there from the project or would they come from something else.

Dr. Thompson stated they are in this project.

Mr. Malinowski inquired if the funds are there, and not to the detriment of any other portion of the project.

Dr. Thompson responded there is not detriment to any portion of the project.

Ms. McBride stated what we are doing is pursuant to the initial contract, except they did an amendment to the Greene Street project.

Mr. Beaty stated that is what the design fee would be for add the \$35,000 for additional design services.

Mr. Malinowski inquired if we know what the cost of the work will be, and if the funds are in the project.

Mr. Beaty stated the design fee would be up to \$35,000 to design the 2 railroad crossings. The estimated cost of the 2 railroad crossings construction would be \$140,000, which would have to come out of the total construction budget.

Mr. C. Jackson inquired if we are being requested to recommend the increase for the design fee, as well as the estimated costs, or are we doing them at separate times. He inquired as to when the construction is slated to begin.

The construction should begin in May 2019.

Dr. Thompson stated staff members are under great scrutiny by the SCDOR. He wants to make sure as we proceed that SCDOR does not come back and tell us it is a disallowable cost, but they will figure that out in the months ahead. As Mr. Beaty stated, in order for us to get the permit to proceed, it is necessary.

Ms. McBride inquired as to how this could possibly be not an eligible cost.

Dr. Thompson stated we have been surprised by some of the things, so we want to make sure what we are doing, as we expend funds, Penny funds especially, on these different transportation projects, that these are costs allowable according to the guidelines.

Mr. Malinowski moved, seconded by Ms. McBride, that pending it being determined the costs are allowable

under the Penny Funding Projects, that we allow the design fee, not to exceed \$35,000, for the railroad closing designs.

Mr. N. Jackson stated for clarification, it is \$135,000.

Mr. Malinowski stated not to exceed \$35,000 for the design fee for 2 railroad closings.

Mr. N. Jackson stated we mentioned \$140,000 was construction.

The vote in favor was unanimous.

6. **Crane Creek Neighborhood Improvement Project** – Dr. Thompson stated, he spoke with Councilwoman Kennedy and briefed her about this particular item, and what we are attempting to do in her district. This project has \$14.358 million in funding. The PDT has been out in the community, and held a public meeting. To move forward the PDT has made the following recommendations: (1) Minor Streetscape Blue Ridge Terrace Road; (2) Minor Streetscape Heyward Brockington Road; (3) Minor Streetscape Crane Church Road; (4) Sidewalk Improvements along Lincolnshire North Drive, Dakota Street, Roberson Street, and Sea Gull Lane; and (5) Major Streetscapes of Monticello Road. He stated the request is for the committee to recommend going forward with the design study for the Crane Creek Neighborhood Improvement Project.

Mr. C. Jackson inquired if this was in the original transportation referendum.

Dr. Thompson stated it is, but you will not see it as Crane Creek. We have \$63 million for neighborhood improvement projects, and those funds are coming out of that line item.

Mr. C. Jackson stated the other projects, similar to this, that are being done under Planning, why is this not listed with those.

Dr. Thompson stated his understanding is that Ms. Hegler's Office shaped these projects, in terms of scope and funding.

Ms. McBride stated she is sure we have already had the community meetings on this.

Dr. Thompson responded in the affirmative.

Mr. Malinowski stated he wanted to go back to the comment that Ms. Hegler has talked about the neighborhood improvement projects in the referendum, and has allocated certain dollar amounts; however, he would like to see all of those dollar amounts. He thinks before we approve a dollar amount we should see a breakdown of exactly what you are showing for each neighborhood improvement project, so they all get their funding in the proper way. That's where we came up with some problems initially on the major projects, and ended up getting shortfalls.

Mr. Beaty stated, the 7 neighborhoods, that were in the referendum, together total \$63 million. What was part of some the supporting data, prepared by Ms. Hegler, had a specific dollar amount for each of the 7. This particular one was \$14.385 million. All 7 of the neighborhoods are being developed to that cap, cost constrained. So, this project only has \$14.385 million. No more monies will be needed. What will happen is, as prices go up, the amount of work that could be done would shrink to stay under that amount.

Mr. Malinowski stated that all 7 neighborhoods did not have public meetings at the same time. You may find out that there is a \$1 million left because these people do not want this particular pathway going



through a neighborhood. That is why he would think we would want to have them all on the drawing board, as close to each other as possible. What happens when you finish all 7 neighborhoods and you have a surplus of funds. It is a little bit late to go back to the first one.

Mr. Beaty stated we have not gone to construction with any yet. We are about to advertise Broad River Neighborhood. We have gone to construction with a portion of Candlewood. We are a few months away from advertising the Southeast Richland Neighborhood. And, our intent is that we will come in just under the total referendum amount. If the Broad River Neighborhood bids come in much lower than the referendum, then we will consider adding a little bit of sidewalk to push it back up to the number.

- Approve the Executive Summary from the Public Meeting
- Approve the Recommended Designs
- Approve the Design Contract for the OETs

Ms. McBride moved, seconded by Mr. N. Jackson, to forward to Council with a recommendation to move forward with the PDT's recommendations. The vote in favor was unanimous.

7. **Discussion: Transportation Penny funds being utilized for the following facilities at Three Rivers Greenway:** -- Dr. Thompson stated, the Three Rivers Greenway Project has restrooms being constructed. One is almost completed, and construction on the other one will be starting soon. We also have the parking lot, the ranger station, as well as, the fire station, which is in the original plan. In light of the SCDOR Guidelines, and the County Attorney's Office review, Legal has advised that these are not costs that SCDOR will support. Because of that, he wanted to bring it to this body for discussion.

Mr. N. Jackson inquired as to who put the bathrooms, ranger station, and fire department...

Dr. Thompson stated that is a good question. He stated the River Alliance paid for the design of the greenway project. The design was completed, and Penny funds were used to update that particular design. It was never omitted or taken out of the original design. So, as the design went forward, this is what we have.

Mr. N. Jackson stated he does not he could support it because it is not transportation.

Mr. Malinowski stated he concurred with Mr. N. Jackson.

Mr. N. Jackson moved, seconded by Mr. Malinowski, to deny the item.

Ms. McBride stated, for clarification, that Dr. Thompson has questions whether this would be something that would be in compliance with the expenditures for the Penny Tax.

Dr. Thompson stated the County Attorney's Office has advised him that these will be considered disallowable costs, based on SCDOR guidelines. Because of that they wanted to bring it to the committee's attention. The total price tag for all 4 items: Bathrooms, Parking Lot, Ranger Station, and Fire Department, is over \$800,000. He understands that our team is out there doing their work, and we do not want to just do a stop order on the work they are doing. It is going to cost us every day if we do a stop order. Because of that, we are bringing it to this body. It is a policy decision, at this point.

Ms. McBride stated they do an excellent job of outlining, and your recommendations, but if there had been a notation as we read through this that we could have seen.

Mr. Beaty stated most of these items are currently being constructed. The parking lot and the first bathroom are almost completely constructed. The Fire Rescue and Ranger Station have not started yet.

Mr. C. Jackson inquired which funds were used to do the construction, so far.

Dr. Thompson stated it has been Penny.

Mr. C. Jackson stated we already have some potentially disallowable costs under our belt. He inquired as to the amount that has been spent or obligated.

Mr. Beaty stated he would estimate the first bathroom has a cost of \$150,000, and the parking lot has just begun construction.

Mr. C. Jackson inquired as to what would happen if Council voted to not expend any additional funds. He does not want it to create an eyesore, with the bathroom at 20% complete.

Mr. Malinowski stated this was a 60/40 City/County project.

Mr. C. Jackson inquired if the City would be responsible for some portion of the money already spent, or is that all our expense.

Mr. Beaty stated this is all Richland Penny Funds. This is not a 60/40 split with the City. All of these funds are coming out of the Penny. Richland County does have a maintenance agreement with the City, and as part of that maintenance agreement, these buildings were to be constructed. The argument is that you need 2 bathrooms for the public that are going to be using the greenway. You have to have a parking lot for them to get there. The City wants a Ranger Station because they are accepting this into their park system, so they need to have a place for their ranger to sit as he/she is patrolling this new City park. They also wanted a building located down by the river, so the City can rescue people that get stuck out in the rapids. So, the rescue building, the Ranger Station, the 2 bathrooms, and the parking lot were all part of the original design, and it is part of the maintenance agreement between the County and the City. He stated his recommendation would be to proceed with the project, as designed, but Council may need to consider paying for these items out of the General Fund, since they may be disallowed by SCDOR.

Dr. Thompson stated if this body here would allow staff to have the conversation with the City, in terms of staff members there, about sharing the costs. Right now, it is 100% Penny Funds, and we do understand for the City to assume responsibility, in terms of maintenance of this project, this is what they are expecting.

Mr. Malinowski stated if it becomes a disallowable item, he does not believe the County should be picking up the entire thing. If it was a 60/40 matter because of use, location....

Mr. Malinowski made a substitute motion, seconded by Mr. N. Jackson, to keep this in committee until Dr. Thompson has discussions with the City to determine, since these are disallowable items under the Penny Tax would they be willing to do the 60/40 split.

Mr. N. Jackson inquired how this was approved.

Dr. Thompson stated the project was in the referendum.

Mr. N. Jackson stated the project, with the restrooms and everything, is in the referendum.

Dr. Thompson stated you have the breakdown and details. That is when it goes to design, and based on the design this is...

Mr. N. Jackson stated anyone can add anything to the project. We are talking roads, greenways, and everything. But in that they add restrooms, fire station, parking lot, and all that. That is not part of what it is supposed to be. He wants to know who put that part together.

Dr. Thompson stated he would do the research, in terms of when this project was approved, and who approved it.

Mr. Beaty stated the final design was done prior to the referendum, so we can go back to those sets of plans and see if it included the parking lots, bathrooms, and the buildings. But, again the referendum only said Three Rivers Greenway, but it referenced the set of plans that had already been done.

Mr. N. Jackson inquired if it said building or road plans.

Mr. Beaty stated it did not say either. It just said Three Rivers Greenway.

Ms. McBride stated the position we are in right now is that we have already started construction with the design on these issues.

The vote in favor of the substitute motion was unanimous.

8. **Status Update: The Dirt Road Program over-committed projects. Years 1 and 2 workload has not been completed. Years 3 and 4 are in the design phase** – Mr. C. Jackson stated just recently the dirt road program was placed under the Transportation Department. As a result, he asked Mr. Beaty to give us an immediate update before we get down the road, and the blame shifts from someone else to us.

Mr. Beaty stated the program was initially broken up into Year 1 and 2, and those Years 1 and 2 projects were about 140 projects. They were assigned to a dirt road program manager. About 40 of those roads drop out due to the right-of-way process. About 20 were developed through design by the program manager. Another 20 – 25 were picked up by one of the On-Call Teams. To date, out of years 1 and 2, 45 dirt roads have been paved. About 40 roads, out of Years 1 and 2, are being worked on by this On Call. About 42 of the Years 1 and 2 projects, that were designed by the original program manager, need to be revisited from a design standpoint. Additional surveying and design will be required. So, the County will effectively pay at least, and maybe up to twice, for the work on these 42 dirt roads.

Mr. Malinowski stated, for clarification, the County or the Penny Program.

Mr. Beaty stated the Penny Program. We are actively working to determine exactly how many of those 42 need redesign. While this was going on, an additional group of 50 dirt roads were assigned, for design only, between the 5 On-Call Teams. So, Years 3 and 4 projects, are being designed as we speak by the 5 On-Calls. We are not going to go to construction on those 50 anytime soon. We are going to look back at the Years 1 and 2 because they were a higher priority. So, no 3 or 4 have been built, or will go to construction in the immediate future. The On-Calls are designing. One of the On-Calls is working on Years 1 and 2 projects to allow us to keep putting work out the door. Over the next couple of months, which will be at the next ad hoc committee meeting, he will request an opportunity to come and give you a much more detailed breakdown of how much money has been spent, how much money has spent in construction, how much is remaining, and how much we think we can finish within the referendum amount.

Mr. Malinowski inquired if the previous company, that had begun the design on the roads for Years 1 and 2, were paid in full for the entire design package, or just for the work they did.

Dr. Thompson stated it was his understanding it was for the work they completed, but this particular item is in the middle of litigation.

Mr. N. Jackson inquired how many dirt roads are there to be designed.

Mr. Beaty stated in the referendum there was \$45 million. We have built 45, to date. He does not have the math to tell you exactly how much we have spent per road yet. He stated it is costing about \$1 million per mile.

Mr. N. Jackson stated he needs to know how many dirt roads were in the referendum because we gave different companies so many dirt roads to be designed, and there are some more dirt roads.

Dr. Thompson stated he would provide that information to the committee.

Mr. N. Jackson stated we are having a discussion about moving forward with the dirt roads, but we do not have a total. We need to know how many are on hold, and the costs. The design of the dirt roads is simpler than regular road. They are low volume.

Ms. McBride inquired if we are discussing the dirt roads that have been paved or a combination thereof.

Mr. Beaty responded it is a combination thereof. He stated 45 dirt roads have been paved. We have a group of 10 that we will be asking the committee to approve later in the agenda. We are designing 40 – 50, as we speak. The total program should do 200 dirt roads, but he needs to give the committee a better answer at the next meeting.

9. **Approval of the University of South Carolina's Funding Request and Proposed Modifications to Three Bike Path Projects** – Dr. Thompson stated the University of South Carolina is requesting funding, already in the referendum, for 3 bikeway paths. They are working on a major streetscaping project with the SCDOT. The first project they are requesting funding for \$31,680 for the Pendleton from Lincoln and Marion. They propose to modify this project, so the project will actually run will be Main from Pendleton to Blossom. The 2<sup>nd</sup> project they are asking for funding for is from Main from Pendleton to Whaley in amount of \$49,814. He stated they want to shorten the length of this project, so the new termini will be Blossom Street instead of Whaley Street. The 3<sup>rd</sup> project funding is for \$280,735 for the College from Lincoln to Sumter. They are shortening the length of this project, so the new termini will be at Assembly Street. The rationale for them to modify these projects is based on the City's plan for the Walk-Bike Plan and the Innovista Master Plan.

Mr. N. Jackson inquired if this is street dieting.

Mr. Beaty responded in the affirmative. He stated beginning just under south of the State House you have a wide 5-lane section that runs down to Blossom. The SCDOT and the City are going to reduce those 5 lanes down to 2, and provide much wider sidewalks, and bike accommodations. So, this is a road diet being managed completely by the SCDOT and USC. What they are asking for is a relatively small percentage to help them with the overall project. They can use the Penny Funds as matching funds to obtain additional federal funds.

Mr. N. Jackson inquired about how that will affect the level of service.

Mr. Beaty stated it would depend on the existing number of vehicular traffic that is using this area. It would decrease the level of service, just looking at cars, but the intent of the project is to accommodate pedestrians, bicyclists, as well as, invigorate economic activity. The restaurants will have seating areas outside the restaurants for the public enjoy outdoor dining. It is a complete makeover of South Main Street.

Mr. N. Jackson stated he supports USC and what they are doing, but he does not want it to be only for USC, and forget about the rest of the citizens. The design is really about USC, and that is one of his concerns. If you have a street designed with 5 lanes, and you are going to cut it from 5 to 2, that will affect traffic. When he was at SCDOT we had that discussion, but SCDOT stayed out of it. Plus, you are building more apartments and increasing traffic downtown, but there are less lanes. He was concerned when they built the Colonial Life Arena. In that area you have the Colonial Life Arena, the Convention Center, and the Coliseum. When you have events, you have so many vehicles, but the lanes are reduced. Street dieting works in some areas, but not downtown in the City where there is so much traffic and events.

Mr. Malinowski stated, after the referendum was passed, was there a creation of a pecking order (i.e. major road projects, etc.) and numbered according to a set of criteria that was developed. If so, did that happen here on the bike lanes.

Mr. Beaty stated, on the bikeways, because there were 87 of them, we prioritized them in high, medium, and low categories, but we did not specify # 1, #2, etc.

Mr. Malinowski inquired as to where these 3 projects lie.

Mr. Beaty stated he believes they were all in the high.

Mr. Malinowski stated these lists, prior to the referendum, were put out there for the public to see, and this is one of the concerns a lot people have, "well once you have the referendum passed, you are going to start changing projects around according to who has more pull to get it done, who has a favorite, or a pet project." This is what he sees happening here. All of sudden, we are going to give priority to some projects that maybe should not receive any more priority than one of the other 80 projects that were in the referendum list. What it does say in here is that "The Penny Project listing provides for significant funds to be provided for bike lanes on College Street. The Innovista Master Plan calls for Greene Street to be the main west one." We are taking away from what one was said it for and giving to another. Part of that comes about because it says, "While the Penny contemplated projects from the Innovista Master Plan, its bikeway recommendations were not yet envisioned during the creation of the initial projects list." Again, he thinks we are taking funds from projects that were envisioned here, and giving it to something that SCDOT and USC has decided they want to have. On p. 34 of the agenda, it says, "...in 2017, the City of Columbia amended its Comprehensive Plan to include the South Main, Capital District Area Plan...the Plan contemplates the Project, as described above, includes bike lanes along both sides of South Main Street and a proposed Transportation Hub..." But, that is not what the original referendum had. So, as we move along into the future, as everyone decides to change their master plan, we are now telling the people we do not care what you voted for, we are moving along the way we want it to be. He inquired if he understood Mr. Beaty correctly that we are reducing the number of lanes, so that we can create space for restaurants to have outdoor seating.

Mr. Beaty stated it would be an opportunity for the restaurants.

Mr. Malinowski stated to him that is a private matter.

Ms. McBride stated we have had this discussion a number of times. So, legally do we have to follow the

referendum, and the priority set. Will we be legally okay, if we did approve this.

Mr. Beaty stated, his understanding to date, would be yes. The actions being asked of you today is really 2 questions. Will you allow USC and the SCDOT to manage these funds, which is allowable? Then, technically, you are changing the termini of these 3 individual projects. Now, things have changed since the 2012 referendum. Greene Street Phase I has been constructed up to Assembly, and a bike lane has been constructed on Greene Street, separate from the Penny Program, up to Main Street. When this project moves, by SCDOT and USC, it will provide bike connectivity from Main to Greene, and get you down to the Innovista area. Part of the rationale is the City has adopted new plans, other projects have been developed, and some of these bikeways in the referendum will be nearly impossible to complete. The PDT will be coming back to you and saying, "There are 25 bikeways that we cannot ever do, that were in referendum." And, we are going to ask you what we do we do with those funds. He does not believe by allocating these funds to USC and the City that it will take away from other bikeway projects.

Dr. Thompson stated the Penny Program have made a lot of changes to the Penny Projects, and you heard Mr. Beaty mention changing termini. Because of that, it is going to take amending Ordinance 039-12HR to make the changes. He stated we need to go ahead and make those changes.

Ms. McBride stated she just went through a terrible experience with a road diet on Farrow Road. She had so many calls coming in, and she thanked Dr. Thompson for helping her, but thank God it was not the County. The citizens did not feel that they were involved in the decision making process, and what happened was we went from 4 lanes to 2 lanes. It was in a community that rarely rides bicycles. She is for bikeways. She thinks they are nice and needed, but in this situation it was not appropriate. The City is going to have to go back and rearrange. She inquired if we got the adequate input from the communities so that we will not experience the same thing that the City just went through.

Mr. Huggins stated they have had several meetings with the vendors, constituents, and students along that corridor.

Beginning back 2016, a process was initiated to see whether there was a South Main Capital Area District Plan. The State and the City had multiple meetings with individuals, and it was unanimously agreed these 8 blocks should be transformed, which significantly increase the opportunity for investment property taxes in this corridor. If you stand on the backside of the State House there is very little traffic there. There will be structured parking in this area, with 2 structured parking decks. In August 2017, City Council unanimously approved the South Main Capital District Area Plan. There will bike lanes, which will cost \$1.5 million. It will be amenity for the employees at the State House and the citizens. As long as the change does not significantly alter the original project intent, as identified through the project development process, which it does not alter the project intent. They took the criteria that Parsons Brinkerhoff put together, and the grading system that they had. One of the criteria is that they "have a completed master plan document." We have the completed Innovista Plan. Another criteria is that they "enable a single project to link to a broader or regional network of new or existing infrastructure." The Penny if funding Greene Street down Huger, as we speak, which is providing connectivity to the Congaree Riverwalk. In addition, one of the criteria is that they create "connectivity to a transit facility." There is a proposed transit hub on College Street, so that criteria is meet. Finally, that there are "no (or partial) existing...bikeway exists." That is exactly what this project does. It creates new bikeways and connectivity.

Mr. N. Jackson stated he mentioned his concern with road dieting and the level of service. He stated he supports USC and the area. He is not saying he is against the project. He knows his experience, from working at SCDOT, with road dieting. He did not know that there were meetings held with the vendors and citizens in the area, and they unanimously supported it. That is what he wanted to hear.

Mr. Malinowski stated he would like to see something like what was provided regarding the Crane Creek Neighborhood Improvement Plan. It tells us the meetings they had, the attendance, the comment cards that were left at the meetings, and how many additional comment cards were mailed out. He would like to receive more detailed information about when these meetings were held. He would like a response, from Legal, if we do or do not have to follow the referendum, and what kind of changes can be made. Lastly, it was asked whether we would let outside entities to manage Penny Tax Funds. He would like to know if we can legally do that, and if we do are we opening a Pandora's Box that everyone else is going to manage funds. He would feel more comfortable holding this in community until those questions are answered.

Dr. Thompson stated the County can award funds to outside entities to do these projects. That is why the outside entities must submit a budget to the County on an annual basis for approval. If you honor, or accept, their request to receive the funds (USC and SCDOT), those entities must follow the guidelines set forth by the SCDOR.

Mr. Malinowski stated we would also have to have some type of MOU. With all of the problems we had with the Penny Tax, that is why he would like to have the Legal Department before we move it forward.

Mr. N. Jackson moved, seconded by Ms. McBride, to move forward pending the receipt of the requested documents.

Mr. C. Jackson stated, in totality of the project they are asking for \$300,000, do you have any idea of the total cost of the project.

Dr. Thompson stated \$8 million is the total cost.

Mr. C. Jackson stated he has been careful about his comments since he is a USC graduate, but understanding where this project is occurring, it is a non-vehicular pathway. He sees it as a wonderful addition to the community. He is really encouraged by the 2 parking decks.

The vote in favor was unanimous.

10. **Approval of the MOU between Richland County and the Central Midlands Regional Transit Authority (CMRTA) for distribution of past unpaid actual Revenues (\$5,060,039.96) and interest (\$230,926.13) to begin in Fiscal Year 2019 paying CMRTA based on actual revenues and interest from the Penny Funds** – Dr. Thompson stated what has happened is, in the past, we paid the COMET on a quarterly basis based on a budgeted amount versus the actual amount. Because we paid on a budgeted amount, coupled with the budget trending a little higher, in terms of Penny Tax dollars coming in, that has led to a net decrease of \$5 million from the time the County has paid them Penny funds. The actual amount is 28.14% of the total Penny funds coming in. If you look at the agreement with CMRTA, it says 29%, so the 29% is 29% of the 97%, once you take out the 3% administrative costs. Because we have paid them on a budgeted amount, we have shorted them by \$5 million since we distributed the funds to them in 2014. Also, the COMET is asking for us to change from giving them the budgeted amount to paying them on the actual amount. That means we will pay them a little slower. We have to wait for the Penny funds to come in from the SCDOR, then we pay them the money. Another thing you have to take into consideration, by paying them an actual versus budgeted, that means they will reach the \$300 million cap a lot sooner. Also, let me add that they are requesting for the interest that SCDOR puts on the money. Some could argue why should they get any interest on the money. We have had a chance to have outside attorney look at this, and there is a provision in the IGA that says, "The CMRTA shall make a written request to the Richland County Council annually for a distribution of 29% of the available proceeds of the Transportation Penny. The CMRTA's position is that the 'available proceeds' consist of the actual revenue, which includes interest paid by the

State Treasurer, minus the 3% administrative fee.” The proposal from them is to pay them the \$5 million we owe them, based on the actual amount, plus interest of \$200,000. As we move forward, they want to be paid, and are presenting the County with an MOU that will begin paying them the actual amount of Penny proceeds received from the SCDOR.

Mr. N. Jackson inquired about how much money the COMET was supposed to receive. For example, if they were supposed to receive \$100 million, the interest does not matter if they were supposed to receive \$100 million. He stated he does not see where they need interest, if they are supposed to receive \$100 million within 22 years. Whatever interest accrued does not have anything to do with the amount you are supposed to receive.

Mr. Malinowski stated he does not believe the terminology is being used like they have it “a net decrease” and “they are being shorted” is accurate. They are receiving funds they were told they would receive when the referendum passed. So, they are not being shorted. They are not getting a decrease. They are receiving everything they have asked for, based on the budget they provided. If the County is ultimately responsible for these funds, what happens when we give it to them, and in 5 years its, “Hey, we’re short because we did A, B, and C, and you gave us all the funds, and there are none left.” He thinks the budget is the way it needs to continue.

Ms. McBride stated, if we give them interest, do not we pay interest on stuff. We are cancelling out each other. That would put us in the hole providing them interest.

Mr. C. Jackson stated, Mr. N. Jackson made a good point, if the referendum calls for them to get \$300 million, then it is \$300 million. You can call it interest, or call it whatever you want to call it. At the end of the day, you are going to get \$300 million over the course of the life of the contract. If you accelerate the payment, he hopes that is in the MOU, if not he would like for it to be indicated in here, it means the length of time will be shortened because you will have received the maximum dollar amount sooner than projected in the initial agreement. He does not have a problem with that. He just wants to be clear that the dollar amount you agreed to is the dollar amount, it does not matter how it comes. He stated they have a good point, in terms of the back payment, but calling it a deficit is really not a correct statement because you are going to get every dollar you are due during the course of the project.

Dr. Thompson stated, according to the referendum, they are supposed to get 28.14% or 29% of 97% a year. Regardless of the adjective, the County has not paid them the 28.14%.

Mr. C. Jackson stated, he wants it to be clarified in the minutes, that it does not get misinterpreted as principle versus interest. There are 2 different types of payment. The bottom line is they are owed “X” amount of dollars, regardless of the category in which they fall under, based upon the approved amount in the referendum.

Ms. McBride inquired if there is a reason why we did not pay them the 29%.

Dr. Thompson stated we were paying them on the budgeted amount. He stated it was agreed upon by the leadership at the CMRTA/COMET and the former CFO for the County. This was not the County saying, “Here you just take this and be happy.” However, we have Mr. John Andoh, the new Executive Director. He comes in and brushes the book, and he has his own assessment.

Ms. McBride inquired if we know why they selected not to do the 29%.

Dr. Thompson stated because it was based upon the budgeted amount, so they received the same consistent



payment quarter after quarter. However, if wait and base it upon the amount of revenue coming in from SCDOR they have to wait, and the revenue may go up or down.

Mr. Andoh stated #3 in the MOU says, "The COMET will be responsible for the strategic planning of these funds, should the COMET receive revenues more quickly than anticipated in the original planning of the Transportation Penny." He stated his Finance Committee and Board has already started strategically planning. They know that they are going to get to \$300 million faster than 22 years. They are starting to store money away through investments, operating reserves, and strategizing service levels, so they make it through. They realize it is not a deficit. It is really just asking for the excess funds that they have not received.

Mr. C. Jackson stated it does not matter what category we call it, principle or interest, as long as the funds due you are given to you.

Mr. Malinowski inquired if Legal had reviewed the MOU.

Dr. Thompson stated the County Attorney, as well as the outside attorney have reviewed the MOU.

Mr. Malinowski stated if we are taking into consideration Mr. N. Jackson's comments regarding interest then some changes need to be made because #5 in the MOU refers to interest.

Mr. N. Jackson moved, seconded by Mr. C. Jackson, to forward to Council with a recommendation for approval, with the deletion of #5 in the MOU.

Mr. Malinowski inquired if the COMET has been making the annual request, noted in the email on p. 58 of the agenda, to the Council.

Dr. Thompson stated they have made the annual request, but through the budget process.

Ms. McBride stated, for clarification, by law we are supposed to give them the 29%. It is a possibility, with them changing it and getting what is supposed to be theirs, they could expend all of the funds before the 22 years.

Dr. Thompson stated, if this body approves this, it is no longer giving them the budgeted amount, but giving them actual amount, so they will hit the finish line much quicker.

Ms. McBride stated, under the current, where they submit a budget, that gives them a longer time.

Dr. Thompson stated they will still submit a budget, but it will change the model from the budgeted amount to the actual amount. We are trending much higher, in terms of Penny funds coming into the County.

Ms. McBride inquired if that has already been taken into consideration, and the COMET is investing, or whatever is necessary to make sure we are able to continue the transportation.

Mr. Andoh stated, as of May 7<sup>th</sup>, the services levels were reduced to an appropriate number that will get us through 20 years with the use of Penny Tax funds, and also leveraging other dollars, such as federal and State funds.

Mr. C. Jackson inquired about how deleting #5 of the MOU will impact what they are due. He inquired if it will increase the amount they are due from \$5,060,000 to \$5,290,000.

Dr. Thompson stated, if this body is going to approve it without the lump sum of \$231,000, then the County would pay them the \$5,060,000.

Mr. Malinowski stated it will be 28.13% of the total that is coming in. He stated we also need to eliminate #2 in the MOU because it says, "...shall also include...quarterly payments the appropriate percentage of the interest to the County by the State Treasurer."

Mr. Malinowski made a friendly amendment to delete #2 in the MOU, as well as #5.

Mr. C. Jackson inquired if it is 28.13% or 29%.

Dr. Thompson stated, it is 29%, minus the 3% of the 97% for administrative costs, so it would equate to 28.14% of 100%.

Mr. Malinowski stated, for clarification, #4 of the MOU, is the \$5 million the 29% that is coming up with that figure.

Dr. Thompson responded in the affirmative.

Mr. Malinowski stated, #6 of the MOU says, "The payments referenced in numbers 1 and 2 above...", so you will have to take out the words "and 2". Further down in #6 it says, "...to numbers 4 and 5", so we will have to take out "and 5".

Mr. C. Jackson stated the amended motion is that we will approve the back payment, and the new MOU with the corrections noted today.

The vote in favor was unanimous.

11. **Approval for Polo Road Right of Way Easement with the City of Columbia** – Mr. Beaty stated Polo Road, from Alpine to Mallet Hill, we are designing a Shared-Use Path. A lot of our path location is going to be on top of a City 16" water main. The City is going to allow Richland County to build the Shared-Use Path above their waterline, in their easement. What they want is this agreement with the County, that says if they have to go work on their waterline, and they bust up the concrete of the Shared-Use Path, the County has to fix it. The request is for Council to approve the agreement, pending County Legal review.

Mr. Malinowski inquired about the definition of a Shared-Use Path.

Mr. Beaty stated a Shared-Use Path is either a concrete or asphalt travel way intended for pedestrians and bicyclists, typically with a minimum width of 8 ft., but it can go up to 12 – 14 ft.

Mr. Malinowski inquired about the width of and the material used for the proposed Shared-Use Path.

Mr. Beaty stated he believes this one is 10 ft. and they will be utilizing concrete.

Mr. Malinowski inquired why they would be using concrete, if they are going to be responsible for repairs.

Mr. Beaty stated there are more SLBE firms that can do concrete work, than asphalt, and the repair is much simpler for the County or vendor because you have to have a small asphalt paver, and bring out limited quantities of asphalt.

Mr. Malinowski inquired about the initial costs for concrete versus asphalt.

Mr. Beaty stated he does not know off the top of his head the price difference in concrete and asphalt, but he will find that out.

Mr. Malinowski stated we are being asked to act on this tonight, and it is a one reading item.

Mr. Beaty stated the only thing Council is being asked to vote on tonight is the City's requirement the County fixes the Shared-Use Path, whether its concrete or asphalt.

Ms. Myers stated, for clarification, the County would be required to fix it even if the City damages it.

Mr. Beaty responded in the affirmative. That is what the agreement says.

Ms. Myers stated that is outside of the norm. So, if their water main breaks underneath, and they bust it open to fix their water main, we would then be required to come in and repair what they busted up. Typically, when you do a utility repair, you are responsible for putting the thing back in the condition it was in before, rather than someone else bearing that cost.

Mr. Beaty stated, in this case, the City's approach is they have the easement and waterline.

Ms. Myers stated, let's assume they do flawed work and they repair it this year, and we come back and do an A-plus job, and get it back to speed, and something goes wrong, and they have to do it again next year. We have to come back every time, no matter that there is no responsibility on the County for having done anything.

Mr. Beaty stated that is what the agreement says.

Mr. N. Jackson stated, we made the commitment. We want to put a Shared-Use Path. He stated, just forget it then, because if we are putting in a Shared-Use Path for their benefit, and if they have to dig it up to repair it, then we have to repair the Shared-Use Path. He stated the wording bothers him. He cannot support something like that. He thought when we had the referendum, that different areas made requests. It was not we are going to give you this, whether you like it or not.

Mr. Beaty stated, in this case, the referendum had sidewalk and bicycle accommodations money for Polo Road. There are 2 separate pots of money, so the best way to accommodate both bicycle and pedestrian is to build a Shared-Use Path. You cannot build it from the interstate side, so you have no choice but to build it on Sesquicentennial side, which will be crossing the City waterline easement. We could go back to the City and ask them to modify the agreement, such that if they tear up the Shared-Use Path, they would be responsible.

Mr. C. Jackson inquired if we would be willing to entertain them putting us on notice that there is damage, and therefore, we have to disrupt our work because there is work they need to do underneath.

Mr. Malinowski stated it says, "They can tell us they are going to do the work, and we have the option to go and remove it ourselves." We still have to repair and replace it.

Mr. C. Jackson stated that is going to happen if it ruptures. The tops are going to have to be disrupted.

Ms. Myers stated, this is a part of the unincorporated Richland County that she represents, and she does not

want the residents to not get the benefit. What she is saying is, there has to be a cap to what the County is responsible for. She is not suggesting they derail the project. She is suggesting the way they have categorized what has to happen, when there is a repair of something that is in their easement. The water main is revenue generator for the City. They have an obligation to people to whom they provide that service to keep it in good repair. She would like to see some way for them to accept that responsibility, or some reasonable cap that we could agree, and we could budget for maintenance.

Mr. Malinowski moved, seconded by Ms. McBride, to keep it in committee, pending Mr. Beaty coming back with some additional information from the City. The vote in favor was unanimous.

12. **Approval of the Construction Agreement for Installation of Sidewalk for the Three Rivers Greenway (Saluda Riverwalk) adjacent to the CSXT Bridge approximately 30-feet from centerline of track at RRMP C-1.58 near DOT No. 640441N, Florence Division. CN&L Subdivision pending Legal's comments being addressed** – This item was not taken up.

13. **Approval for letters recommending awarding bids**

- Sidewalk Package S-6
- Dirt Road Package G
- Dirt Road Package H
- Resurfacing Package O
- Sidewalk Package S-8

Dr. Thompson stated we have before us 5 award packages, to the lowest bidder.

Mr. Beaty stated we received good bids all 5 packages. They all met their SLBE requirements. They are requesting Council to approve moving forward with awarding these, so there is not a 2-month delay.

Mr. N. Jackson moved, seconded by Ms. McBride, to forward to Council with a recommendation for approval.

Mr. Malinowski inquired if the award was going to the same firm.

Mr. Beaty stated the awards are for Armstrong, McClam and Lane.

Mr. Malinowski inquired if each award was for the low bidder on the project.

Mr. Beaty stated they were all individually bid, and individually competitive.

The vote was in favor.

14. **Approval of the Utility Agreement for SERN** – This item was not taken up.

15. **Approval to grant preliminary authority for Transportation Director to approve and sign design contracts**

- Clemson Road Widening

- Southeast Richland (SERN) Neighborhood Improvements
- Atlas Road Widening
- Garners Ferry Road and Harmon Road Intersection

Dr. Thompson stated we have 4 projects, which we want to go to design.

Mr. N. Jackson moved, seconded by Ms. McBride, to forward to Council with a recommendation for approval.

Mr. Malinowski asked the same questions he asked on Item # 18.

Mr. Beaty stated they are similar, but these are utility agreements with utility companies. The intent is to have them begin their work, prior to our contractor putting out construction, and holding up our contractor.

Dr. Thompson stated that he will defer to his superior, Dr. Yudice, to sign these documents.

Ms. McBride wanted to state for the record that the committee has discussed these items thoroughly, and we are not just pushing them through.

The vote in favor was unanimous.

16. **Approval to pay for the Internship Program utilizing General Funds, opposed to utilizing Penny Funds** – This item was not taken up.

17. **Approval of Utility Relocation Estimates** – This item was deleted from the agenda.

18. **Approval of On-Call Engineering Contracts**

- Polo Road Widening
- Blythewood Road Area Improvements
- Spears Creek Church Road Widening
- Lower Richland Road Widening
- Trenholm Acres/Newcastle NIP
- Broad River Road Corridor NIP
- Smith/Rocky Branch Greenway A, B, C.
- Crane Creek Greenway A, B, C
- Polo/Windsor Lake, Woodbury/Old Leesburg, Dutchman Greenway
- Quality Management Contract Modifications for group 50 Dirt Roads (Mead & Hunt)

Mr. Beaty stated we have 10 design contracts, that Council has previously allowed us to report with, we are in short rows of completing those design negotiations. We will be done prior to Council coming back in September. We are requesting that you give Dr. Thompson the authority to approve these, up to a maximum amount, so we can get the designers moving, prior to Council coming back in September.

Mr. N. Jackson moved, seconded by Ms. McBride, to forward to Council with a recommendation for approval.

Mr. Malinowski inquired if these are in the order they were before.

Mr. Beaty responded in the affirmative.

Mr. Malinowski inquired if there are any termini changes on them.

Mr. Beaty stated the termini was previously approved.

The vote in favor was unanimous.

19. **Transportation Program Update**

- Preconstruction Update
- Construction Update

This item was not taken up.

20. **Personnel Update** – This item was not taken up.

21. **ADJOURN** – The meeting adjourned at approximately 3:03 PM



## TRANSPORTATION PROGRAM

### Request to Condemn Property

Garners Ferry Road (US 378) & Harmon Road S-86  
Intersection Improvement  
Project ID P030839, Richland PDT 0297

**Parcel Number:** 18  
**Tax Map Number:** R24800-04-35  
**Property Owner(s):** Katherine Morrell Newman

**Area of Acquisition:** 0.380 AC/16,545 square feet for new right-of-way

**Amount of Appraised Offer:** \$18,900.00 for land and improvements thereon if any

**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 \$18,900.00 was made. Landowner has not made a county offer to date.

Map of Property is attached. (one sheet)

Enclosed is the agent's worksheet containing additional information.

September 11, 2018  
Page 1 of 1

Condemnation Worksheet

County: RICHLAND  
Road/Route: Garners Ferry Road (US Route 378) & Harmon Road (S-86) – Intersection Improvement  
File: NA  
Item: NA  
SCDOT Project ID – P030839  
RPP Project – No. 0297

Landowner: **Katherine Morrell Newman – 775 Harmon Road, Hopkins, SC 29061**  
**Home Phone – 803-776-9499 – Cell – 803-240-6086**

Mortgage Date: **NONE**

Deed Dated 5/9/2005

Deed Recorded on 7/18/2005

Recorded In: Book R1075 at Page 3664

Tax Map #: R24800-04-35

Description of Real Property: obtain – 16,545 SF/0.380 AC

Property Source for the construction of a section of Garners Ferry Road (US 378) & Harmon Road (S-86) – Intersection Improvement

Consideration - \$18,900.00

Damages: -0-

Tract: 18

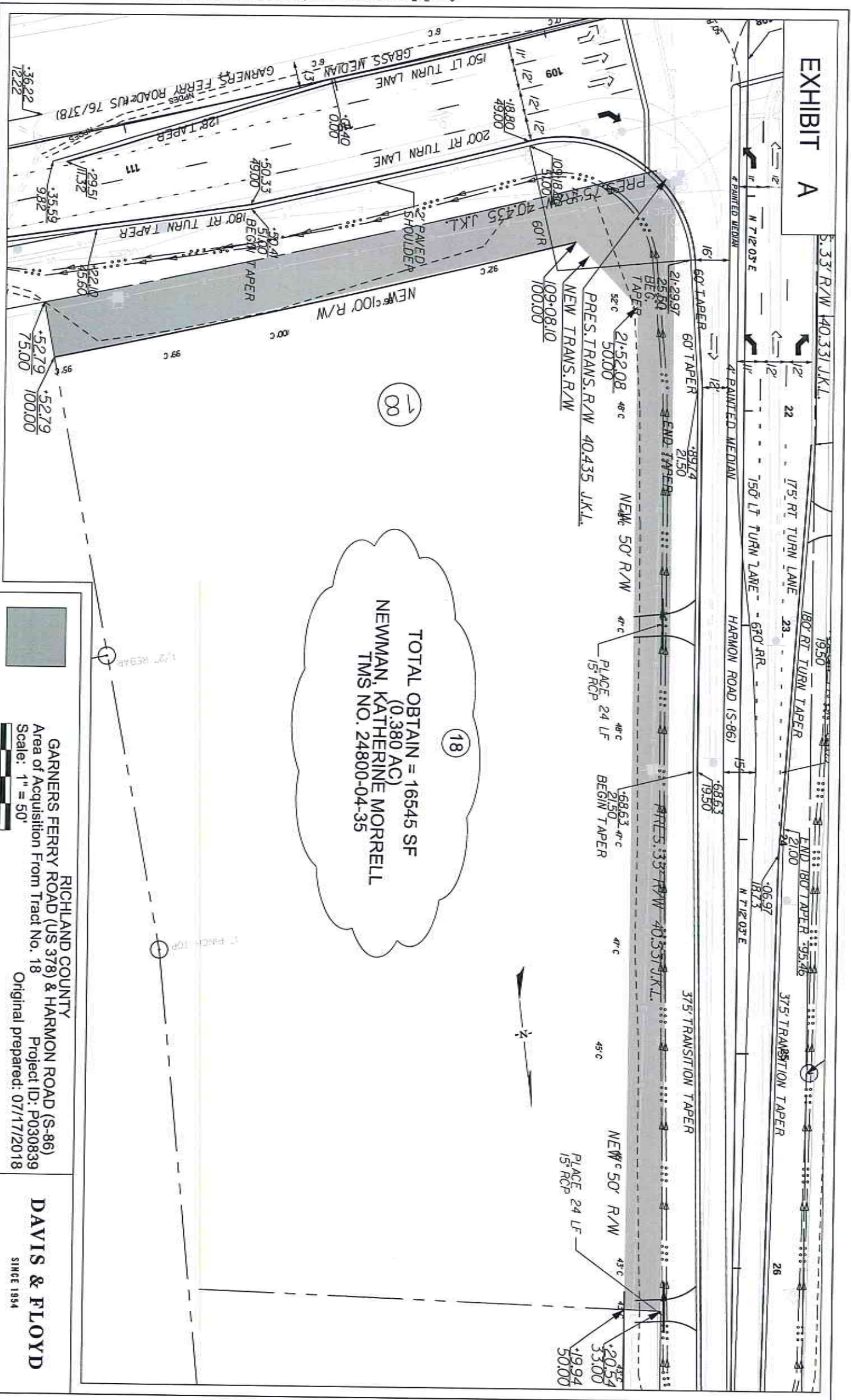
All that parcel or strip of land, in fee simple, containing 0.380 of an acre/ (16,545 square feet) , more or less, and all improvements thereon, if any, owned by Katherine Morrell Newman shown as the area “total obtain” on Exhibit A , attached hereto and made a part hereof, on the left, of the Garners Ferry Road (US 378) survey centerline between approximate survey stations 108+63 and 111+53 and on the right, of the Harmon Road (S-86) survey centerline between approximate survey stations 20+78 and 26+20.54.

Tax Map Number R24800-04-35





**EXHIBIT A**



18  
 TOTAL OBTAIN = 16545 SF  
 (0.380 AC)  
 NEWMAN, KATHERINE MORRELL  
 TMS NO. 24800-04-35

RICHLAND COUNTY  
 GARNERS FERRY ROAD (US 378) & HARMON ROAD (S-86)  
 Area of Acquisition From Tract No. 18  
 Project ID: P030839  
 Scale: 1" = 50'  
 Original prepared: 07/17/2018

**DAVIS & FLOYD**

SINCE 1854



## RIGHT OF WAY AGENT'S WORKSHEET

Road/Route: Garners Ferry Road (US-378) & Harmon Road (S-86) Project ID No: SCDOT Project ID P030839 RPP Project ID No 297  
 County: Richland R/W Agent: A. Wells  
 Plan Sheet(s): 4, 4A, 6, 7 Tract: 18  
 Property Address (Physical): 779 Harmon Road, Hopkins, SC 29061

### OWNER'S AND ADDRESSES

Name & Mailing Address: Katherine Morrell Newman  
775 Harmon Road  
Hopkins  
Columbia, South Carolina 29061  
 Phone: Day 803-776-9499 home Katherine Newman Evening katnewman@aol.com Cell 803-240-6086 cell

### MORTGAGES AND ADDRESSES

Name & Address: None of Record  
 Recorded: Book \_\_\_\_\_ Page \_\_\_\_\_ Date \_\_\_\_\_ Amount \_\_\_\_\_  
 Lessees       Liens       Judgements       Property Taxes  
 Name(s)/Addresses: n/a

### OWNERSHIP

Before: 2.90 acres Dimensions: irregular  
 Acquisition: 16,545 SF/0.380 acres  
 After: 2.520 acres  
 Tax Map No(s): R24800-04-35 Plat Information: Book n/a Page n/a

### TITLE ABSTRACT

From	To	Date	Amount	Book	Page
Carey Morrell Porter	Katherine Morrell Newman	5-9-2005 7-18-2005 Rec.	\$5.00	R1075	3664

Type Of Instrument:  Easement  Title  Permission  Other  
 Condemn  Yes  No Advertise:  Yes  No

Survey (1) From 20+78 To 26+26.54 <sup>27+56 Harmon Road</sup> (2) From 108+63 To 111+53 Garners Ferry Road  
 Stations (3) From \_\_\_\_\_ To \_\_\_\_\_ (4) From \_\_\_\_\_ To \_\_\_\_\_  
 Width Of R/W 33' new 50' right of Harmon Road left of Garners Ferry Rd. (US76/378) Side Of The Centerline  
 Feet, That Is new 100' Feet On \_\_\_\_\_

**OTHER SPECIAL PROVISION(S)**

Permission for construction slopes needed. NOTE: slopes converted to new r/w on 7-11-2018.

**TRIANGULAR AREAS**

Size n/a  Lt  Rt Sta \_\_\_\_\_ At The Intersection Of \_\_\_\_\_ & \_\_\_\_\_  
 Size n/a  Lt  Rt Sta \_\_\_\_\_ At The Intersection Of \_\_\_\_\_ & \_\_\_\_\_  
 Outfall Ditch:  Construct  Clean  Right Of Way  
 Rt  Lt Sta n/a For \_\_\_\_\_ Feet  
 Rt  Lt Sta n/a For \_\_\_\_\_ Feet  
 Construction Slopes: Between Survey Stations 21+48 & 21+68 Rt Harmon Rd.  
 Relocated Centerline: Between Survey Stations n/a & \_\_\_\_\_

**PRELIMINARY CONTACT**

Person Contacted Katherine Morrell Newman Date May 30, 2018

Person Present U. S. Mail Place Contacted 775 Harmon Road, Columbia, SC 29061

Remarks: Preliminary contact letter, r/w strip map, plan sheet(s) and Highways and You Pamphlet mailed to the property owner.

Date Brochure Delivered 5-30-2018 Date Appraisal Approved 8-6-2018

Date 100% Drawdown Offered (Federal Projects Only) n/a

Appraisal Requested:  Yes  No

**Additional Remarks:**

**5-28-18** Received a copy of the approved r/w plans.

**5-30-18** Received a Preliminary Title Opinion.  
 A preliminary contact letter, r/w strip map and plan sheet(s) along with a Highways and You Pamphlet mailed to the out of state property owner this date.

**6-11-18** No response yet from property owner so agent visited the property owner's home which is located on-site. No one answered the door so agent left a business card and a note for Mrs. Newman.

Mrs. Newman called agent after agent had left the premises. Mrs. Newman said she was not feeling well and asked agent to schedule an appointment to meet at another time. Mrs. Newman said she will be out of town the next two weeks and asked agent to meet on Monday, Jun 25<sup>th</sup> at 2:00 PM at her residence.



6-14-18 No response has been received from Mrs. Porter, so agent called her sister (Katherine Newman) who lives on the adjacent property. Agent spoke with Mrs. Newman this morning to let her know that new r/w is also being acquired on her sister's property and that agent has not received a response from her sister. Agent asked Mrs. Newman if she would mind providing agent with Mrs. Porter's telephone number so agent can follow-up with her. Mrs. Newman refused to provide agent her sister's telephone number and said she would relay any information to her sister. Agent explained that he needs to deal with Mrs. Porter directly concerning her property, unless Mrs. Porter advises agent to deal directly with Mrs. Newman (as her agent). Again, Mrs. Newman refused to provide agent her sister's telephone contact and said agent will just have to wait awhile.

Mrs. Newman then stated that we don't need to deal with her sister because the plans aren't complete. Agent assured Mrs. Newman that the plans are complete and have been approved by the Engineer of Record. Mrs. Newman said we can discuss that during our upcoming meeting on June 25<sup>th</sup>.

6-25-18 Mrs. Newman called agent Sunday evening, June 24<sup>th</sup> and left a voice message that she would not be able to meet tomorrow as she is having company. Agent called Mrs. Newman and rescheduled to meet on Thursday, June 28<sup>th</sup> at 1:00 PM.

6-27-18 Agent was copied on a Tuesday, June 26<sup>th</sup> e-mail from Justin Lyles (D&D Cola. Office) to Ben Lewis advising that he received a call from Katherine Newman and she asked him to meet with her as she has some questions. Ben Lewis informed Mr. Lyles that since he has already scheduled a meeting with her to please move forward, but in the future please forward these property owner requests directly to him.

6-28-18 Agent met Ben Lewis to review the r/w plans for Tract 18 and to point out that both the r/w plans and data sheet indicate construction slopes are needed; however, the cross sections don't show any construction slopes. Mr. Lewis reviewed the plans and explained that the r/w plan sheet are rounded to whole numbers which indicate a small amount of construction slopes and the construction plan sheet are rounded to a much greater detail and show the slope line running parallel with the new r/w. Mr. Lewis stated the r/w plan sheet and data sheet will be revised to remove the construction slopes which don't appear to be required. *Mr. Lewis also confirmed that the obtain will not changes as a result of the revision.* Mr. Lewis also verified with Justin Lyles that he did not discuss permissions or review cross sections with Mrs. Newman. Mr. Lyles confirmed that he did not discuss permissions or review cross sections with Mrs. Newman.

*Mr. Lewis met agent's to advise that after further review of the plan sheets, he noticed that the location of the new r/w as shown on the cross section sheet was misaligned approximately two (2) feet further inside the land owner's property. Mr. Lewis stated that data sheet and r/w plan sheet are actually correct and the cross sections will be revised to correct the error. Mr. Lewis stated that construction slopes will be required.*

Agent and Tim Seybt met Katherine Newman on-site this afternoon to discuss the project and walk the r/w. Mrs. Newman was provided a copy of the plans and the "Highways and You" manual which was also mailed to her in agent's preliminary mail out. Agent reviewed the r/w plans and explained how the project will affect the property. Agent reviewed the title opinion and confirmed ownership and boundary lines etc. and confirmed the title opinion is accurate and complete.

Mrs. Newman was reminded that agent has not received a response from her sister (Carey Porter – Tract 17), nor has her sister returned any of agent's voice messages. Agent again asked Mrs. Newman to please provide agent with a telephone number for her sister – Mrs. Newman refused and said Mrs. Porter's husband passed away recently and she doesn't need to be bothered. Mrs. Newman told agent and Mr. Seybt that her sister asked her to represent her on tract 17. Agent politely asked Mrs. Newman to have his sister e-mail agent to confirm that she has appointed Mrs. Newman to represent her – Mrs. Newman said she would have her sister send agent a written authorization.

Project limits were reviewed and discussed. Agent explained the need for construction slopes and provided Mrs. Newman a copy of the Permission form. Agent explained that an appraisal will be ordered for the r/w acquisition. Agent further explained that the appraisal cannot be ordered until permission is granted for the contractor to access her property during construction of the project to do the necessary slope work on her property to tie it back in to the roadway improvements. Mrs. Newman said she understood and did not see any issues with granting the slope permission, but she wanted to review the permission form and will get it back to agent next week.

Agent informed Mrs. Newman that left and right turn lanes will be constructed on Harmon Road onto Garner Ferry Road, and a new right turn lane will be provided on U. S. Hwy. 378 heading west towards Columbia. Mrs. Newman was informed that the r/w is being increased from its present 75' to a new 100' r/w (approx. 25' width) on her property along US Hwy. 378 and is being increased from a present 33' to 50' (approx. 17' width increase) on her property along Harmon Road. Agent discussed the four foot (4') painted median and two foot (2') paved shoulder along the east side of Harmon Road with Mrs. Newman.

Mrs. Newman informed that some Crepe Myrtle and other trees along Harmon Road appear to be located within the present right-of-way, and if so, will be removed during construction of the project. Mrs. Newman advised that the appraiser will address the loss of any trees or shrubbery which may be located within the new right-of-way. Mrs. Newman asked agent to show her where the new r/w is located. Agent walked the r/w with Mrs. Newman and showed



her the "approximate" location of the new right-of-way. Mrs. Newman stated that she wanted to know the exact location of the new r/w. Agent and Tim Seybt asked Mrs. Newman if she would like to have the present and new rights-of-way staked -she said she would. Mrs. Newman was told that a request will be made to have both the present and new rights-of-way staked and that we would contact her again once the staking is complete and meet with her again re-walk the r/w.

Agent informed Mrs. Newman that the new r/w will be acquired by Deed in fee simple and that an appraisal will be ordered to determine the fair market value of the r/w. Agent reminded Mrs. Newman that an appraisal will not be ordered until we receive an executed permission from her to grant slope construction. Mrs. Newman said that should not be a problem. Agent explained the appraisal process and informed Mrs. Newman that he will contact her again once the appraisal has been completed. Mrs. Newman told agent and Mr. Seybt that her home is listed as an historical home and should be appraised by someone with extensive experience appraising historical homes. Mrs. Newman added that she has been told by two other appraisers that there are no other properties located in Richland County that are comparable to hers. Agent assured Mrs. Newman that the appraiser is well qualified in performing appraisals. Mrs. Newman was told that it may be in her best interest to contact the appraiser once she receives his letter in order to schedule a time to meet with him and point out any concerns she may have.

Tim Seybt e-mailed Ben Lewis this afternoon to request the present and new r/w for tracts 18 & 17 be staked.

Ben Lewis e-mailed Mac Atkins with Cox and Dinkins to ask him to please proceed with staking the rights of way (existing and proposed) for tracts 17 & 18 on the Garners Ferry/Harmon Road project and to provide a schedule for conducting this field work.

7-3-18 No response yet from Ben Lewis or Mac Atkins on when the staking of the r/w will be done, so agent emailed Ben Lewis to ask if, or when the survey will be completed.

Ben replied by e-mail to say it should be approximately 2 weeks before this work is conducted in the field. Ben then emailed Mac Atkins again to let him know that when this work is ultimately scheduled, we will need to know the date, in order to notify County and also to let the PO know people will be on her property conducting these services.

Mr. Atkins replied by e-mail to say that he will have someone onsite on July 5<sup>th</sup> or July 6<sup>th</sup> to stake the r/w.

7-5-18 Agent made a courtesy call to Mrs. Newman to let her know that the surveyor will be doing the r/w staking either today or tomorrow. Mrs. Newman became very loud and boisterous and said that will not work as the surveyor needs to do the work the following Monday. Agent informed Mrs. Newman that the survey crew is very busy doing many jobs and it could take several weeks to have a crew available again. Mrs. Newman told agent to let the surveyor know that they are not to come onto her property. Agent politely reminded Mrs. Newman that she requested the staking. Agent told Mrs. Newman that he would contact the engineer to see what their schedule is and get back with her. Agent called Ben Lewis to let him that Mrs. Newman became very vocal when agent informed her of the r/w staking and that she said the surveyor does not have permission to enter her property. Ben said he would touch base with the Mac Atkins and get back with agent. Mr. Lewis called agent back to advise that Mr. Atkins just informed him the staking was completed earlier this morning.

Agent immediately called Mrs. Newman back but received her answering machine. Agent left a voice message to make her aware that the staking was completed earlier this morning. Agent asked Mrs. Newman to call him back to discuss and to schedule a convenient time to meet to walk and review the r/w staking.

7-6-18 Mrs. Newman e-mailed agent to advise that her cell phone now works and to say that she has not heard from the appraiser.

Agent emailed Mrs. Newman and reminded her of our on-site meeting and that we need the signed permission for construction slopes before an appraisal can be ordered. Agent reminded that we have not heard back from her or received a signed slope permission agreement. Agent explained that if she refuses to allow the contractor to do the needed slope work then the slope area will be converted to new right-of-way. Agent informed Mrs. Newman that if she is not willing to grant slopes, then we will have no choice but to convert the slope area to new right-of-way at which time an appraisal will be ordered. Agent again requested her decision.

Agent reminded Mrs. Newman that we still have not heard from her sister to confirm that Mrs. Newman has authority to represent her during the acquisition process. Mrs. Newman was reminded that we cannot discuss any details of her sister's property we will require a letter, or e-mail from her sister.

Agent also reminded Mrs. Newman that during our meeting she agreed to have the surveyor stake both the present and new rights-of-way and that we were to contact her again once the staking was completed in order to review the staking with her. I told Mrs. Newman that our engineer advised that the staking was completed yesterday morning (prior to my call to her). Agent asked Mrs. Newman to Please let us know when she will be available to meet to review the staking and thanked her for her time and support.



7-9-18 Agent notified Mrs. Newman by Certified Mail No. 7010 1150 0001 8173 8231 that we have spoken with her by telephone and also have met her on-site to explain the project and assist her in this process. Mrs. Newman was reminded that the present and new rights-of-way were staked per her request and that we let her know during our meeting that we would be happy to meet her on-site again to walk the right-of-way and view the staking. Agent asked if she still wished for us to meet with her and to please provide us a date and time to meet as soon as possible.

Mrs. Newman was also asked to let us know her decision on granting the County permission for construction slopes - as she previously indicated she would sign the slope permission and return it to us. Mrs. Newman was advised that we have not received the signed permission, or a response from her. Agent explained that we need the signed permission in order to move forward with the appraisal request, and if not, we will have to convert the slope area to new right of way. Agent requested her decision to grant the slope permission by the close of business on July 16<sup>th</sup> otherwise we will need to move forward.

Later in the day agent received a voice message from Mrs. Newman - she said she was calling because she hasn't heard from me since our on-site meeting and that she wanted the appraiser's telephone number because she wanted to speak to him.

7-10-18 Agent returned Mrs. Newman's July 9<sup>th</sup> phone call and reminded her that we have spoken since our on-site meeting - agent politely told her that agent just spoke with her on July 5<sup>th</sup> to let her know that the surveyor would be staking her property and her sister's property. Agent also reminded her that she got mad because she didn't want the surveyor to do the staking until the following Monday and she became angry and told agent that the surveyor could not come onto her property. Agent also reminded Mrs. Newman that he left her a follow up voice message to let her know that the staking had been completed earlier same that morning.

Mrs. Newman told agent "the survey stakes are not there anymore"! Agent asked Mrs. Newman why the r/w survey were not there - Agent politely asked if she pulled them up. Mrs. Newman told agent that she pulled all the stakes up and said she did not know what they were. Agent again politely told Mrs. Newman that she was aware of the survey stakes because we have discussed the staking on more than one occasion.

Agent informed Mrs. Newman that an appraisal cannot be requested until we know her decision on granting the slope permission. Mrs. Newman said she was advised by her attorney not to sign anything. Agent told Mrs. Newman that we will have no choice but to convert the slope area to new right of way and proceed with the appraisal request. Mrs. Newman asked agent to meet her again to explain the r/w.

Agent called Tim Seybt and Ben Lewis to let them know that Mrs. Newman has removed all the r/w stakes.

Mr. Seybt called agent and advised that the slope area will be converted to new r/w.

Agent was copied on an e-mail from Ben Lewis to Mac Atkins advising that we need a revision to the r/w plans for tract 18 to convert the slope area permission to new r/w.

7-11-18 Received a copy of the revised plan sheets to convert the slope area to new r/w, resulting in an increase in the obtain from 16,525 SF/0.379 acres to 16,545 SF/0.380 acres.

7-16-18 Agent met Katherine Newman and her neighbor (Mary Haygood) on the property this morning as a courtesy to re-walk the r/w, even though Mrs. Newman admittedly removed the survey stakes out of spite. Mrs. Newman told agent that she wanted her neighbor present during our review to help her better understand the process. Agent reviewed the plans with Mrs. Newman and Mrs. Haygood and walked the r/w explaining and showing both the present and new rights-of-way. Agent informed Mrs. Newman and Mrs. Haygood that since Mrs. Newman refused to grant permission for slope construction beyond the new r/w, the slope area has been converted to additional new r/w. Agent informed them that the new obtain has increased from 16,525 SF/0.379 acres to 16,545 SF/0.380 acres and that an appraisal will be ordered to value the acquisition. Mrs. Newman said okay. Mrs. Newman was provided a copy of the revised plans. Agent explained the appraisal process.

7-17-18 Agent emailed Tim Seybt to request an appraisal - also requested an Exhibit.

7-30-18 Received an email from Tony Martin advising that he met with Ms. Newman today and it was a bit of a difficult meeting. He said she was a bit argumentative about location of present r/w and what was in the new r/w and he do his best to answer her questions. She eventually said "Let's stop and cancel this meeting and just get the new right of way staked so we know where it is and you come back after it's staked".

Mr. Martin said that doing that would be fine but added that he was very comfortable in his knowledge of where the present and new r/w were located and could complete the appraisal without the staking. Mr. Martin said as they continued to talk she stated that the new right of way had been staked recently but that she pulled up the stakes because she wasn't present when the surveyors did the staking. Mr. Martin said that he got frustrated with her at his point and pressed her as to why she would do such a thing when she knew the purpose of the stakes (she had even said the surveyors had left a voicemail the night before to say they would be out in the morning) and that he (Mr. Martin) had spent his time driving to meet her and will have to return to her property, as will surveyors, when all any of us are trying to do is provide her with the information she is requesting.

At that point she became less abrasive and a bit sheepish. She asked if he could request "just a few stakes, maybe just



2 or 3" so she could see where the new r/w will be and she agreed that Mr. Martin wouldn't need to return to meet with her.

Mr. Martin said he should have the two appraisals (tracts 17 & 18) emailed out tomorrow.

8-3-18 Agent's certified letter dated July to Mrs. Newman dated was returned by the USPS as unclaimed/unable to forward. The certified envelope was marked as delivery attempted on July 13<sup>th</sup>, 18<sup>th</sup> and 23<sup>rd</sup>.

8-6-18 Received a copy of the appraisal and an approved appraisal review this date. Subject appraisal valued the r/w acquisition as follows: \$18,900 total (rounded) to include: \$17,282 for 16,545 SF of land, plus \$100 for site improvements (portion of asphalt drive), plus \$1,500 for landscaping.

Awaiting appraisal review.

Received a copy of the approved appraisal review this afternoon.

8-7-18 Agent called Mrs. Newman and left a voice message to let her know that the appraisal for her and her sister's property have been completed and that a copy will be mailed to her this morning. A copy of the appraisal and a written offer in the amount of \$18,900.00 (based on the appraisal valuation) were mailed by certified letter 7011 1150 0001 8173 8255 to the property owner) this morning.

8-14-18 Received the Certified return receipt this morning confirming that Mrs. Newman did receive the appraisals and offer for her and her sister's property.

Mrs. Newman emailed agent to request an email version of the proposals for her and her sister's property. Mrs. Newman also stated that she has a notarized statement from her sister, Carey Morrell Porter, appointing her as her spokesperson.

Agent emailed a copy of the appraisals and offers for her property and her sister's property per her request. Agent let Mrs. Newman know that he has received a Return Receipt from the USPS indicating she received a hard copy of the appraisals and offers for both tracts 17 & 18 which were mailed previously.

Agent also asked Mrs. Newman to please e-mail a copy of the Notarized document from Carey Porter indicating that she has appointed Mrs. Newman to represent her.

8-15-18 Received a voice message from Mrs. Newman late this evening again requesting agent to email her a copy of the appraisals and offers.

8-16-18 Agent emailed Mrs. Newman this morning to let her know that he received her telephone message last night asking agent to email her a copy of the appraisals and offers for tracts 17 & 18. Agent informed her that these documents were sent to her previously by Certified Mail on August 7<sup>th</sup>, and again by email on August 14<sup>th</sup> (agent forwarded a copy of his August 14<sup>th</sup> email with attached documents). Agent also informed Mrs. Newman that he has a certified mail return receipt and an automated email receipt confirming that these documents were received by her on August 7<sup>th</sup> and August 14<sup>th</sup>, respectively.

Agent again asked Mrs. Newman if she would please email agent a copy of her sister's Notarized letter appointing her as Mrs. Porter's representative.

Agent thanked her for her call and said he looked forward to receiving her decision as soon as possible.

8-18-18 (Saturday evening) Received an email from Mrs. Newman stating that she has called SCE&G to inquire if the need additional r/w and was advised by SCE&G that they don't know who to send her to. Mrs. Newman said she has tried several times and asked if agent could find out for her. Mrs. Newman also requested the appraiser's contact information.

8-20-18 Received a call from Eric Dickey to let agent know that Mrs. Newman been calling him to discuss the r/w acquisition and that he has referred her back to me for all discussions (Mrs. Newman has also made several phone calls to one of the other engineers at Davis & Floyd's Columbia office).

Mrs. Newman emailed agent to provide a copy of Carey Porter's notarized authorization letter granting Mrs. Newman authority to represent her in all aspect of any negotiations with her property. (copy in file folder)

Agent emailed Mrs. Newman to let her know that she needs to speak with SCE&G regarding the relocation of any poles or additional r/w they may need. Agent informed Mrs. Newman that he does not have a contact name or number for SCE&G.

Agent provided Mrs. Newman with the appraiser's telephone number (agent called Tony Martin prior to providing his phone number to Mrs. Newman). Mr. Martin told agent that he previously provided Mrs. Newman with his phone number and that she has called him several times to ask same questions that he has previously answered.

8-21-18 Agent called Mrs. Newman this morning and left a voice message to follow up the appraisal offer and request her decision.

Received a chain of emails between Mikal Plumley with the D&F Greenwood office and Tim Seybt advising that Mrs. Newman has also been calling their office also requesting assistance in getting a telephone pole moved. Mr. Seybt informed Mr. Plumley that we have already done all we can for Mrs. Newman and have also told her that if she wants a telephone pole moved she will have to contact SCE&G. Mr. Seybt said he will ask Kevin Sheppard, Eng. Contact her as a last resort and then we will have no choice but to move on. (copy of emails in file folder)

Mr. Seybt requested agent to forward a worksheet to him for tracts 17 & 18 so he can start preparing the condemnation notices.



Certified letter 7011 1150 0001 8173 8279 mailed to Mrs. Newman with a copy mailed by Certified letter 7011 1150 0001 8173 8262 to her sister Carey Porter (tract 17) advising that due to project time constraints we need their decision no later than Friday, September 14, or we will need to move forward with an eminent domain action.

Worksheet forwarded to Tim Seybt. A copy also emailed to Kevin Sheppard to add his remarks concerning his discussion with Mrs. Newman this date.

8-21-18 Kevin Sheppard called Mrs. Newman to answer any questions regarding the proposed acquisition of her property.

Mrs. Newman was concerned about the existing telephone poles located along her property, and if they had to be moved as a result of the construction, would the poles be relocated within the new proposed right of way? Mr. Sheppard advised her that SCE&G would develop a Utility Relocation Plan identifying options for moving the poles and whether or not they could be installed within the new right of way. If it was determined that they could not remain in the right of way, SCE&G would then have to acquire additional right of way from Mrs. Newman.

Mrs. Newman requested contact information for SCE&G in order to discuss this issue – Mr. Sheppard provided her with the phone number. She indicated that she believed the appraisal was fair, but was concerned with any additional right of way required by SCE&G and the potential impact that it may have on several trees along Harmon Road.

**COST ESTIMATION SPREADSHEET**

9/10/2018



**TRANSPORTATION PROGRAM**

**PROJECT**

Sunset Drive Sidewalk Improvements

Length of Project = 0.4217 miles

**SIDEWALK**

DESCRIPTION	QUANTITY	UNIT	COST PER UNIT		COST
			\$ / UNIT		
MOBILIZATION	1	LS	\$ 24,220.95	\$	24,220.95
BONDS AND INSURANCE	NEC	NEC	\$ 7,266.29	\$	7,266.29
CONST. STAKES, LINES AND GRADES	1	EA	\$ 10,000.00	\$	10,000.00
TRAFFIC CONTROL	1	LS	\$ 57,280.00	\$	57,280.00
AS-BUILT CONSTRUCTION PLANS	NEC	LS	\$ 6,000.00	\$	6,000.00
CLEARING & GRUBBING WITHIN THE RIGHT OF WAY	NEC	LS	\$ 10,000.00	\$	10,000.00
REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	355	SY	\$ 22.00	\$	7,802.67
UNCLASSIFIED EXCAVATION	3,042	CY	\$ 22.00	\$	66,924.00
BORROW EXCAVATION	2,162	CY	\$ 30.00	\$	64,860.00
FLOWABLE FILL	100	CY	\$ 200.00	\$	20,000.00
MAINTENANCE STONE	100	TON	\$ 65.00	\$	6,500.00
HOT MIX ASPHALT BASE COURSE -TYPE B	33	TON	\$ 150.00	\$	4,950.00
LIQUID ASPHALT BINDER PG64-22	3	TON	\$ 650.00	\$	1,950.00
HOT MIX ASPHALT SURFACE COURSE TYPE C	13	TON	\$ 180.00	\$	2,340.00
8" WHITE SOLID LINES (GROSSWALK) THERMOPLASTIC - 125 MIL.	595	LF	\$ 5.00	\$	2,975.00
24" WHITE SOLID LINES (STOP/DIAG LINES)- THERMO. -125 MIL	99	LF	\$ 20.00	\$	1,980.00
CLEANING EXISTING PIPE	100	LF	\$ 25.00	\$	2,500.00
18" SMOOTH WALL PIPE	497	LF	\$ 60.00	\$	29,820.00
CATCH BASIN-TYPE 1		EA	\$ 5,000.00	\$	-
CATCH BASIN - TYPE 16	3	EA	\$ 4,000.00	\$	12,000.00
CATCH BASIN - TYPE 17	1	EA	\$ 6,600.00	\$	6,600.00
CATCH BASIN - TYPE 18		EA	\$ 7,200.00	\$	-
24" X 30" JUNCTION BOX	3	EA	\$ 4,500.00	\$	13,500.00
CONC. CURB & Gutter (2'-0")	1,264	LF	\$ 30.00	\$	37,920.00
CONCRETE SIDEWALK (4" UNIFORM)	1,110	SY	\$ 60.00	\$	66,600.00
DETECTABLE WARNING MATERIAL	95	LF	\$ 50.00	\$	4,750.00
PEDESTRIAN RAMP CONSTRUCTION	43	SY	\$ 150.00	\$	6,480.00
SEEDING (UNMULCHED)	2	MSY	\$ 1,000.00	\$	2,000.00
SILT FENCE	1,613	LF	\$ 4.00	\$	6,452.00
INLET STRUCTURE FILTER - TYPE E (CATCH BASIN TYPE 16)	3	EA	\$ 250.00	\$	750.00
INLET STRUCTURE FILTER - TYPE E (CATCH BASIN TYPE 18)		EA	\$ 250.00	\$	-
PERMANENT SHEET PILING		SF	\$ 71.50	\$	-
W-BEAM GUARDRAIL		LF	\$ 26.00	\$	-
GUARDRAIL END TREATMENTS		EA	\$ 700.00	\$	-
<b>SIDEWALK-Total:</b>					<b>\$ 484,420.90</b>

**MISCELLANEOUS**

<b>RIGHT-OF-WAY COST (PDT ESTIMATE)</b>	<b>\$ 75,400.00</b>
<b>UTILITY RELOCATION COST (FROM PDT)</b>	<b>\$ 60,000.00</b>
<b>RETAINING WALL CONTINGENCY (15%)</b>	<b>\$ -</b>

**TOTAL SUB-TOTAL \$ 619,820.90**

**% CONTINGENCY \$ -**

**TOTAL ESTIMATED COST \$ 619,820.90**

**COST ESTIMATION SPREADSHEET**

9/10/2018



**TRANSPORTATION PROGRAM**

**PROJECT**

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Length of Project = 0.4217 miles

**SIDEWALK**

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W-BEAM GUARDRAIL		LF	\$ 26.00	\$	-
GUARDRAIL END TREATMENTS		EA	\$ 700.00	\$	-
<b>SIDEWALK-Total:</b>					<b>\$ 484,420.90</b>

**MISCELLANEOUS**

<b>RIGHT-OF-WAY COST (PDT ESTIMATE)</b>	<b>\$ 75,400.00</b>
<b>UTILITY RELOCATION COST (FROM PDT)</b>	<b>\$ 60,000.00</b>
<b>RETAINING WALL CONTINGENCY (15%)</b>	<b>\$ -</b>

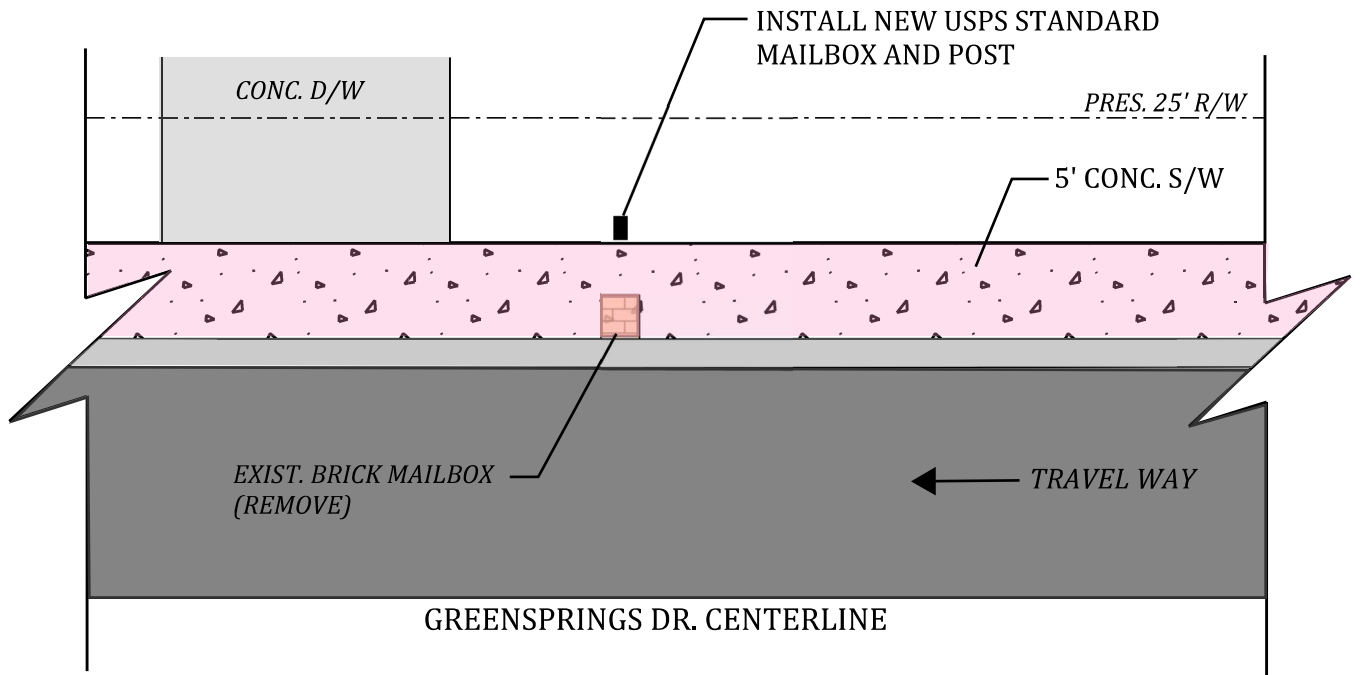
**TOTAL SUB-TOTAL \$ 619,820.90**

**% CONTINGENCY \$ -**

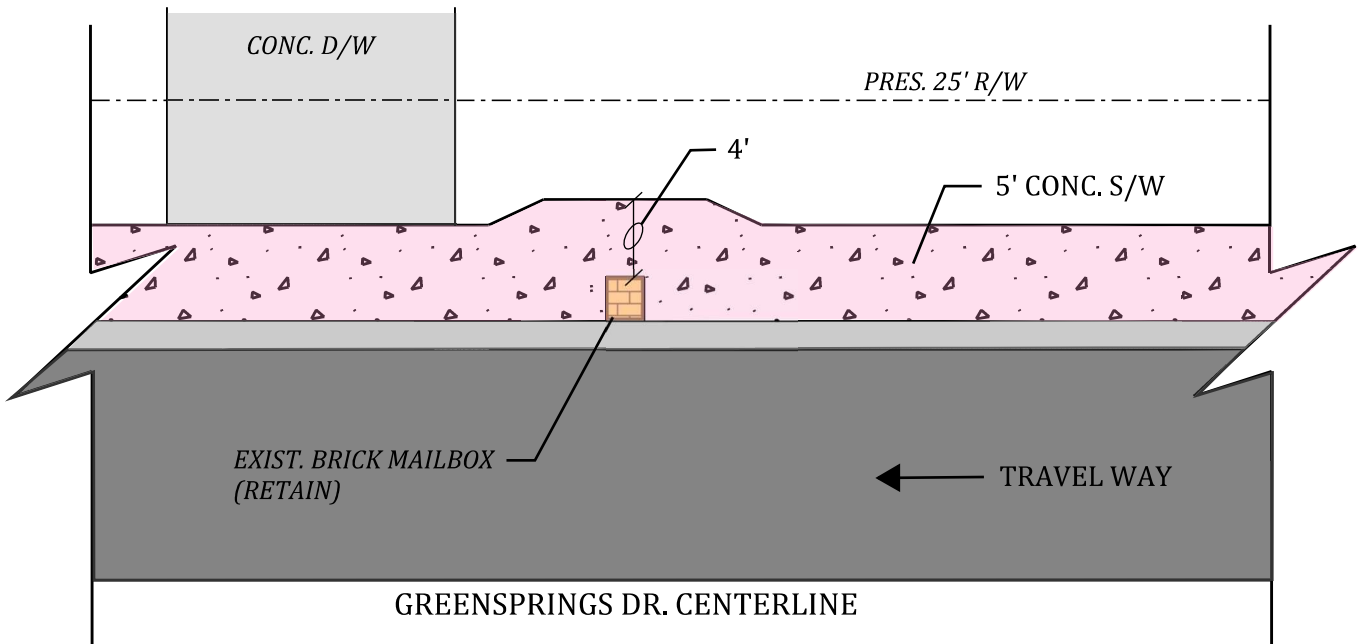
**TOTAL ESTIMATED COST \$ 619,820.90**







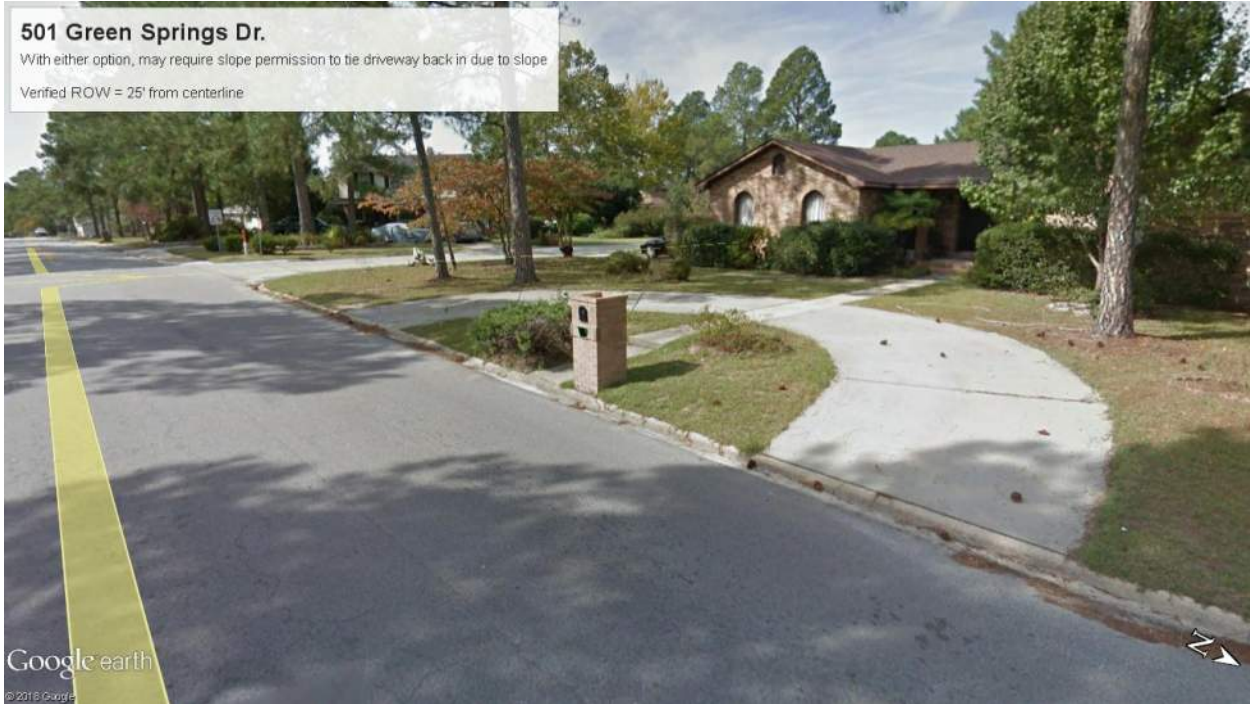
**OPTION 1:**  
**CONCRETE SIDEWALK DIRECTLY BEHIND CURB AND GUTTER**



**OPTION 2:**  
**CONCRETE SIDEWALK DIVERTED AROUND BRICK MAILBOX**



Brick Mailboxes – Exist. Conditions along Greensprings Dr in Candlewood Neighborhood – Sept 2018



**501 Greensprings Dr**



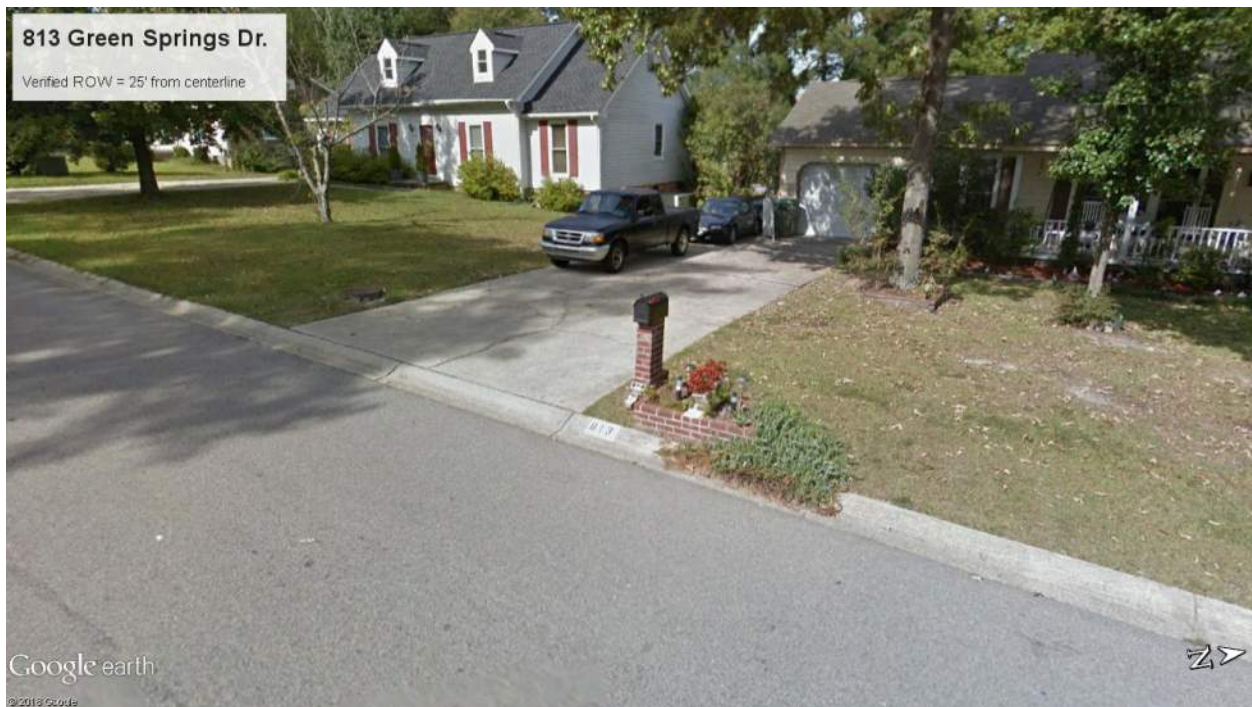
**505 Greensprings Dr**



Brick Mailboxes – Exist. Conditions along Greensprings Dr in Candlewood Neighborhood – Sept 2018



**717 Greensprings Dr**



**813 Greensprings Dr**



**REFERENCES**

NATIONAL DOCUMENTS  
 AASHTO M 278  
 AASHTO GEOMETRIC DESIGN  
 AASHTO ROADSIDE DESIGN GUIDE

SCDOT DOCUMENTS

RELATED DRAWINGS & KEYWORDS  
 720-105-00

**PRECONSTRUCTION SUPPORT ENGINEER**

**SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER**  
 NO. 8858  
 SYLVESTER EARGLE, II

*E. S. Eargle*  
 SIGNATURE

MARCH 3, 2008  
 DATE

6		
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0	3/2008	DSO GENERAL REVISIONS
#	DATE	CHK DESCRIPTION

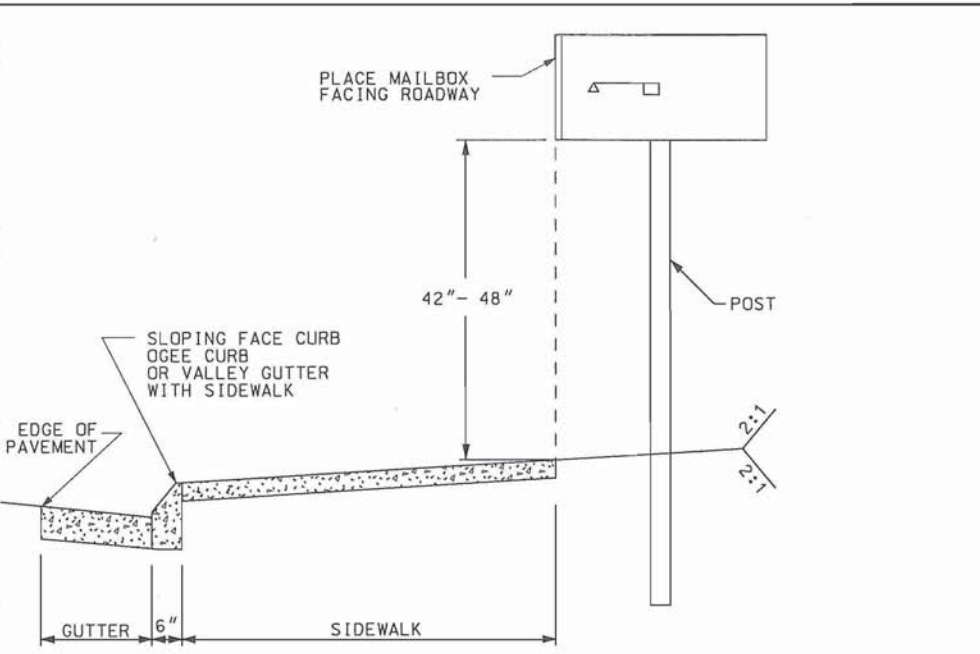
**SCDOT**  
 SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 DESIGN STANDARDS OFFICE  
 955 PARK STREET  
 ROOM 405  
 COLUMBIA, SC 29201

**STANDARD DRAWING**

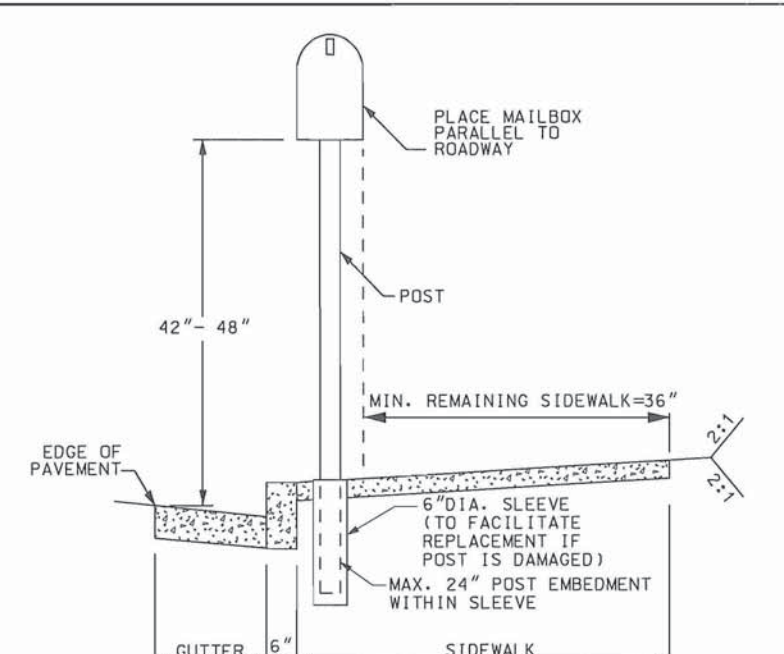
**EXCAVATION ASSOCIATED WORK (MAILBOX PLACEMENT)**

**203-905-00**

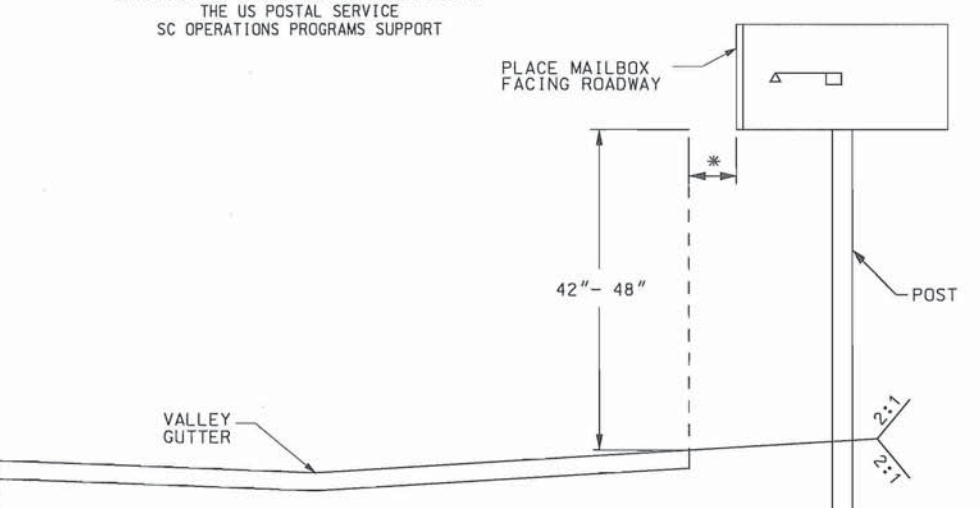
EFFECTIVE LETTING DATE | MAY 2008 THIS DRAWING IS NOT TO SCALE



**PREFERRED INSTALLATION ON SECTION WITH SIDEWALK**  
 INSTALLATION PREFERENCE AS INDICATED BY THE US POSTAL SERVICE  
 SC OPERATIONS PROGRAMS SUPPORT



**ALTERNATE INSTALLATION ON VERTICAL FACE CURB SECTION**  
 WHEN SLOPING FACE/OGEE CURB CANNOT BE USED  
 INSTALL MAILBOX AS SHOWN FOR VERTICAL FACE CURBS



**PREFERRED INSTALLATION ON VALLEY GUTTER SECTION**  
 INSTALLATION PREFERENCE AS INDICATED BY THE US POSTAL SERVICE  
 SC OPERATIONS PROGRAMS SUPPORT

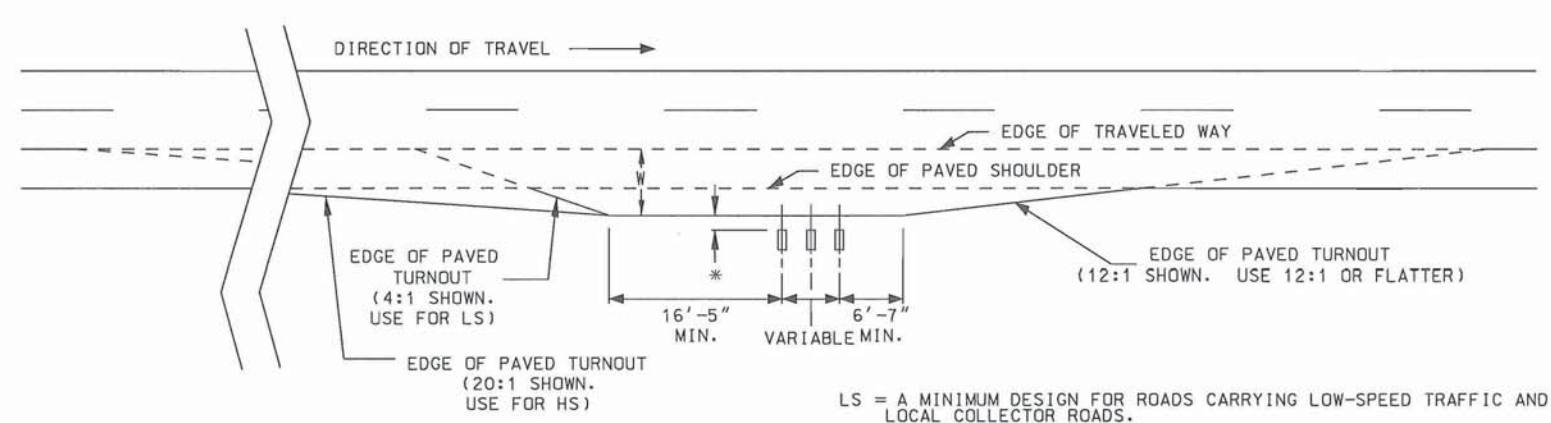
**TABLE 203-905A GUIDELINES FOR LATERAL PLACEMENT OF MAILBOXES**  
 TAKEN FROM TABLE 11.1 - AASHTO ROADSIDE DESIGN GUIDE (LATEST EDITION)

HIGHWAY TYPE AND ADT (VPD)	W (FT)		* (IN)	
	PREFERRED	MINIMUM	PREFERRED	MINIMUM
RURAL HIGHWAY OVER 10,000	12	8		
RURAL HIGHWAY 1,500 TO 10,000	12	8	8 TO 12	0
RURAL HIGHWAY 400 TO 1,500	10	8		
RURAL ROAD UNDER 400	8	6		
RESIDENTIAL STREET WITHOUT CURB OR ALL-WEATHER SHOULDER	6	0	10 TO 12	10
CURBED RESIDENTIAL STREET	NOT APPLICABLE		8 TO 12	6

- NOTES:**
- MAILBOXES SHOULD MEET THE US POSTAL SERVICE REQUIREMENTS OF 39 CFR PART 111 (STANDARDS GOVERNING THE DESIGN OF CURBSIDE MAILBOXES). EXISTING MAILBOXES, MEETING THE US POSTAL SERVICE REQUIREMENTS, ARE TO BE RESET IN ACCORDANCE WITH AASHTO ROADSIDE DESIGN GUIDE (LATEST EDITION) AND THIS STANDARD DRAWING. IF EXISTING BOX DOES NOT MEET THESE REQUIREMENTS, THE PROPERTY OWNER SHOULD BE GIVEN THE OPPORTUNITY TO PURCHASE ANOTHER BOX OF THEIR CHOOSING, MEETING USPS REQUIREMENTS, PRIOR TO INSTALLATION.
  - IN GENERAL, THE PROPERTY OWNER IS RESPONSIBLE FOR ENSURING THAT THEIR MAILBOX IS IN COMPLIANCE WITH USPS REQUIREMENTS. ALL EXISTING MAILBOXES WILL BE RESET AS SHOWN EXCEPT IN THE MOST OBVIOUS NON-COMPLIANT CASES.
  - IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, MAILBOXES ARE TO BE RESET BY THE CONTRACTOR AS REQUIRED BY CONSTRUCTION ACTIVITIES IN ORDER TO MAINTAIN CURRENT MAIL DELIVERY.
  - MAILBOXES WILL BE LOCATED ON THE RIGHT SIDE OF THE ROADWAY IN THE DIRECTION OF THE DELIVERY ROUTE EXCEPT ON ONE-WAY STREETS WHERE THEY MAY BE PLACED ON THE LEFT SIDE.
  - MAILBOXES SHOULD BE INSTALLED ON THE TRAILING SIDE OF THE DRIVEWAY A MINIMUM OF 20' FROM THE DRIVE. IF MAILBOXES CANNOT BE INSTALLED ON THE TRAILING SIDE OF THE DRIVEWAY, INSTALL ON THE LEADING SIDE OF THE DRIVEWAY, A MINIMUM OF 16' FROM THE DRIVE.
  - IF MORE THAN ONE MAILBOX IS TO BE INSTALLED AT A DRIVEWAY, DISTANCE BETWEEN POSTS SHALL BE EQUAL TO THE HEIGHT OF THE MAILBOX.
  - THE BOTTOM OF THE BOX SHALL BE SET AT AN ELEVATION BETWEEN 3.5' AND 4.0' ABOVE THE ROADWAY SURFACE.
  - WHEN MAILBOX IS PLACED IN A SIDEWALK, THE ORIENTATION OF THE MAILBOX WILL BE PARALLEL TO CENTERLINE OF THE ROADWAY TO ENABLE ACCESS TO THE BOX. THE BOX SHALL OPEN ON THE APPROACH SIDE AND THE SIDE OF THE BOX WILL EQUAL TO THE BACK OF CURB OR BACK OF VALLEY GUTTER.
  - WHEN A GRASS AREA IS BETWEEN THE BACK OF CURB OR VALLEY GUTTER AND THE SIDEWALK, THE MAILBOX WILL BE INSTALLED PERPENDICULAR TO THE ROADWAY, AS LONG AS THE MAILBOX DOES NOT OVER-HANG THE SIDEWALK. ALSO WHEN NO SIDEWALK IS PRESENT THE MAILBOX SHALL BE PLACED PERPENDICULAR TO THE ROADWAY.
  - A 6" SOIL TUBE MEETING SCHEDULE 40 AND THE REQUIREMENTS OF AASHTO M 278 SHALL BE USED. THE INSTALLATION OF THE SOIL TUBE SHALL BE FROM THE TOP OF THE SIDEWALK TO THE BOTTOM OF THE POST. BACK FILL VOID BETWEEN SOIL TUBE AND MAILBOX POST WITH SAND WITHIN 2" OF FINISHED GRADE AND SEAL WITH SILICONE CAULK.
  - WOOD POST SHOULD NOT BE SMALLER OR LARGER THAN RECOMMENDED. MAILBOX TO POST ATTACHMENT SHALL MEET THE REQUIREMENTS OF THE U.S. POSTAL SERVICE. NEWSPAPER RECEPTACLES ARE ALLOWED ON POST AS LONG AS NO INTERFERENCE IS ENCOUNTERED AND WILL BE INSTALLED PARALLEL TO THE MAILBOX ON THE FAR SIDE OF THE POST.
  - THERE ARE NO SEPARATE PAY ITEMS TO RESET MAILBOXES. COST IS INCLUDED IN THE COST OF OTHER WORK WITHOUT ADDITIONAL COMPENSATION.

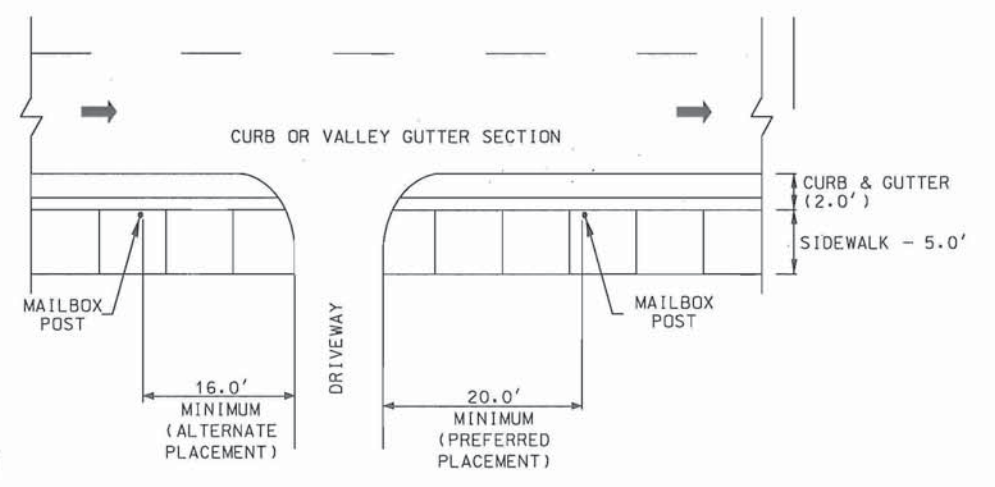
**MAILBOX POST MATERIALS:**

WOOD:	4" x 4" DR 4" DIA. NOMINAL DIMENSIONS
ALUMINUM:	1.5"-2.0" DIA.
GALVANIZED STEEL:	1.5"-2.0" DIA. (SCHEDULE 40 MAX.)



**RECOMMENDED MAILBOX TURNOUT NO CURB OR SIDEWALK**

LS = A MINIMUM DESIGN FOR ROADS CARRYING LOW-SPEED TRAFFIC AND FOR LOCAL COLLECTOR ROADS.  
 HS = FOR ROADS CARRYING HIGH-SPEED TRAFFIC.  
 W = SEE TABLE (GUIDELINES FOR LATERAL PLACEMENT OF MAILBOXES).  
 \* = SEE TABLE (GUIDELINES FOR LATERAL PLACEMENT OF MAILBOXES).



**PLAN VIEW WITH CURB OR VALLEY GUTTER SECTION (CURB SECTION SHOWN)**



From: JOHN THOMPSON  
Sent: Monday, August 6, 2018 3:29 PM  
To: Jim Manning <[Manning.Jim@richlandcountysc.gov](mailto:Manning.Jim@richlandcountysc.gov)>; [tmueller@sc.rr.com](mailto:tmueller@sc.rr.com)  
Cc: Calvin Jackson <[Jackson.Calvin@richlandcountysc.gov](mailto:Jackson.Calvin@richlandcountysc.gov)>; SANDRA YUDICE <[YUDICE.SANDRA@richlandcountysc.gov](mailto:YUDICE.SANDRA@richlandcountysc.gov)>; Brandon Madden <[Madden.Brandon@richlandcountysc.gov](mailto:Madden.Brandon@richlandcountysc.gov)>  
Subject: RE: Rhame Road Sidewalks

Good afternoon, Terry Mueller,

This message is a follow-up to your e-mail regarding the extension of sidewalks on Westridge Road to Clemson Road and the installation of sidewalks on Rhame Road and Summit Center Drive. Based on the planning and budgeting under the Richland County Transportation Penny Program, there are no sidewalks planned for development in the three identified areas. However, I will share your concern with the County's Transportation Ad Hoc Committee.

Please let me know if you have any questions.

Best,

John M. Thompson, Ph.D., MBA, CPM  
Director of Transportation  
Transportation Penny Department  
803-766-5003  
[thompson.john@richlandcountysc.gov](mailto:thompson.john@richlandcountysc.gov)

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-----Original Message-----

From: Jim Manning  
Sent: Saturday, August 4, 2018 3:38 PM  
To: [tmueller@sc.rr.com](mailto:tmueller@sc.rr.com)  
Cc: Calvin Jackson <[Jackson.Calvin@richlandcountysc.gov](mailto:Jackson.Calvin@richlandcountysc.gov)>; JOHN THOMPSON <[THOMPSON.JOHN@richlandcountysc.gov](mailto:THOMPSON.JOHN@richlandcountysc.gov)>  
Subject: Re: Rhame Road Sidewalks

Transportation Director Thompson,

Please note the email below sent to me regarding an area in Councilman Jackson's area. Thanks.

Jim Manning, Councilman  
Richland County District 8

> On Aug 4, 2018, at 2:15 PM, "[tmueller@sc.rr.com](mailto:tmueller@sc.rr.com)" <[tmueller@sc.rr.com](mailto:tmueller@sc.rr.com)> wrote:

>

> Dear Mr. Manning:

>

> My name is Terry Mueller and I live on Summit Townes Way in the Summit. I work for a local municipality and I work closely with the building and planning department. Everyday I drive down Rhame Road to Clemson Road and I especially notice in the morning that children from the subdivisions along Rhame Road have to walk on the grass to get to the local schools. A number people walk or jog from the Sandhills Mall area. Sidewalks were installed along Westridge Road to the school a couple of year ago but the sidewalks were never extended to Clemson Road. When Rhame Road was widen, no sidewalks were installed. I think this is safety hazard not just for the kids but for everyone that walks along Rhame Road. Sidewalks should also be installed along Summit Center Drive. I think with the penny tax funds and grant money, I think sidewalks could be easily be installed. I appreciate if you look into the matter.

>

> Sincerely,

> Terry J Mueller

**RICHLAND COUNTY GOVERNMENT  
DEPARTMENT OF TRANSPORTATION**

2000 Hampton Street, Suite 3014, Columbia, SC 29204  
T 803-576-2050 | F 803-576-2137 | TDD 803-576-2045  
richlandcountysc.gov



To: Transportation Ad Hoc Committee Members

From: Richland County Transportation Department

Date: September 21, 2018

Subject: Cost Estimate

The construction cost for adding a sidewalk adjacent to the existing curb is \$130 per linear foot. Adding sidewalk along Rhame Road from Summit Center Drive to Clemson Road would cost approximately (1,150' times \$130) \$150,00. Adding sidewalk along Summit Center Drive from Rhame Road to Summit Parkway would cost approximately (850' times \$130) \$111,000.



## **EXECUTIVE SUMMARY**

Date: 08/29/18

To: Dr. John Thompson  
Director of Transportation

From: David Beaty, PE  
Program Manager

**RE: Calhoun and Hampton Road Diet – Public Meeting Summary with Recommendations**

The Calhoun and Hampton Road Diet Project consists of two Bikeway Projects included in the 2012 Richland County Transportation Sales Tax Referendum. The Richland County Transportation Program has completed conceptual studies and has conducted one combined public meeting for the Calhoun and Hampton Road Diet Project. The Richland Penny Program Development Team (PDT) has coordinated with the City of Columbia to design both road diets that would safely implement bike lanes and requires removal of some parking on the north side of the road. This Executive Summary will provide an overview of the public meeting and offer recommendations to advance the project.

### **June 28<sup>th</sup>, 2018 Public Meeting**

The City of Columbia, with assistance from the Richland County Transportation Program held a combined public meeting for the Calhoun and Hampton Road Diet Project on Thursday, June 28<sup>th</sup>, 2018 from 6:00 to 8:00 p.m. at the Greek Orthodox Church, located at 1931 Sumter Street. The meeting was conducted with an informal, open house format with project displays (attached) with City of Columbia and Richland County Transportation Program representatives on hand to answer questions. After reviewing the project displays, the attendees were encouraged to provide comments on the project as well as rank various improvements within the neighborhood plan. There were 55 people in attendance for the meeting.

The project displays provided an aerial overview map and typical sections of the proposed road diets. The proposed improvements included road diets which consist of restriping a four lane road to a two lane road with a center turn lane. The road diet concept would be implemented on Hampton from Sumter to Harden and on Calhoun from Assembly to Pickens. The project will also include removal of the north side parking on these same blocks which will create wider travel lanes and generate width to accommodate bike lanes.

The other proposed improvements include placing sharrows on the pavement where a cyclist and motor vehicle use the same lane to complete bike connectivity. The sharrows would be implemented on Hampton from Assembly to Sumter and Calhoun from Wayne to Lincoln and also

from Pickens to Harden. The sharrows will be used in sections where there is not adequate width to accommodate bike lanes and will not require removal of parking.

The project concept was presented to Richland County Council on May 15, 2018 and Columbia City Council on June 5, 2018. Both bodies approved moving forward with presenting the concept to the public. Prior to the public meeting, material was made available on the Penny website, letters were mailed out to affected property owners, signs were placed along both roads, and a media release was issued.

A total of 52 comment cards were received either prior to the public meeting, at the public meeting, or during the 2-week comment period after the public meeting. In total, 30 comments were in favor of the proposed project, thirteen were unfavorable, seven were in support of bikelanes but with modifications to the proposed plan, and three were neutral/ only suggestions.

Five comments on behalf of the St. Timothy's Episcopal Church (Calhoun and Lincoln intersection) raised concern about the 10 parking spots proposed to be eliminated on the north side of Calhoun. The Church is adjacent to the Federal Court house which occupies seven on-street parking spots on the south side of Calhoun. The City is reviewing the opportunity to modify the seven spots into weekend parking for citizens.

Three comments were received with concerns from the Transitions Homeless Center. Currently the City provides reduced parking rates persons using the services of Transitions. 16 spaces would be affected by the proposed improvements, however the City is reviewing replacing these spaces along other streets in the vicinity.

### **Recommendations**

It is recommended that the Calhoun and Hampton Road Diet Project be implemented as presented at the June 28, 2018 public meeting. The project will be funded by the Richland County Transportation Sales Tax Program and primarily consist of eradication of existing pavement markings and placement of new pavement markings. The City of Columbia will self-perform removal of parking meters and any necessary modifications to signals. It is anticipated that the project could go to construction in mid-2019 pending approval of both Richland County and Columbia City Council. Pending direction of both Councils, letters would be sent out to the affected property owners informing them of the project status.



# Calhoun & Hampton Street Road Diet

Will remove parking on north side of the street in green section (30 spaces)

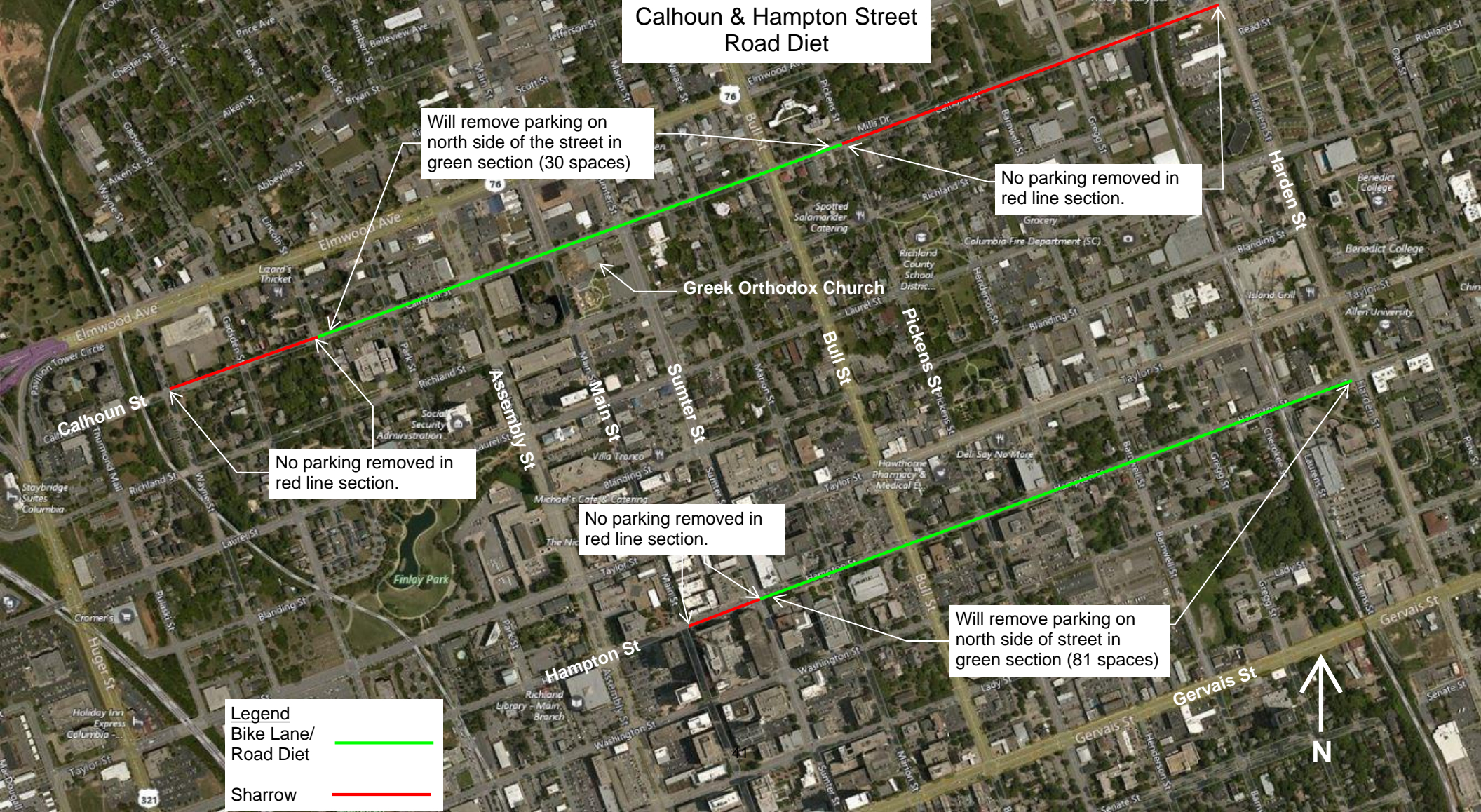
No parking removed in red line section.

No parking removed in red line section.

No parking removed in red line section.

Will remove parking on north side of street in green section (81 spaces)

**Legend**  
Bike Lane/ Road Diet   
Sharrow 

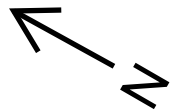




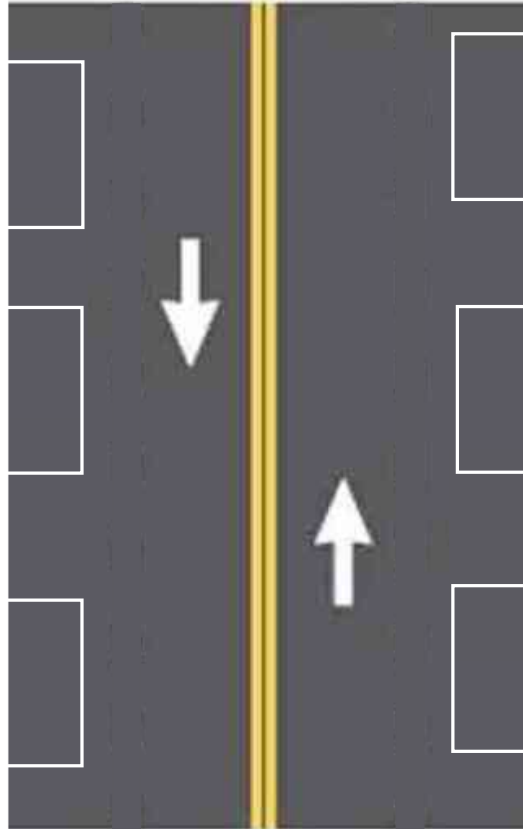
# Calhoun and Hampton Street Road Diet

No lane changes or parking removal will occur in the 33' sections of Calhoun from Wayne to Lincoln. Instead it will be marked as a sharrow.

## 33' Typical Section (Calhoun from Wayne to Lincoln)

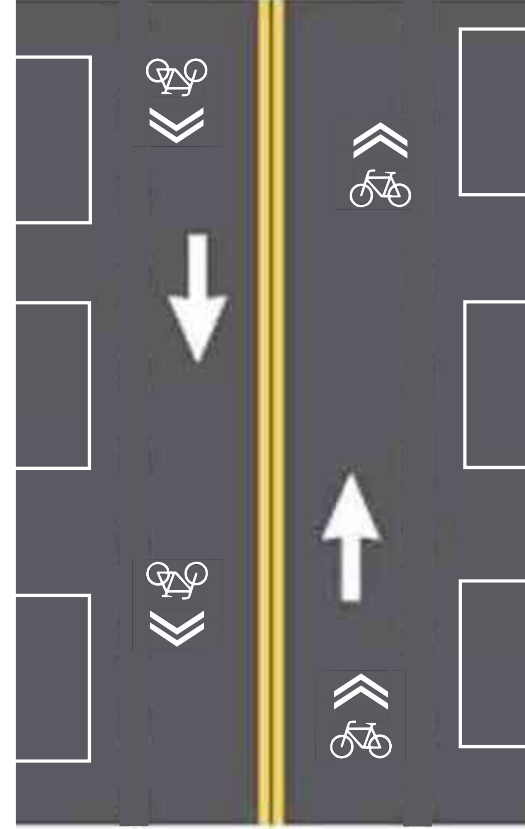


Existing



6' | 10.5' | 10.5' | 6'

Proposed



6' | 10.5' | 10.5' | 6'

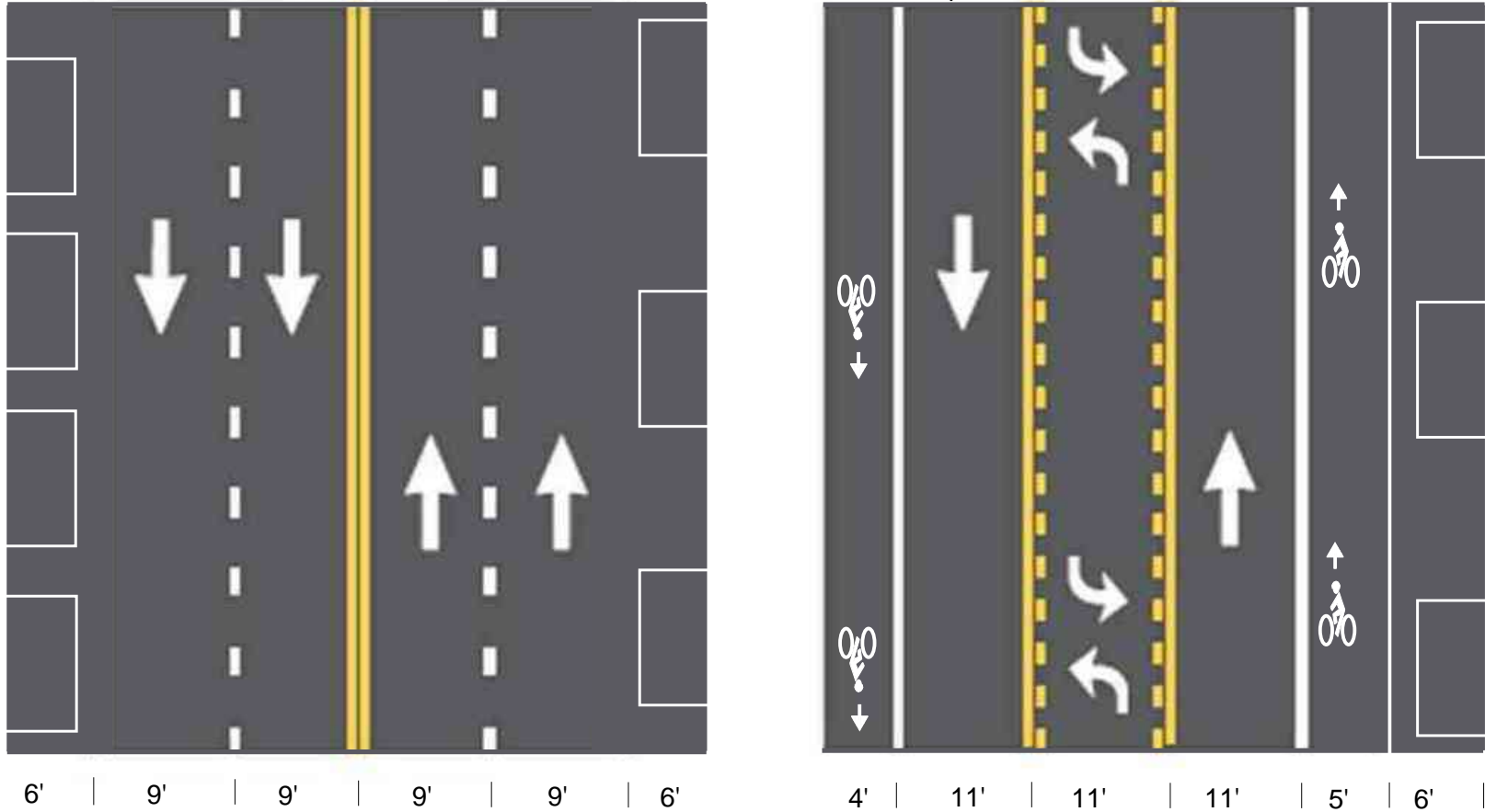
\*Not to scale

# Calhoun and Hampton Street Road Diet

48' Typical Section  
(Calhoun from Lincoln to Park  
and Sumter to Pickens)

Existing

Proposed



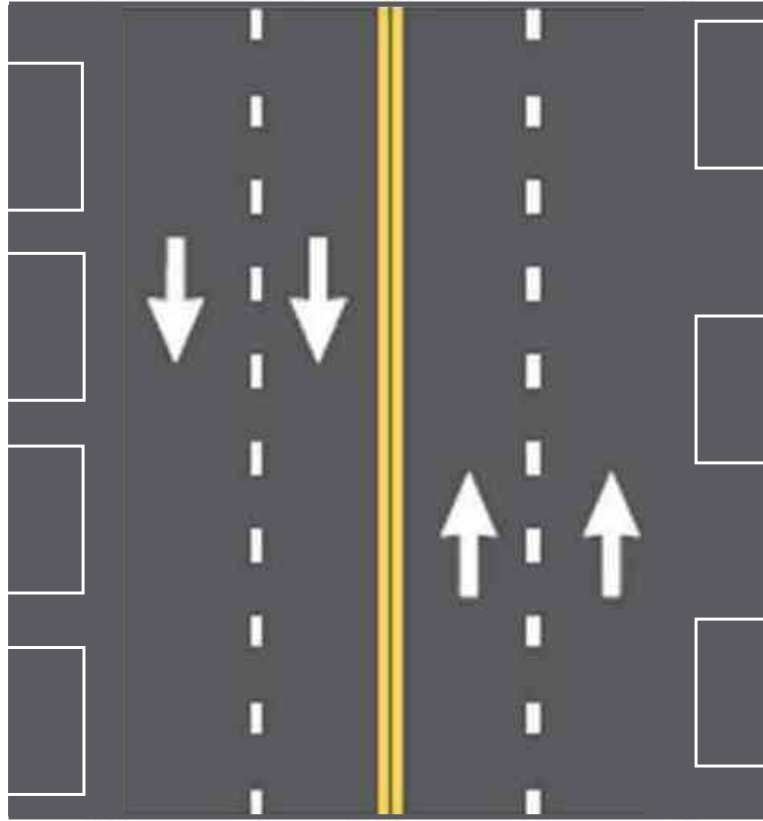
\*Not to scale



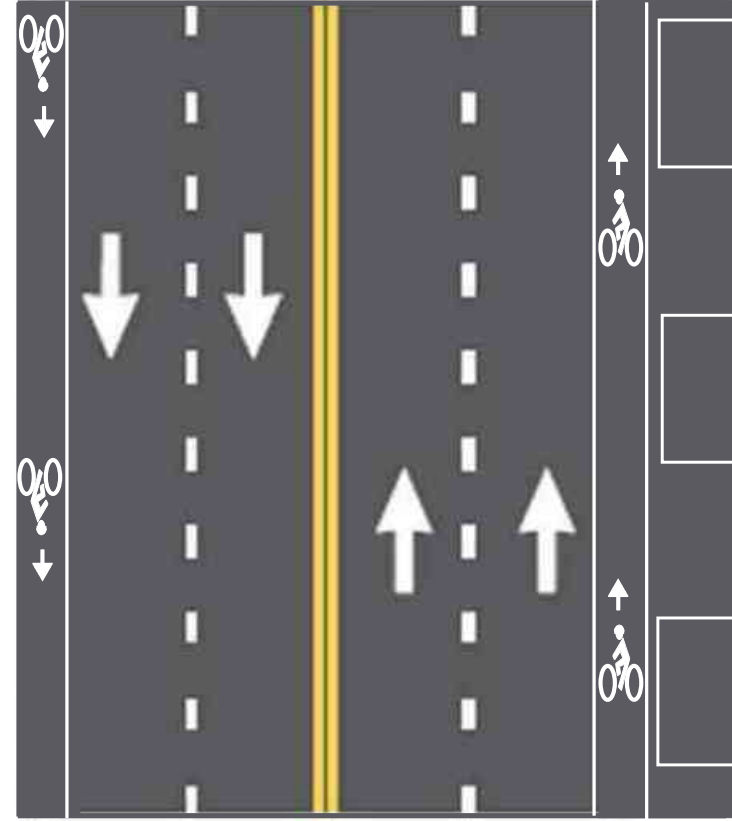
# Calhoun and Hampton Street Road Diet

62' Typical Section  
(Calhoun from Assembly to Sumter)

Existing



Proposed



\*Not to scale

6' | 13' | 12' | 12' | 13' | 6'

4' | 12' | 11.5' | 11.5' | 12' | 5' | 6'

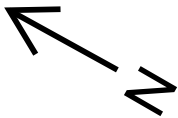
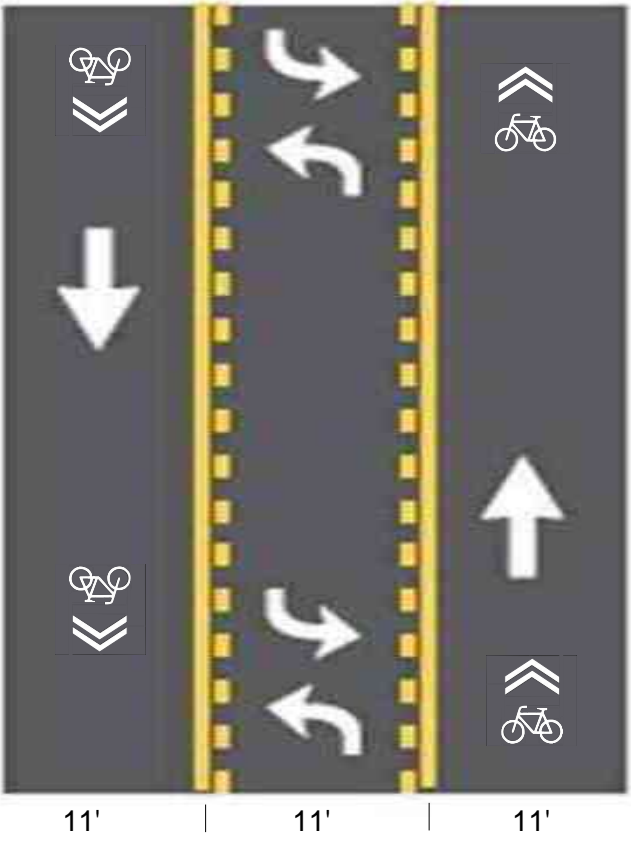
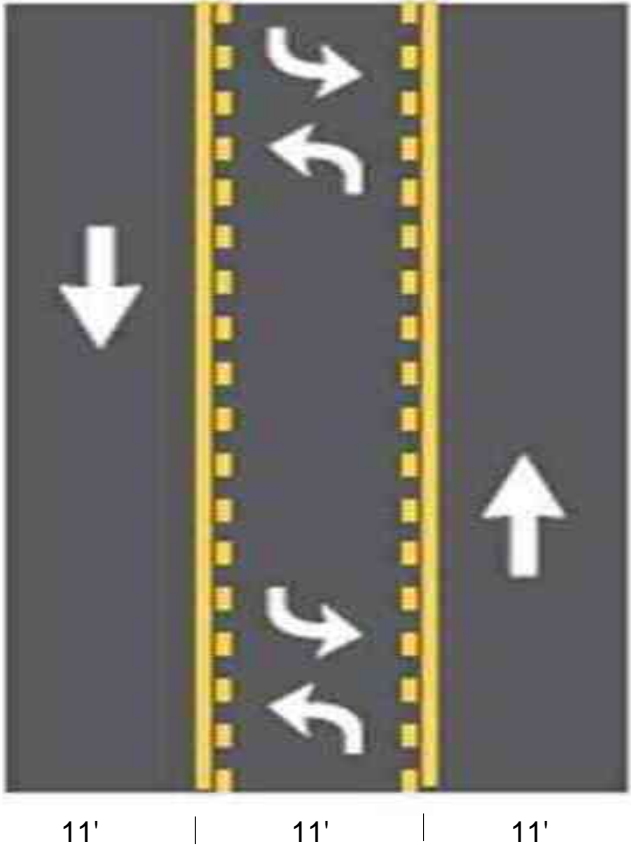
# Calhoun and Hampton Street Road Diet

No lane changes or parking removal will occur in the 33' sections of Calhoun from Pickens to Harden. Instead it will be marked as a sharrow.

## 33' Typical Section (Calhoun from Pickens to Harden)

Existing

Proposed

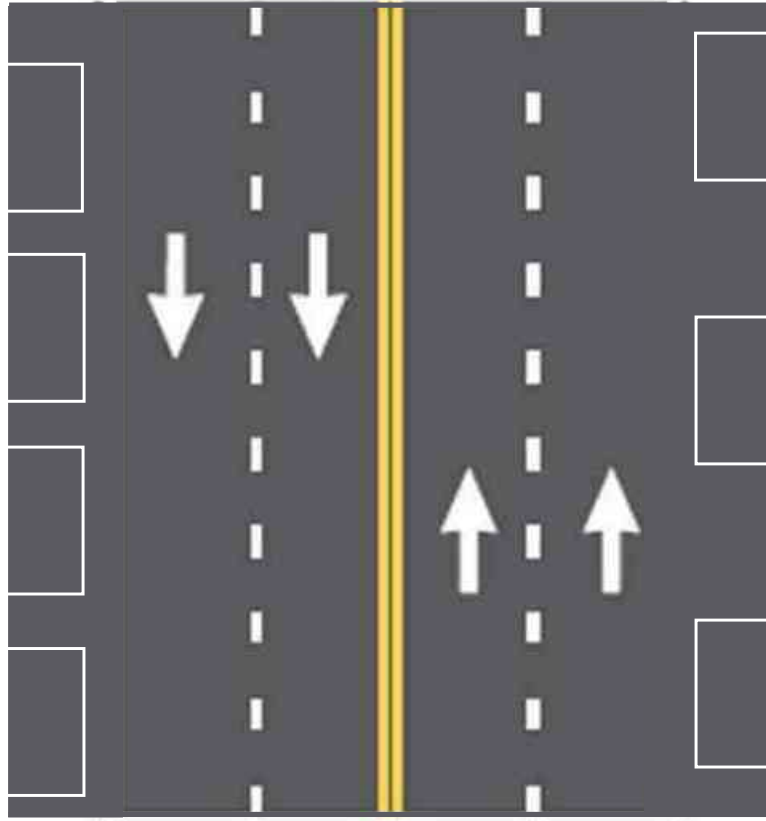


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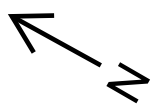
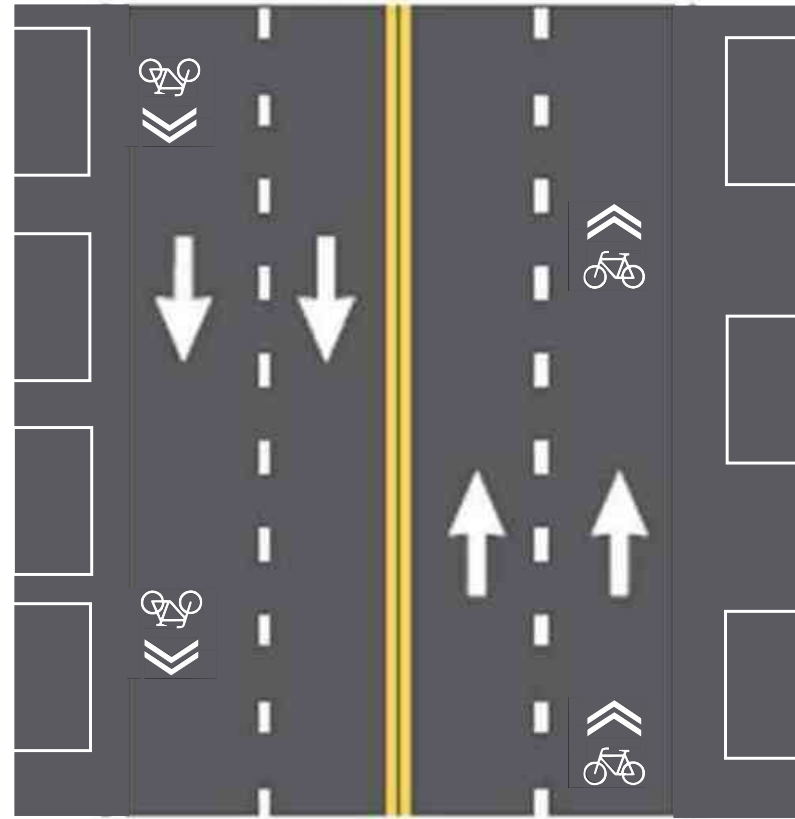
# Calhoun and Hampton Street Road Diet

62' Typical Section  
(Hampton from Main to Sumter)

Existing



Proposed



\*Not to scale

6' | 13' | 12' | 12' | 13' | 6'      6' | 13' | 12' | 12' | 13' | 6'

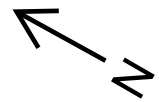
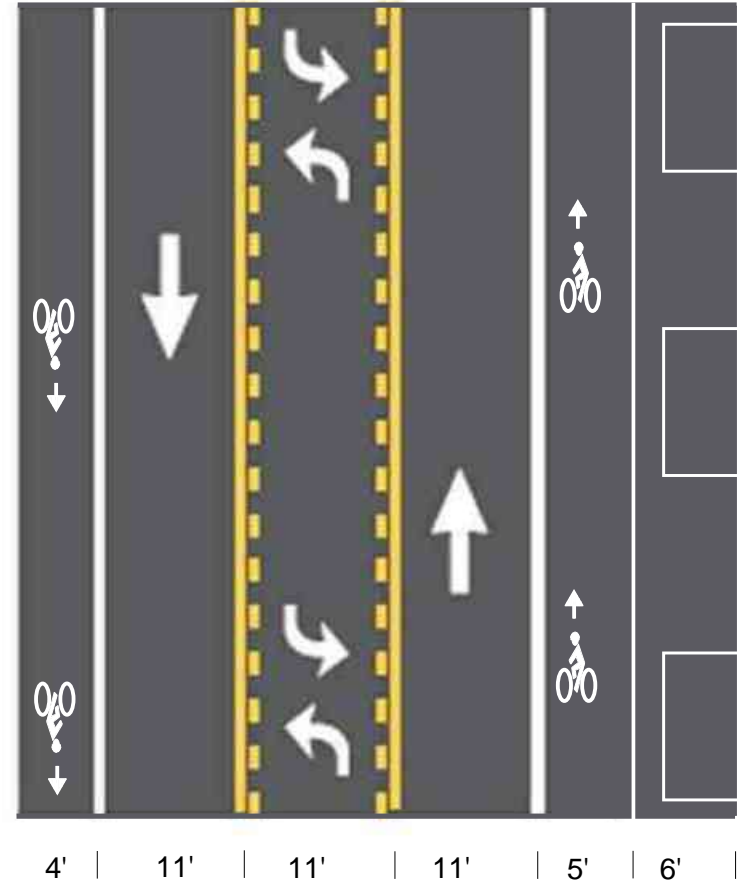
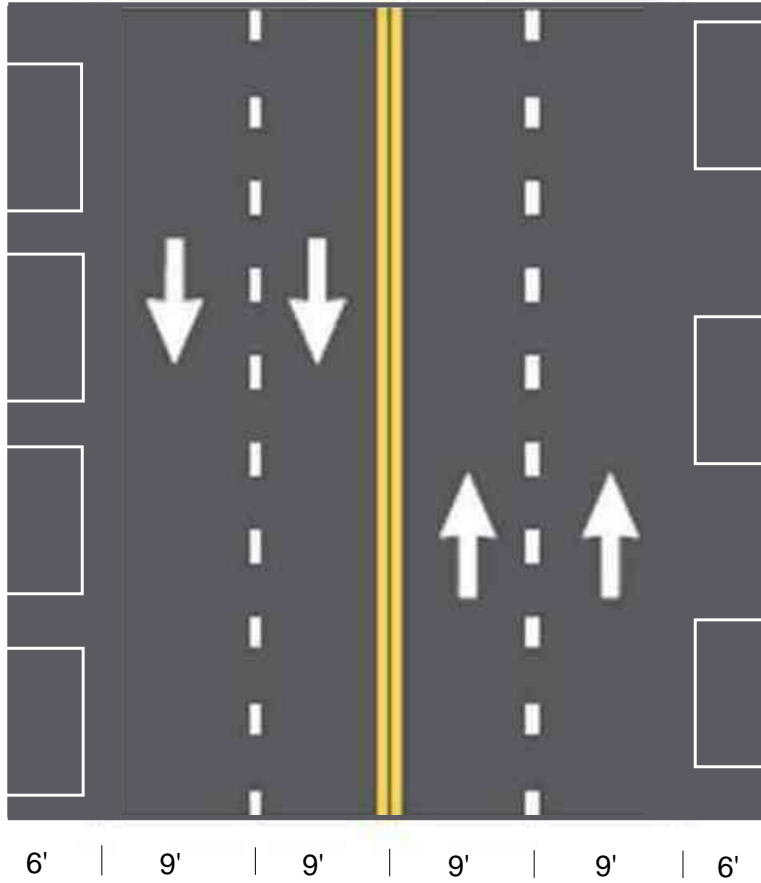
# Calhoun and Hampton Street Road Diet

48' Typical Section

(Hampton from Sumter to Harden)

Existing

Proposed



\*Not to scale



# TRANSPORTATION PROGRAM

## CALHOUN STREET (WAYNE ST TO HARDEN ST) & HAMPTON STREET ( MAIN ST TO HARDEN ST) ROAD DIETS

### COMMENT CARD

June 28, 2018

Name (Mr, Mrs, Ms) \_\_\_\_\_

E-mail Address \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Zip Code \_\_\_\_\_

Please provide your comments.

Additional Comments: \_\_\_\_\_

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CALHOUN & HAMPTON ROAD DIET  
**PUBLIC INFORMATION MEETING**

THURSDAY, JUNE 28, 2018

COMMENT CARD

fold along dotted line

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RETURN ADDRESS

**City of Columbia**  
**Planning and Development Services-Planning Division**  
**Attention: A. Wolfe/ 3rd Floor**  
**1136 Washington Street**  
**Columbia, SC 29201**

fold along dotted line

How did you learn about the meeting?  Flyer  Radio  TV  
 Newspaper  Road Sign  Word of Mouth  Other: \_\_\_\_\_

Please submit comments no later than Friday, July 13, 2018 in one of the following ways:

1. Drop this form in the comment card box before you leave tonight.
2. Mail to: City of Columbia Planning Division. 1136 Washington St. 3rd Floor, Columbia, SC 29201
3. Email comments to [TransportationPlanning@columbiasc.net](mailto:TransportationPlanning@columbiasc.net)
4. Call (803) 545-3222 for more information about these projects.

#	COMMENT
1	<p>The 16 parking slots that city Parking has allowed clients to buy are critical to those who are homeless overcoming transportation barriers to employment and housing. If a client has a vehicle, they are much closer to gaining permanent housing. Forcing them to lose the vehicle is a step backwards. The City should want the homeless clients to be able to drive to work and be able to transport themselves to housing. A car opens up more employment opportunities and housing options that are not dependent on the bus line. The clients cannot afford full-priced slots and need to be in the proximity of Transitions. Please look at adjacent blocks for additional slots to keep us a 16 slots. Volunteers and partnering staff use these slots in the area, so there is a need for parking. We will use the slots and blocks that you provide-please keep us a 16 passes. It enables clients to park their cars legally. Please don't take the option away from them.</p>
2	<p>Loss of parking spaced would affect our volunteers 10 many ways. Such as: close parking near the area for serving lunches, teaching classes and conducting several monthly events. We have many volunteers that sacrifice and share their time every week to help our clients. Close parking can provide safety. There are a few times a month that when the WIV bus comes, we have to move our transportation vehicles to provide a space within the compound access to our clients.</p>
3	<p>St. Timothy's Episcopal Church (900 Calhoun Street, corner of Lincoln St.) is greatly concerned by the proposed elimination of parking on the north curb of Calhoun St. between Park St. and Lincoln St. Ten metered spaces would be lost, amounting to half of the street spaces that are convenient to our door. As it is we have only 10 metered spaces on the Calhoun-Lincoln-Richland-Park block because the rest of the spaces are reserved for the U.S. Courthouse, which occupies all of the block apart from our corner. The Governor's Mansion puts off limits any parking on the west curb of Lincoln Street. Moving farther from our door, there are 17 unmetered, one-hour spaces on Lincoln St. between Calhoun and Elmwood; going west on Calhoun one finds 12 metered spaces on the south curb and 7 on the north. Our parking situation already is difficult on weekdays, when we have various parish actives (women's group, cleaning teams, Bible studies, etc.) and sometimes funerals. The courthouse and the many law offices on Calhoun between Park St. and Gadsden St. create daytime competition for parking. Even on Sunday or at night (e.g. Christmas Eve @ 11 pm.) The loss of 10 spaces in our block would be a problem because so many of our congregation are elderly or have impaired mobility. Walking more than one block is very difficult for these parishioners- and in the summer it's often physically impossible; walking that distance at night in a dark, unpopulated neighborhood, frightens even the more mobile elderly. Noting that Calhoun Street west of Park Street is not striped for four lanes and does not draw heavy traffic, we request that the street redesign and elimination of north-curb parking not be carried west of Park Street. St. Timothy's genuinely worries that our attendance and membership will decline significantly with the proposed Street Diet, possible endangering our already precarious financial viability and thus our continued survival. Thank you for your attention. I have appended a letter from our parish vestry (our governing council) for your further attention.</p>
4	<p>Traffic congestion within Transitions complex will cause a hindrance and possible safety hazard between the bikes and automobiles entering and exiting our facility. Our constant traffic with service-providers such as: Eau Claire Cooperatives, Palmetto Health, MIRCI, and others who frequently travel in and out may be disrupted with constant movement of bike traffic. Additionally, various employment and temporary labor finders, such as: staff-zone, action labor, and others frequently pick-up and drop off clients at Transitions.</p>

<b>5</b>	Losing 13 street parking meters in the 1100 block of Calhoun Street will affect our homeless clients who have a vehicle and have a bed at Transitions Homeless Center. We do not provide parking for clients in our parking lot since it is just large enough for staff. This may also impact volunteers and visitors since we have no other parking available to them. Transitions needs to continue to receive 16 parking permits that we presently receive and sell to clients for \$10 per month (money goes to City.) We are presently getting 12 permits for 1200 Calhoun.
<b>6</b>	I don't think this is necessary. There is no need for this. This not Amsterdam cars rule there! Physical fitness is great, but not at the destruction of sensible traffic flow! It's too late. The DLE is cast!
<b>7</b>	<ol style="list-style-type: none"> <li>1. Partner/Engage Stakeholders: BPAC- the city's bike and pedestrian committee should be involved. We are all in this together.</li> <li>2. Protect bike rider: shift the parking spots over to protect the bike lane. There is plenty of space. I have used the proposed bike lanes (completed) elsewhere. While nice, they are a hazard with cars. I was hit in exactly this type of unprotected lane. Either move parking over or place a barrier.</li> <li>3. Thank you for advancing the bike and pedestrian options.</li> </ol>
<b>8</b>	In road diet sections, combine bike lanes into single 2-way section separated from traffic lanes on far side of parking (with buffer.)
<b>9</b>	I was born and living in Cottontown for decades. A bicycle was my main transport. Calhoun was never a street and used as it was not an essential connector, as were Sumter, Bull, Taylor, Hampton. Though cyclist used the streets name above, I never have seen any cycle traffic of note on Calhoun. It would be better to put cycle's icons on the road as it is and use this many for a more useful road that we cyclists need and use.
<b>10</b>	<ol style="list-style-type: none"> <li>1. Consider narrower 11" lanes all the way to increase bike buffer between traffic and bikes or parked cars and bikes. When bikes are in their own lanes, cars feel like they own the entirety of their lane, and arguably they do. But well be right on the edge of that bike lane to keep from being doored (which kills.) Killed 2 cyclists in NYC last week.</li> <li>2. Thank you. That you for the project.</li> </ol>
<b>11</b>	<ul style="list-style-type: none"> <li>- Involve key stakeholders and knowledgeable organization in planning efforts.</li> <li>- Present the data behind the plan</li> <li>- Appreciate the initial effort, but what is the long-term plan?</li> <li>- Present the options: this is an easy to do; show the "Nice to do"</li> <li>- Show the "ideal": my ideal is protected bike routes efficiently traversing the city, this is a start, but there is no protection.</li> <li>- Have you consulted the biking cities of the US (Portland, Minneapolis, ...)</li> <li>- Need to change from triggered stop lights to times: can you time them for a reasonable speed limit and average cyclist? Broader, but time lights around town to the speed limits (example: assembly is 35MPH, but you have to go 43-44 to keep up with the lights.)</li> <li>- Paint bike lanes green</li> <li>- Is there a plan to increase # of bike racks w/promotion of cycling</li> <li>- Thanks for your efforts in beginning this project</li> </ul>



<b>12</b>	Would recommend that the parking and bike lanes be switched on the parking removal option- having the bike lane run between traffic and parking spots presents several situation dangerous to cyclists, notably pulling in and out in front of cyclists and opening doors without checking for oncoming traffic. For area with bike lanes I would strongly recommend sweeping bike lanes to maintain ride ability, accumulation of glass, gravel, sand, and other debris can force cyclist out of the bike lane to avoid hazards or cause flat tires or crashes.
<b>13</b>	This is a much needed opportunity to improve safety on these streets, particularly with the dedicated left lane. The bike lane will give a great E-W connection that parallels major auto routes (Elmwood & Taylor). And, road diets have been connected with positive impacts for local business.
<b>14</b>	It will be important to promote the connections that these routes create. Example: to Vista greenway. To demonstrate how residents can use them to bike from major landmarks. Perhaps with date maps or wayfinding. Thanks for bringing this street improvement to Columbia.
<b>15</b>	Very encourage by the work that has been done for this project. There is an overwhelmingly large population of people in the city that say they are afraid to ride their bike in the city because of the cars. This project will increase safety and visibility of cyclists and make biking in Columbia accessible to more people. While it isn't a read diet of every street in the city, it's a step in the right direction the city needs to move in. I fully support the project and applaud the efforts.
<b>16</b>	Yes! Go for it! Road diets are a great project to support safety and mobility and economic growth!
<b>17</b>	I strongly support the road diet projects on Calhoun and Hampton. The present configuration encourages motorists to exceed the speed limit. I ride a bicycle throughout downtown and consider Calhoun and Hampton east of Main to be too dangerous to ride. The section of Calhoun where there is a steep hill near the intersection with Harden is particularly dangerous as drivers cannot see as they crest or descend the hill. Dedicate bike lanes are crucial on both streets to allow safe cycling. Calhoun Street is the only access from downtown to the Drew Wellness Center and Columbia Housing Authority office by bicycle. Bicycle lanes are also crucial on Hampton to provide a safe route from downtown to Harden Street in the Benedict University area. Bike lanes are strongly preferable to sharrows.
<b>18</b>	Overall excited by the plans, especially on sections where roads change to 2 lanes and turning lane. Incorporating bicycles as graphic on roadway doesn't seem as impactful as establishing lanes would advocate for the latter as much as possible. Great progress towards making the city center a more accessible urban center for all type of transportation.
<b>19</b>	<p>Assembly to Lincoln:</p> <ul style="list-style-type: none"> <li>- Consider using parked cars buffers; need to consider entry into private parking garages; add green paint</li> <li>- Consider physical barrier on left side between road/bike lane to minimize Transitions pedestrian crossing</li> <li>- Why are we going form 9' to 11'? Doesn't that encourage speed? Use space to buffer)</li> <li>- Consider extending to Gadsden- Gadsden to Lincoln is busy</li> </ul> <p>Assembly to Sumter:</p> <ul style="list-style-type: none"> <li>- Why can't this get road diet treatment?</li> <li>- Bike lane next to 4 lane hardly travelled section?</li> <li>- Too narrow left side</li> </ul>

	<ul style="list-style-type: none"> <li>- What's the treatment at intersections (especially, Sumter) to go from 4 lanes/bike lane to boulevard Sumter to Main (Hampton)</li> <li>- Bike sharrow? Not really a treatment.</li> </ul>
<b>20</b>	I support the proposed changes to both Calhoun and Hampton Streets. Both routes are ideal for bike routes. Parking on those streets is under-utilized in its current format. I would personally use both streets for moving around the city; both commuting to work and to visit businesses in the city center. I urge you to move forward with the plan and to continue making Columbia more bike and pedestrian friendly. Thank you.
<b>21</b>	I often use Calhoun, Hampton, Laurel to get from my neighborhood to Five Points-Devine-Shandon- by bike. So I am very much in favor of whatever can be done to make bike safety better. I also use the Greenway from the neighborhood to the Vista. And I see how many others use that route. So if you build bike paths, people use them.
<b>22</b>	Although I support the road diets and bike lanes, I have significant concerns about the bike lanes not being protected/buffered. People fly down Calhoun, especially between Bull Street and Harden Street, especially at the hill. With the addition of the new stadium and additional entrances, people aren't looking for cyclist. I occasionally bike to the Bull Street property for work and each time, cars fly past me and don't provide me with the space safe enough to pass. This is not limited to Bull Street. Many bike lanes in town are not respected by drivers. Motorists often drive on the line and when a cyclists is in the bike lane, they still don't give them 3 feet. Bike lanes in Columbia are often not maintained which, makes them unsafe. I suggest considering buffered bike lanes on most of these proposed roads and to add something to maintain them on a regular basis.
<b>23</b>	Yes. Please build this. Columbia definitely needs more cycling infrastructure this project will help build out a better cycling network for the city at a great time. With more people living and working downtown, and a soon to be built bike share program, these road diets will improve the SAFETY on Calhoun and Hampton. With safer areas and routes to ride and walk, more people will utilize these opportunities further increase safety. Thank you for building out these road diets projects. We are one step toward them and many more.
<b>24</b>	It has been a long time coming. I get frustrated going to different cities and seeing how far we are in progress. I really like the three lanes with the bike lanes. Once we get this we can start on interconnectivity. I own a very large bicycle store and many people who visit and move here ask where they can ride and how they can commute and I have told them for the last 15 years we are working on it. Now we are! It seems the city has been talking about improving bicycle and pedestrian problems and they want progress. This is one of the first examples of them doing something about it. Don't let anyone keep us in the dark ages or qualified people and younger demographics won't come.
<b>25</b>	I would like to see the car travel lanes reclosed by 1 ft. each and the 5 ft. bike lane reduced to 4ft. This would give 2 ft. on each side to create a buffer zone between the bikes and cars. A vertical bollard should be used in the buffer zone. The bike lanes should be painted green to give motorist a visual indication that it is not a normal travel lane.
<b>26</b>	I am a resident of Columbia for 46 years. I ride my bicycle as my personal mode of transportation. I very much like the street diets as the safest option for cars and bikes. I am 65 years old and I was hit on my bicycle this past Saturday. The car driver "did not see me" as I was riding behind her. Thank you for hosting this meeting.

<b>27</b>	The road diets program is a fabulous step forward for the city. The modification will improve safety along these roads while also allowing multiple modes of transportation. I hope that the city will continue to recognize the pedestrian traffic, particularly bicycles, improves and draw business activity along these routes.
<b>28</b>	I appreciate that with multiple existing East/West options for automobiles (Laurel, Taylor, Gervais) that government is willing to devote attention to these two streets for the benefit of alternative, lower speed alternatives (bikes, golf carts, etc.) Particularly if effort can be focused on debris removal of just these two streets, it should be more effective than diluted clean-up efforts among all streets.
<b>29</b>	Calhoun Street is heavily traveled especially during rush hours. It would make more sense to put bike lanes on less traveled streets such as Richland.
<b>30</b>	I am fully in favor of the proposed bicycle lanes on Calhoun and Hampton. If I have any critique of the plan, it is that what is planned is not nearly enough. Let's call it a good start. A couple of thoughts: <ul style="list-style-type: none"> <li>- "sharrows" are literally the least you can do</li> <li>- More consideration should be given to creating useful conduits –bicycle highways-to connect different parts of the city. Adding bike lanes on Sumter Street from Longstreet Theater to Cottonwood, would be of immense value, and would make the commute from Shandon to Downton (my commute) more attractive to potential cyclists.</li> <li>- Keep making the city more bike friendly</li> </ul>
<b>31</b>	On street parking is too important to businesses in the 1200 Block of Hampton Street to remove without causing great harm to over 30 businesses in the 1200 Block.
<b>32</b>	So excited about this! Even the road diet alone could drastically improve the safety of this corridor. As someone who frequently bikes to work at Hampton/Harden it also make me feel safe.
<b>33</b>	The proposal for these road diets is wonderful, but as an avid cyclist and a representative of a segment of the Cycling Community. I implore you to put a barrier between a bike lane and cars parked inside the lane. A huge risk to commuters is motorists opening their doors into cyclists. One other small concern is that a plan for cleaning debris out of the bike lane. Thank you for your work in making the penny tax and county resources improve our community.
<b>34</b>	Changing the current routes, making the road more bike-friendly, is making Columbia safer, and more environmentally friendly. Encouraging biking and making it more feasible, accessible, and safer will alleviate many issues. The current roads do not provide adequate safety and separation between the cyclist and cars. This addition will build on the existing bike-friendly infrastructure. While the impact on business should be addressed, it should not be the only voice in the matter. People, businesses, and the community will continue to adapt and be sustainable. Thank you for your consideration.
<b>35</b>	Thank you for your work. I am excited about adding buffered bike lanes to our options for cyclists here in Richland County.
<b>36</b>	In general, I think this is a great proposal that should help make these streets safer for drivers, pedestrians and bikers. One concern is that sharrows are not necessarily safe for bikers because cars refuse to share the lane. I particularly like Hampton Street as a choice for this because it runs directly to Harden. The City and DOT should consider then providing safe bike lanes for Harden into Five Points.

	While not the subject of this event, Assembly has to be addressed. It is unsafe to drive (high speed drivers and pedestrians crossing at unsafe times and places) it is unsafe to cross in places and I would never ride a bike there.
<b>37</b>	Please consider the option of bicycle lane without parking on one side.
<b>38</b>	<p>As the vestry of St. Timothy's Episcopal Church, located at 900 Calhoun Street, we are writing to request that the current plan for reconfiguring Calhoun Street be modified to extend the Sharrow portion of the street one block east (from Lincoln to Park Street) and begin the Bike Lane / Road Diet portion of the street at the corner of Calhoun and Park. This slight modification will likely make little difference to the city but will be extremely important to our congregation because it will allow our worshippers to continue to access the limited parking close to our building.</p> <p>The currently proposed plan of beginning the Bike Lane/Road Diet portion of the reconfiguration of Calhoun Street would eliminate 10 highly accessible parking spaces directly across from the church on the north side of Calhoun, leaving the church with only two spaces in front of the church.</p> <p>Our other options for parking close to the church are limited. The church parking lot itself has only 2 available spaces. The church shares the block bordered by Lincoln, Calhoun, Park and Richland Streets with the U.S. District Court. Most of the street-side parking on that block is marked reserved because of the proximity to the court houses. The spaces on the west side of Lincoln Street are reserved for cars showing a city permit. That leaves us with 2 spaces in the church parking lot and 6 additional spaces on the east side of Lincoln Street. During weekday working hours, nearly all of this parking is used, making it difficult for members of the congregation to attend funerals and church activities held at these times.</p> <p>As noted in the recommendation discussed at the public information meeting on June 28, additional parking is available 1-3 blocks away on either side of Calhoun Street. However, given the average age of our congregation, a walk of even one block is a hardship for many of our elderly worshippers as well as those with mobility problems. In addition, those attending evening services and activities may not feel safe walking farther to park on streets that are dimly lit and virtually deserted at night.</p> <p>For these reasons, we ask that you modify the current plan by extending the Sharrow portion of Calhoun Street one block east and beginning the Bike Lane/ Road Diet portion of the reconfiguration one block east from Lincoln Street to Park Street.</p> <p>If you have any questions please do not hesitate to contact the church at 765-1519.</p>
<b>39</b>	<p>PROPOSED CALHOUN STREET ROAD DIET</p> <p>[Name and contact info removed]</p> <p>1. The proposed elimination would have substantial impact on St Timothy's Episcopal Church (900 Calhoun Street, SW corner w/ Lincoln Street), which has been in existence for over 125 years. The congregation is typically elderly and there is very limited nearby off-street and on-street parking available. This impacts us on Sundays, weekdays (meetings w/multiple attendees 6+ month; counseling services 3+ week w/multiple attendees; special services 5-6 year; weddings-planning rehearsals, service, receptions w/ 100+ attendees 6-12 year; funerals 3-4 year and increasing; work days 12-15 year; and special events 8-12 year (concerts, evening social w/ extensive set-up, community meetings).</p>



	<p>2. Parking on the north side (9 metered, 1 handicapped of Calhoun serves multiple offices with very limited offstreet and very little on-street parking on side streets. These spaces are well utilized throughout the day. Especially since parking on the south side is restricted (2 metered, 10 federal restrictions).</p> <p>3. Most of the parking on the south side of Calhoun is restricted for security purposes by US Marshalls service (10 spaces) and is very underutilized. They control another 20 spaces on the other 3 sides of the courthouse, which are also very underutilized. This tends to mean heavier utilization of other on-street spaces.</p> <p>4. The 18' lane widths would be excellent for "sharrow" bike lanes.</p> <p>5. One part of the reasoning for putting bike lanes on Calhoun is to connect Bull Street &amp; other parts of the city to Vista and new Greenway trail. It would be very difficult to access trail since it is 10'+ heavy slope to/from trail. This is especially true since at grade access is only 2+ blocks away (Gadsden near Hampton). Laurel street is 2 blocks away with direct access to Sydney Park and Riverfront Park. There is almost no off-street parking and very wide lanes (is heavily traveled).</p> <p>6. The off-street parking on Lincoln Street (between Calhoun &amp; Richland) is very restricted with federal restricted spaces &amp; residential parking spaces (very underutilized except for school buses at Gov's Mansion). There are only 6 metered spaces available, which are heavily utilized by courthouse visitors.</p> <p>7. Another reason for eliminating north side parking would be to avoid lane changes. The varying width of road and "sharrow" approach would require lane changes. Also, the lanes vary so much from Bull Street as to need lane changes.</p> <p>8. Calhoun Street does connect directly to Riverfront or Sydney Park. The steep drop off to Greenway trail is difficult for pedestrians and bikers (especially carrying bikes)</p> <p>I would like to propose several alternatives, which would be better for the church and offices along this segment of Calhoun Street.</p> <p>1. Eliminate parking on South side of Lincoln in this segment, which would eliminate federal security restricted (underutilized) and 2 metered spaces (difficult to access because of grade change along gutter). This could be improvement to courthouse security, because of no parking allowed, and help offices on North side. The need for turning lane is minimal, and could allow bike lanes on both sides (one side shared w/parking and other shared with wide driving lane. This could also be used on segment from Lincoln to Gadsden, since South side only used (very infrequently by Gov's Mansion). It could even be extended to Calhoun from Park to Assembly, since both offices have generous off-street parking (and real estate office does not usually generate off-street parking need).</p> <p>2. Eliminate 3rd turn lane which would allow bike lanes on both sides, without eliminating parking. Limited utilization of the turn lane is normal. This would accommodate parking 6' bike lanes and 12' travel lanes.</p> <p>3. Encouraging bikers to turn on Gadsden to accommodate at grade crossing trail access at Sydney Park. Brings them directly pass beautiful Gov's mansion/grounds. This could also encourage bikers to use Laurel Street to directly access Riverfront Park. Also provides them great access to Vista &amp; Gervais street. If they turn on Lincoln they can go right past historic/beautiful Mansion/grounds, and access Sydney Park ramps.</p> <p>Sorry, first e-mail went out without attachment.</p>
<b>40</b>	<p>I am pleased to see that the city is considering road diets in the downtown area. However, as illustrated in 48-alternatice-plan-view.pdf is there a particular need to eliminate parallel parking on both sides of the street? If it is not necessary to eliminate parking on both</p>

	<p>sides it would be preferable to dispense with the bike lanes and simply add sharrows to each lane. This would allow space for the center turn lane and parking on both sides, wouldn't it? Also, the same sort of applies to the proposed 62' Typical section on Calhoun (file 62-alternate-planview-Calhoun-1.pdf).</p> <p>Why add the bikes lanes on Calhoun and eliminate parking on one side, when you can just add sharrows to the left lanes like in the proposal for Hampton. My biggest concern would be having to transition from a section of the road having a bike lane to a section of the road which has sharrows. As a cyclist I would be more comfortable with one continuous lane of sharrows rather than having to merge into a sharrow lane from a bike lane. I feel like that is more confusing for motorists, whereas sharrows the whole way down both Calhoun and Hampton would make cycling and sharing those roads more predictable (and wouldn't necessarily sacrifice parking availability which always seems to be a contentious issue).</p>
<p><b>41</b></p>	<p>Public /BPAC Input</p> <p>The lack of public input and BPAC collaboration prior to the public meeting was evident. This trend of not including key constituencies in the design process continues to threaten success in these bicycle and pedestrian projects. Three examples:</p> <ul style="list-style-type: none"> <li>· A major healthy living organization vocalized objections to parking removals; this could have been addressed with BPAC connections prior to the meeting</li> <li>· Large groups of bicycle riders shared the same design concerns indicating lack of bicycle participation in design</li> <li>· Whereas single businesses were able to influence design even to the detriment of safety considerations</li> </ul> <p>Bicycle and pedestrian users as well as local key constituencies absolutely must be included in the design process. Common communication should be built ahead of time and shared with key constituencies to maximize project success. The key benefit for all of the road diet plans is safety – a 25-40% reduction in accidents – this should be broadly shared at all City levels. As example, Myrtle Beach spent 3 years working designs and developing communication around a major road diet.</p> <p>Design</p> <ul style="list-style-type: none"> <li>· A common refrain at the public meeting was that the bicycle lane should be between parking and the curb so as to protect the bicycle lane. Several City staff comments were made as to why this wasn't supported – road crown, gutters, turning onto private lots. It wasn't clear why the new 2 lane roads were increased in width from 9' to 11.5'; couldn't this additional 3' be applied to the side of the road so that bicycle lanes are not in the gutter or on the crown? As to private turns, having parking protect the bike lane slows down turning traffic, whereas, having the bicycle lane next to the highway lane acts as a speedy right-turn lane. Green paint could also help with private turns. Altogether though, the use of parking as a buffer should be strongly reconsidered.</li> <li>· Treatment on Hampton between Main St and Sumter St is not an adequate treatment. Given the speed and the number of lanes only extremely intrepid bicycle riders would utilize the sharrows.</li> <li>· No clarity was given to major intersections – Assembly St, Sumter St, Bull St, Harden St</li> </ul>

	<p>As a member of the City of Columbia BPAC I support efforts by both groups to complete the Penny Tax projects and enact the Walk Bike Columbia plan; therefore I support this proposal, however the comments above are major in substance and my support is not assured given what I see as a trend on bicycle and pedestrian projects.</p> <p>My letter does not reflect the Committee but is an individual comment; however, sentiments seem to be broadly shared.</p>
<p><b>42</b></p>	<p>Hello,</p> <p>I will be unable to attend the Public Meeting on June 28 as I will be out of town. I wanted to provide feedback on any changes to Hampton Street around the Norfolk Southern rail crossing. I am the chairman of a committee working to help Columbia improve the safety of at-grade rail crossings in a way that will allow us to file for Quiet Zone status. There are a number of upgrades that the Hampton Street crossing will need and I would like to request that you include as many of these as possible in your plans.</p> <ol style="list-style-type: none"> <li>1. The crossing needs Constant Warning Time (CWT) technology to be added. This is something that will be incredibly useful if formal bike lanes are being added. CWT provides a consistent warning time and gate activation (usually 20 seconds prior to train arrival) regardless of train speed. This, in turn, tends to decrease the number of “gate-runners” as crossing users have more confidence in the accuracy of the gate timing.</li> <li>2. Normally we would also ask for 100- foot medians to be added on each side of the crossing. There are some exceptions where a 60-foot median can be added. I don’t think that medians are possible at this crossing due to Laurens intersecting so closely. Quad gates could be considered, however they do typically have an additional yearly maintenance cost associated with them. Norfolk Southern will be visiting in mid-July to look at this crossing (among others) with the Committee and City Staff. It would be useful for us to know whether there are any particular questions that you will need answered while they are here in terms of bike safety at rail crossings. In addition, I will be glad to provide your group feedback on this crossing after the visit with the railroad.</li> </ol>
<p><b>43</b></p>	<p>Our law firm, McWhirter, Bellinger &amp; Associates, PA, has two offices on Hampton Street, 1807 and 1813 Hampton Street. Our block is between Barnwell Street and Gregg Street near Harden Street. There are three law firms within our block that practice personal injury law.</p> <p>Our clients are often injured to the point where they need crutches, wheelchairs or other assistance when they visit our office, so convenient parking is crucial to our business.</p> <p>Parking space behind our buildings is very limited and often completely filled. Your proposal seeks to eliminate eight parking spaces on our block with the reasoning there are enough parking spaces on side streets to accommodate our clients. Many of our clients are simply too injured to travel the distance from the parking spaces on Barnwell and Gregg, and having to cross Hampton Street is an added danger to clients with limited mobility.</p> <p>While we applaud the city’s efforts to improve traffic safety and encourage a more healthy lifestyle with the addition of bike lanes, I think most all businesses along our street will agree we cannot sacrifice street parking for this project. Our understanding is that the city has not done a study of bicycle traffic to see if this project is even warranted. They are currently going under the assumption that “if you build it, they will come.”</p>

	<p>We believe your traffic studies will show there is not enough traffic on Hampton Street to warrant four lanes or even a third as a turn lane. As an alternate idea, we would like to propose that you either continue with a shared bicycle\car lane as you recommend for part of Hampton Street or add your bike lanes, eliminate the turn lane and keep the parking.</p>
<b>44</b>	<p>To the City of Columbia Planning Division:</p> <p>[Name and Residence Remove] Confederate Ave in your city, would like to request that you edit the proposed road diet plan to retain on-street parking on the block of Calhoun between Lincoln and Park Streets, across from St. Timothy's Episcopal Church. These parking spaces are vitally important to parish health. Whitney attends the parish women's group meeting monthly during lunch time; there is generally no parking available anywhere but on Lincoln Street during those times, due to the Governor's Mansion and the Courthouse creating shortages on Richland Street. Furthermore, we park there on Sundays as well. It would be a hardship to walk in inclement weather in to church from the other available spaces more than a block away.</p> <p>We live in Elmwood Park and we attend St. Timothy's, so we consider ourselves fairly familiar with the traffic patterns in this area. It does not seem to us that there would be significant danger for cyclists to continue sharing the road with the few vehicles that do use the road on this segment. Perhaps you might consider speed humps to keep drivers slow and vigilant, rather than taking away parking from a parish that strives to do good in the downtown area.</p>
<b>45</b>	<p>The parking at the church is quite limited. Please do not take actions to limit it even further. Thank you for your consideration.</p>
<b>46</b>	<p>My main concern about the proposed changes for Hampton and Calhoun Streets is the loss of many parking spaces. I support the addition of bike lanes but not as much at the loss of convenient parking.</p> <p>There has been a pattern of large chunks of parking spaces downtown being eliminated in recent years. The more recent example is the elimination of all of them in front of the new Law School for the length of one block between Bull and Pickens for no obvious reason. Some other examples are several spaces on Taylor St. leading up to the entrance of the Common Parking garage; numerous spaces on Assembly St near Blossom; and several years ago most next to the University of Pendleton, leading to the entrance to another parking garage while the University increases the student body each year. Added to the proposal 120 spaces lost due to the road diet, the loss of this would be in the dozens.</p> <p>I expect that one recoup of this trend to on-street parking will be that people will choose to go to detour Columbia less often. I am not the only person who tries to avoid using parking garages.</p>
<b>47</b>	<p>I was not able to attend the meeting and have not seen any updates posted. For whatever it's worth I do not think that bike lanes in this area are appropriate. Nothing against bike lanes. However, this is the only street you can travel straight through from Harden to Bull and not hit lights and/or stop signs. There is a lot of traffic and I don't think it's a good / safe idea to add the bikes.</p>
<b>48</b>	<p>There are restrictions on how far rail equipment (signal posts, for example) can be from vehicular lane. Check on this (MUTCD?) This may be 10-12 feet and you want to make sure that the re-striping does not put the vehicular lanes too far away.</p> <ul style="list-style-type: none"> <li>- There should be a curb between the bike lane and sidewalk to deter bikers from trying to veer into pedestrian zone to beat the gates/train.</li> </ul>



	<p>- There should be at least a short gate clearly defining the pedestrian access. This would not technically be required at this point but in their experience bicyclists will try to veer onto sidewalk and beat the train as the gates come down. Curbs and a short gate requiring them to make a hop and a quick turn can greatly deter that.</p> <p>- Curbs are needed in front of rail equipment. Travel ways need to be clearly defined.</p>
<b>49</b>	<p>Unfortunately I won't be able to make the meeting because I will be out of town.</p> <p>I would like to communicate our support for the plans for Harden and Calhoun. I live in the Robert Mills neighborhood and it seems our president will unfortunately oppose the project due to removal of parking spaces on the street.</p> <p>Please know that there are many in our neighborhood who support the project.</p>
<b>50</b>	<p>I have looked at the plans for the Hampton and Calhoun Road diet and I am in favor of either of these plans.</p> <p>Thanks for improving our city!</p>
<b>51</b>	<p>I plan to go to the meeting tonight, but I'm worried I will be late or unavailable to go so I wanted to put in this virtual comment card. I'd like to show my support for a road diet for both Calhoun and Hampton and I am open to whichever plan is best for pedestrians and bikes.</p> <p>Thank you!</p>
<b>52</b>	<p>I just wanted to let you know that I am in favor of the road diet idea for Hampton &amp; Calhoun!</p> <p>Multi modal transportation and progressive bike/ped infrastructure is part of how our city will be able to compete as we grow.</p> <p>Thank you!</p>

**RICHLAND COUNTY  
ADMINISTRATION**

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



July 20, 2018

The Honorable Representative Jimmy C. Bales, Ed.D.  
District No. 80 – Richland – Kershaw Counties  
1515 Crossing Creek Road  
Eastover, SC 29044

Dear Representative Bales:

This correspondence is in response to your letter dated July 17, 2018, regarding your opposition to bike lanes for the Shop Road Extension.

Richland County concurs with you that traffic congestion relief is vital to the Lower Richland area and posits that the Shop Road Extension is one approach to addressing this issue. The Shop Road Extension, which is a two-phase project, does not have any plans to provide bicycle lanes. Phase 1 of the project is currently being constructed as a four-lane divided highway extending Shop Road for approximately a mile from Pineview Road to Longwood Road. This road includes 4' paved outside shoulders, instead of the more common 2' paved shoulders, to provide the necessary stability for supporting the roadway and a safer emergency stopping area.

Shop Road Extension Phase 2 is in the very early design phase, and, like Phase 1, it will not accommodate bicycle lanes. Construction for Phase 2 will extend Shop Road from Longwood Road to Highway 378 at Trotter Road. Richland County and its contractors plan to meet with the community in the Fall of this year to discuss the development of the second phase of the project, as well as receive community input. Richland County will notify your office of these upcoming meetings when we schedule them.

Should you have any questions, please do not hesitate to contact Transportation Department Director Dr. John Thompson at 803-766-5003 or [thompson.john@richlandcountysc.gov](mailto:thompson.john@richlandcountysc.gov) or me at 803-576-2057 or [yudice.sandra@richlandcountysc.gov](mailto:yudice.sandra@richlandcountysc.gov).

Respectfully,

Sandra Yúdice, Ph.D.  
Assistant County Administrator

cc: Transportation Ad Hoc Committee Members  
Dr. John Thompson, Director, Transportation Department  
Brandon Madden, Assistant to the County Administrator  
Dr. Jamelle Ellis, Director, Community and Government Services Department

Hi David,

Please let me know if you need anything else from the City regarding this agreement.

Thanks,  
Raven

**Raven Gambrell, PE**

Richland Penny Program

D: 1-803-726-6166 | M: 803-315-8053

**From:** Higgins, Dana R [<mailto:Dana.Higgins@columbiasc.gov>]

**Sent:** Friday, August 31, 2018 4:20 PM

**To:** Raven Gambrell <[rgambrell@richlandpenny.com](mailto:rgambrell@richlandpenny.com)>

**Cc:** Hilbert, John B <[John.Hilbert@columbiasc.gov](mailto:John.Hilbert@columbiasc.gov)>; Kevin Sheppard <[ksheppard@richlandpenny.com](mailto:ksheppard@richlandpenny.com)>;

David Beaty <[dbeaty@richlandpenny.com](mailto:dbeaty@richlandpenny.com)>; Bolling, Andrea R <[Andrea.Bolling@columbiasc.gov](mailto:Andrea.Bolling@columbiasc.gov)>

**Subject:** RE: [EXTERNAL] Polo Road Multiuse Path - Easement Agreement

Yes – that is correct. Thanks Raven! You too!



**Dana R. Higgins, PE, LEED AP**  
**Director of Engineering**

Columbia Water  
Department of Engineering

PO Box 147 | Columbia, SC 29217

[Dana.Higgins@ColumbiaSC.Gov](mailto:Dana.Higgins@ColumbiaSC.Gov)

Phone: (803) 545-3285

Cell: (803) 351-2386

[ColumbiaSCWater.Net](http://ColumbiaSCWater.Net)

[ColumbiaSC.Net](http://ColumbiaSC.Net)

**From:** Raven Gambrell [<mailto:rgambrell@richlandpenny.com>]

**Sent:** Friday, August 31, 2018 1:23 PM

**To:** Higgins, Dana R

**Cc:** Hilbert, John B; Kevin Sheppard; David Beaty; Bolling, Andrea R

**Subject:** [EXTERNAL] Polo Road Multiuse Path - Easement Agreement

**CAUTION:** This email originated outside of the organization. Do not click links or open attachments from unknown senders or suspicious emails. Never enter a username or password on a site that you did not knowingly access.

Hi Dana,

During our last City/Richland Penny coordination meeting on 8/16/18, we discuss maintenance activities anticipated for the waterline under the proposed path along Polo Road. It was my understanding that the City anticipates that any maintenance or repair of the existing waterline will be very infrequent, and the City will make every reasonable effort to coordinate with the County prior to activities. Could you please verify my understanding?

Thanks and I hope you enjoy the holiday weekend!  
Raven

**Raven Gambrell, PE**  
Project Manager  
Richland Penny Program  
201 Arbor Lake Drive | Columbia, SC 29223  
T: 1-844-RC PENNY | D: 1-803-726-6166 | M: 803-315-8053  
[www.RichlandPenny.com](http://www.RichlandPenny.com)



**City of Columbia E-Mail Address Change Notice:**

The City of Columbia will be updating our e-mail address format and moving from **columbiasc.net** to **columbiasc.gov**. Please make note and update contact information accordingly.



STATE OF SOUTH CAROLINA)

COUNTY OF RICHLAND )

**ENCROACHMENT AGREEMENT**

FOR ENCROACHMENTS WITHIN THE CITY'S EXISTING WATER EASEMENTS FOR THE POLO ROAD SHARED-USE PATH FROM ALPINE ROAD TO MALLET HILL ROAD; RICHLAND COUNTY TMS#19810-01-05, 06, 03, 07, 02, 08, TMS#19811-01-02, TMS#19900-01-03, TMS#22705-02-01 & TMS#22705-01-06; CF#347-11

The **CITY OF COLUMBIA**, hereinafter referred to as "the City" hereby consents for **RICHLAND COUNTY** to encroach over the City's existing 16" water main and exclusive 10' and 15' water easements as shown on the construction drawings referenced herein with a shared-use path along Polo Road (S40-2214) from Alpine Road to Mallet Hill Road ("Encroachments").

RECITALS:

WHEREAS, the City of Columbia has existing water easements on the subject properties which are located along the route of the new shared-use path project and hereinafter collectively referred to as "easement area":


- TMS#19810-01-05; 15' easement acquired in Deed Bk. D934 at Page 622 on 5/10/1989; Project #W393-4/5-K4,L4; CF#160-11;
  - TMS#19810-01-05 & 06; 15' easement acquired in Record Bk. R568, Page 2957 on 9/24/2001; CF#115-18D;
  - TMS#19810-01-03; 10' easement acquired in Deed Bk. D956 at Page 180 on 11/3/1989; Project #W393-4/5-K4,L4; CF#160-11;
  - TMS#19810-01-07; 10' easement acquired in Deed Bk. D956 at Page 180 on 11/3/1989; Project #W393-4/5-K4,L4; CF#160-11;
  - TMS#19810-01-02; 15' easement acquired in Deed Bk. D951 at Page 330 on 9/26/1989; Project #W393-4/5-K4,L4; CF#160-11;
  - TMS#19810-01-08; 15' easement acquired in Record Bk. R1219/2546 on 8/18/2006; CF#286-20;
  - TMS#19811-01-02; 15' easement acquired in Deed Bk. D1001/574 on 10/16/1990; Project #W393-4/5-K4,L4; CF#160-11
  - TMS#19811-01-02 (formerly pt. TMS#19810-01-02); 15' easement acquired in Deed Bk. D951 at Page 330 on 9/26/1989; Project #W393-4/5-K4,L4; CF#160-11
  - TMS#19811-01-02; 15' easement acquired in Record Bk. R1209 at Page 1757 on 7/24/2006; CF#285-09;
  - TMS#19900-01-03; 15' easement acquired in Deed Bk. D969 at Page 846 on 3/2/1990; Project #W419-4/5-K4; CF#
  - TMS#22705-02-01; 15' easement acquired in Deed Bk. D939 at Page 491 on 6/19/1989; Project #W393-4/5-K4,L4; CF#160-11;
  - TMS#22705-02-01; 10' easement acquired in Deed Bk. D988 at Page 118 on 7/10/1990; Project #W393-4/5-K4,L4; CF#160-11;
  - TMS#22705-02-01; 15' easement acquired in Deed Bk. D979 at Page 475 on 5/8/1990; Project #W393-4/5-K4,L4; CF#160-11;
  - TMS#22705-02-01; 15' easement acquired in Record Bk. R22 at Page 720 on 3/17/1998; CF#234-02;
  - TMS#22705-01-06; 10' easement acquired in Deed Bk. D939 at Page 491 on 6/19/1989; Project #W393-4/5-K4,L4; CF#160-11;
  - TMS#22705-01-06; 10' easement acquired in Deed Bk. D988 at Page 118 on 7/10/1990; Project #W393-4/5-K4,L4; CF#160-11;
- and

WHEREAS, reference is made to the approved construction drawings for the Polo Road (S40-2214, S40-2919) Shared-Use Path from Alpine Road to Mallet Hill Road, prepared for the Richland County Transportation Penny Program by Mead & Hunt, Inc., Raymond C. Hamilton, S.C.P.E. #28199, dated April 13, 2017, and being incorporated herein by reference as Exhibit "A". Said drawings also being on file in the office of the Department of Engineering, City of Columbia, South Carolina under City File #347-11.

NOW, THEREFORE, in consideration of Five and No/100 Dollars (\$5.00), the mutual promises and agreements contained herein, and other good and valuable consideration, the receipt and legal sufficiency of which are hereby acknowledged, Richland County and City agree as follows:

1. Recitals. The aforesaid Recitals are incorporated in the Agreement and made a part hereof.
2. Right to Place Encroachments Within Easement Areas. Richland County shall have the right to construct, locate, maintain, repair and replace within the City's easement area located on the subject properties a paved shared-use path ("Encroachments") as more clearly shown and delineated on the attached Exhibit "A".

If it is necessary for the City to remove all, or a portion of, the Encroachments from the easement area for purposes of maintenance or repair of the existing water main, the City shall have the right to do so, and shall not be liable to Richland County for replacement of said Encroachments or any costs or damages resulting from such removal, provided, however, if circumstances permit, the City shall first give Richland County the opportunity to remove the necessary Encroachments, and it is agreed that Richland County shall have the right to reinstall said Encroachments, provided the same will not interfere with the further maintenance or repair by the City of its water main within the easement area.

APPROVED AS TO FORM  
  
Legal Department City of Columbia, SC

3. Easement Rights. Richland County agrees that the use of the City's easement area as herein provided shall in no way affect the validity of the City's easement and shall in no way modify or restrict the use or rights of the City, its successors and/or assigns, in and to the portion of the easement area to be used. Richland County acknowledges the City's right and title to said easement and the priority of the City's right to use said easement and hereby agrees not to resist or assail said priority.
4. Liability. Richland County hereby agrees to assume responsibility for all losses, claims, damages or expenses of whatever kind arising from or in any way connected to its use of the Encroachments within the easement area, but only to the extent such loss, claim, damage or expense arises out of an act or failure to act by Richland County, its agents, servants, employees, lessees or independent contractor of Richland County, as a result of the construction, operation, repair, existence or removal of all or some of the Encroachments from the easement area on the subject properties.
5. Damage to or Relocation of City of Columbia Utilities. Richland County agrees that should the construction, maintenance, operation or existence of the Encroachments as described in this Agreement cause the City, now or in the future, to have to relocate or replace any portion of the City's existing water main, appurtenances or associated facilities, then such relocation or replacement shall be at the sole expense of Richland County. If such relocation or replacement will be for the benefit of Richland County, not required by the City's needs, and in response to a request by Richland County, the City may make such relocation or replacement but only at Richland County's sole expense. The City will be under no obligation to make any such requested relocation or replacement.
6. Waiver. The failure of any party to exercise any right given hereunder or to insist upon strict compliance with any term, condition or covenant specified herein shall not constitute a waiver of the party's right to exercise such right or to demand strict compliance with any such term, condition or covenant under this Agreement.
7. Construction of Improvements. Prior to commencement of any activity within the easement area by Richland County, its agents, servants, lessees, employees and/or independent contractors of Richland County, a copy of this document will be provided to said party performing any activity in the easement area with requirements of strict compliance with the terms, obligations, and conditions as set forth herein.

Any soil deposited on the City's easements, including the areas of the Encroachments, will be leveled or removed and the same will be restored to its original or a better condition than existed prior to construction, installation, alteration or maintenance by Richland County, including but not limited to restoration of the existing grade. No soil shall be permanently removed from the easement area without prior approval of the City, except for the installation or alteration of the facilities. No permanent stockpiling of materials (including soil) will be permitted in the City's easement areas, including the areas of the Encroachments. Richland County agrees that any construction or maintenance in the easement area as provided for herein will be performed in a good and workmanlike manner and in such a manner so as not to endanger the City's facilities or interfere with the City's operation or maintenance requirements.

Richland County is responsible for all maintenance of the Encroachment and assuring that all accessibility and ADA requirements are met and maintained.

8. Construction Notice. Richland County must provide the City a seventy-two (72) hour notice prior to work in the easement area and the City's representatives may be present during such work, if the City deems necessary. Richland County shall contact Palmetto Utility Protection Services (PUPS) for location of existing utilities prior to performing work in the easement area. However, in the case of an emergency, Richland County may proceed with work in the City's easement area upon notifying the City's Water Distribution Division at its 24-hour phone number: (803) 545-3900.
9. Successors and Assigns. This Agreement shall run with the title to the subject properties and shall be binding upon and inure to the benefit of and be enforceable against the parties hereto

and their respective heirs, legal representatives, successors and permitted assigns, and successors in title.

10. Applicable Law. This Agreement and all amendments hereto shall be governed by and construed under the laws of the State of South Carolina. Any action concerning this Agreement shall be brought only in the applicable circuit court of South Carolina.
11. Severability and Construction. If any term, covenant or condition of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable; such provision, or the application of such term, covenant or condition to persons or circumstances other than those as to which it is held to be invalid or unenforceable, shall be deemed severable, and the remainder hereof shall not be affected thereby, and each term, covenant, or condition of this Agreement shall be valid and be enforced to the fullest extent permitted by law. This Agreement shall not be construed more strictly against either party, whether due to any rule of law providing therefore, or otherwise, and it is agreed that this Agreement is the result of mutual negotiation regardless of which party has physically prepared the document.

(THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK)

The foregoing instrument was executed this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

WITNESSES:

**RICHLAND COUNTY**

\_\_\_\_\_  
(1<sup>st</sup> Witness)

\_\_\_\_\_  
(2<sup>nd</sup> Witness)

**By:** \_\_\_\_\_  
(Signature)

**Name:** \_\_\_\_\_  
(Print Name)

**Title:** \_\_\_\_\_  
(Print Title)

State of South Carolina)

**ACKNOWLEDGEMENT**

County of Richland )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 2018, by \_\_\_\_\_  
(Name and Title of Officer)

of Columbia, South Carolina on behalf of the Richland County.  
(City and State)

\_\_\_\_\_  
Notary Public for South Carolina

My Commission Expires: \_\_\_\_\_



The foregoing instrument was executed this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

WITNESSES:

**CITY OF COLUMBIA**

\_\_\_\_\_  
(1<sup>st</sup> Witness)

**By:** \_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(2<sup>nd</sup> Witness)

**Name:** Teresa B. Wilson  
(Print Name)

**Title:** City Manager  
(Print Title)

State of South Carolina)

ACKNOWLEDGEMENT

**APPROVED AS TO FORM**  
*[Signature]* 5-31-2018  
**Legal Department City of Columbia, SC**

County of Richland )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 2018

by Teresa B. Wilson, City Manager of Columbia, South Carolina on behalf of the City of Columbia.  
(Name and Title of Officer) (City and State)

\_\_\_\_\_  
Notary Public for South Carolina

My Commission Expires: \_\_\_\_\_

# EXHIBIT A

## INDEX OF SHEETS

SHEET NO.	DESCRIPTION	SHEET SUBTOTALS
1	TITLE SHEET	1
2	SUMMARY OF ESTIMATED QUANTITIES	OMIT
2A	MOVING ITEMS	1
3-3A	TYPICAL SECTIONS AND MISC. DETAILS	2
4	RIGHT-OF-WAY DATA SHEET	1
4A	PROPERTY STRIP MAPS	1
5	GENERAL CONSTRUCTION NOTES	OMIT
5A-5C	REFERENCE DATA SHEETS	3
6-11	PLAN AND PROFILE	6
X-X	CURB GRADE PROFILE	OMIT
X-X	DRAINAGE SHEETS	1
DI	WORK ZONE TRAFFIC CONTROL PLANS	OMIT
PM-PMX	PAVEMENT MARKING AND SIGNING PLANS	OMIT
TSI	TRAFFIC SIGNAL PLANS	OMIT
ECl	EROSION CONTROL PLANS	1
UI-UX	UTILITY RELOCATION SHEETS	1
XI-X23	CROSS SECTIONS	23
TOTAL SHEETS		40



## TRANSPORTATION PROGRAM

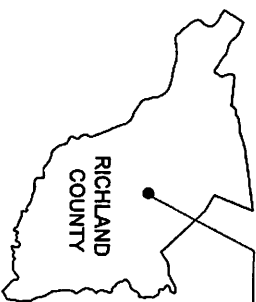
# PROPOSED PLANS

## FOR

## RICHLAND COUNTY TRANSPORTATION PENNY PROGRAM

### SCDOT PROJECT ID P029410, RPP PROJECT NO.180

### POLO ROAD (S-2214, S-2919) SHARED-USE PATH



LOCATION MAP  
N.T.S.

## PROJECT

Design Reference for these plans is that:

2001

AASHTO "A Policy on Geometric Design of Highways and Streets"

2009

Standards Design Reference for these plans is that:

2009

## NPDES PERMIT INFORMATION

Disturbed Area = 4.29 Acres (a)

Permitted Area = 4.98 Acres (a)

Approximate location of roadway is:

Begin Latitude 34° 04.19'

Longitude 80° 54.55'

End Latitude 34° 04.18'

Longitude 80° 54.55'

Hydraulic and NPDES Design provided by:

MEAD & HUNT, INC.

## SCDOT REVIEW

RECONSTRUCTION SUPPORT - ROAD

RECONSTRUCTION SUPPORT - STRUCTURES

PRG. DESIGN MANAGER

PRG. PROGRAM MANAGER

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

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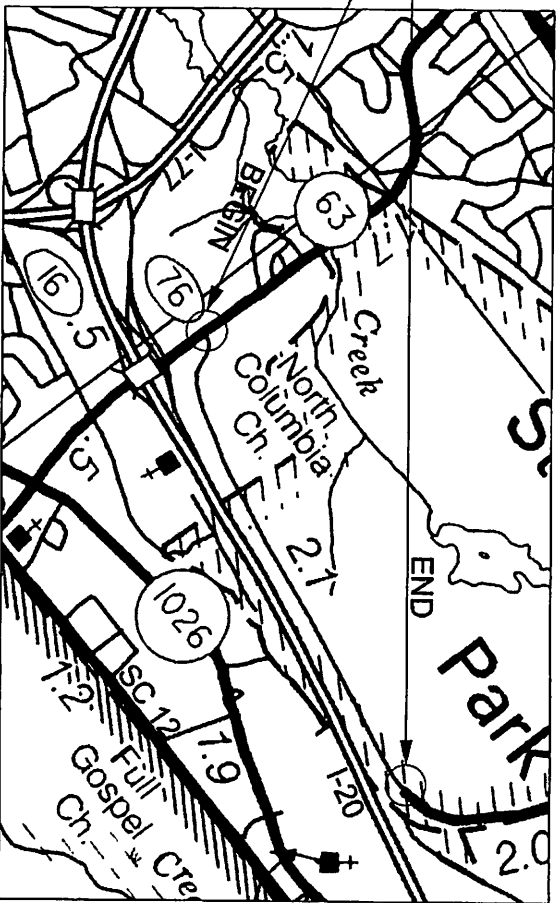
DATE

DATE

DATE

DATE

DATE



LAYOUT  
(NOT TO SCALE)

	ROADWAY		SIDE ROWS		TOTAL
	SHARED-USE PATH				
NET LENGTH OF ROADWAY	1,701	0,000	0,000	1,701	0,000
NET LENGTH OF BRIDGES	0,000	0,000	0,000	0,000	0,000
NET LENGTH OF PROJECT	1,701	0,000	0,000	1,701	0,000
LENGTH OF EXCEPTIONS	0,000	0,000	0,000	0,000	0,000
GROSS LENGTH OF PROJECT	1,701	0,000	0,000	1,701	0,000

EQUALITIES IN STATIONING

NONE

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED BY THE PLAN OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF BIDDING.

ENVIRONMENTAL PERMIT INFORMATION			
USACE PERMIT	YES	X	NO
NEPA DOCUMENT	YES	X	NO
401 CERTIFICATION	YES	X	NO
OCRAM CAP	YES	X	NO
NAVIGABLE WATERS	SC	USCG	USACE
			X N/A

RPP PROJECT 180  
POLO ROAD (S-2214/2919)  
SHARED-USE PATH  
STA. 10+25.85 TO STA. 100+08.30

3 DAYS BEFORE DIGGING IN  
SOUTH CAROLINA  
CALL 811  
WWW.SCR11.COM  
ALL UTILITIES MAY NOT BE A MEMBER OF SCR11

RAILROAD INVOLVEMENT  
YES

TRAFFIC DATA			
2017	ADT	10,500	
2037	ADT	12,812	
	TRUCKS	N/A	%

CONSULTING ENGINEERING FIRM  
**Mead Hunt**  
978 SOUTH LAKE DRIVE  
LENNINGTON, SC 29225

ENGINEER OF RECORD  
*[Signature]*  
Regional Production Engineer  
Date

For Right Of Way Acquisition:  
Regional Production Engineer  
Date

SCDOT REVIEW	RIGHT-OF-WAY	CONSTRUCTION
	INITIAL	DATE
RECONSTRUCTION SUPPORT - ROAD		
RECONSTRUCTION SUPPORT - STRUCTURES		
PRG. DESIGN MANAGER		
PRG. PROGRAM MANAGER		

THE INITIALS ABOVE DO NOT RELIEVE THE ENGINEER OF RECORD OF THE RESPONSIBILITY TO DESIGN THIS PROJECT IN ACCORDANCE WITH ALL APPLICABLE CRITERIA.

**Service Order**  
**For**  
**On Call Engineering Services Agreement**

SERVICE ORDER NO. Holt #15

Date: August 17, 2018

This Service Order No. Holt #15 is issued by Richland County, South Carolina (the “County”), to Holt Consulting Company, LLC. (the “Consultant”) pursuant to that Agreement dated February 11, 2015 between the County and the Consultant called “On Call Engineering Services Agreement Related to the Richland County, South Carolina Sales Tax Public Transportation Improvement Plan” (the “Agreement”).

This Service Order, together with the Agreement, form a Service Agreement. A Service Agreement represents the entire and integrated agreement between the parties and supersedes prior negotiations, representations, or agreements, either written or oral. A Service Agreement may be amended or modified only by a Change Order or Change Directive as provided for in the Agreement.

**I. Scope of Services.**

A. Unless otherwise provided in an exhibit to this Service Order, this Service Order and the Service Agreement are based on the information set forth below:

*See Exhibit A – Scope of Services*

B. Unless otherwise provided in an exhibit to this Service Order, the Consultant’s Services to be provided pursuant to this Service Order are:

*See Exhibit A – Scope of Services*

C. Unless otherwise provided in an exhibit to this Service Order, the County’s anticipated dates for commencement of the Services and Completion of the Services are set forth below:

1. Commencement Date: September 3, 2018
2. Completion Date: *See Exhibit A – Scope of Services - Schedule*

D. Key personnel assigned by Consultant to this Service Scope of Work:

1. Paul A. Holt, P.E. (Principal)
2. Jeff Mulliken, P.E. (Sr. Project Manager)

**II. Insurance**

The Consultant shall maintain insurance as set forth in the Agreement. If the Consultant is required to maintain insurance exceeding the requirements set forth in the Agreement, those additional requirements are as follows:

*N/A*

**III. Owner’s Responsibilities.**

In addition to those responsibilities the County may have as stated in the Agreement, the County in connection with this Service Order only shall:

*N/A*

**IV. Consultant’s Compensation.**

A. The Consultant shall be compensated for Services provided under this Service Order as follows:

<i>Lump Sum</i>	\$	449,289.62
<i>Approved Direct Expenses</i>	\$	7,017.50
<i>Cost Plus Fixed Fee</i>	\$	0.00
<i>Total</i>	\$	<u>456,307.12</u>
<i>Contingency – Not to Exceed*</i>	\$	44,928.96

*\*Requires approval from Richland County to authorize contingency*

B. Additional Services. Unless otherwise provided in an exhibit to this Service Order, any Additional Services by the Consultant shall be paid as Additional Services as provided in the Agreement.

**V. Additional Exhibits.**

The following exhibits and/or attachments are incorporated herein by reference thereto:

*Exhibit A – Scope of Services*



**VI. Execution of Service Agreement**

The Execution of this Service Order by the County below constitutes a Service Order to the Consultant. The execution of this Service Order by the Consultant creates the Service Agreement.

**NOW, THEREFORE**, in consideration of the foregoing, the sufficiency of which is hereby acknowledged by the parties, this Service Agreement is entered into Under Seal as of the Effective Date of \_\_\_\_\_, 2018.

**WITNESS:**

**RICHLAND COUNTY, SOUTH CAROLINA**

\_\_\_\_\_

By: \_\_\_\_\_ (L.S.)

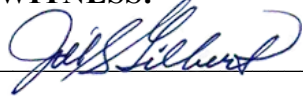
Its: \_\_\_\_\_

Date: \_\_\_\_\_

**CONSULTANT:**

**HOLT CONSULTING COMPANY, LLC**

**WITNESS:**

  
\_\_\_\_\_

By:  \_\_\_\_\_ (L.S.)

Its: Principal \_\_\_\_\_

Date: August 17, 2018 \_\_\_\_\_

## **EXHIBIT A: SCOPE OF SERVICES**

# ATTACHMENT "A"

## SCOPE OF SERVICES AND SCHEDULE

# SPEARS CREEK CHURCH ROAD (S-53)

# WIDENING

### Introduction

Holt Consulting Co. (CONSULTANT) has been authorized by Richland County (COUNTY) to provide engineering services for the widening of Spears Creek Church Road (S-53) in Richland County, South Carolina. Spears Creek Church Road is considered a Rural Minor Arterial by the South Carolina Department of Transportation (DEPARTMENT). The DEPARTMENT holds all public rights-of-way adjacent to the project corridor and assumes all maintenance responsibilities for those said rights-of-way.

The project will consist of widening the existing roadway to five lanes (two lanes in each direction with center median) between Two Notch Road (US 1) and just before the westbound I-20 entrance / exit ramps, for a total length of approximately 2.20 miles. The project is proposed to include bicycle and pedestrian accommodations.

**Project Location** - The project is located in Richland County, northeast of the City of Columbia; however, a large portion of the project is within the City of Columbia municipal limits – between Jacobs Millpond Road (S-1097) and the end of project.

**Existing Conditions** – Spears Creek Church Road is an existing 2-lane, earthen shoulder and ditch section roadway for the majority of the alignment, from just past Two Notch Road to just before Earth Road, for approximately 1.23 miles. The road transitions to a 3-lane, earthen shoulder and ditch section facility from Earth Road to just past the intersection with Pontiac Business Center Drive / Southridge Way, for an approximate distance of 0.63 miles where the roadway transitions back to a 2-lane roadway until the proposed end of project at the I-20 ramps.

Spears Creek Church Road crosses Spears Creek and associated floodway via dual 60-inch, reinforced concrete pipes between Jacobs Millpond Road and Earth Rd. Walden Pond and associated dam structure is situated adjacent to the southbound direction of Spears Creek Church Road at this crossing. The Walden Pond dam failed during the 2015 flood event, breaching the spillway, overtopping Spears Creek Church Road and demolishing the roadway south of the existing dual 6'x6' reinforced concrete box culvert. The new RCPs were installed in this damaged area of roadway to the south of the culvert. This dam has not been repaired to pre-flood conditions to-date. Most recent coordination from 2016 stated that the owners of the pond and dam were planning for permanent breach of the dam.

**Proposed Project Scope (Roadway Widening)** – A Concept Report, Traffic Analysis & Report, Preliminary Roadway and Conceptual Structure Plans, and other associated services, will be developed to reflect the implementation of the widening of Spears Creek Church Road to five lanes with the following;

- 45 mph design speed;
- 12-foot wide travel lanes;
- The addition of a two-way left turn lane along the length of the roadway (assumed 15 foot wide center media);
- Curb and gutter, closed-drainage system;
- The addition of bicycle and pedestrian accommodations along the length of the roadway;
- Hydraulic evaluations of existing FEMA crossing of Spears Creek;
- Potential replacement of existing RC box culvert and dual, RC pipes with a new structure;
- Review vertical/horizontal and intersection alignments and design, and revise, if necessary, to meet design criteria; and,
- Pedestrian accommodations along Earth Road which connect to the Clemson Road Widening project.

**Summary of Anticipated Services** - An outline of the services anticipated for this project is shown below.

- Task 1 - Project Management
- Task 2 - Environmental Services / Permitting
- Task 3 - Traffic Analysis
- Task 4 - Aerial Mapping / Field Surveys
- Task 5 - Concept Report
- Task 6 - Preliminary Roadway Design
- Task 7 - Conceptual Structure Design
- Task 8 - Preliminary Stormwater Management / Hydraulic Design

---

## Quality Control

The CONSULTANT shall implement all necessary quality control measures to produce plans and reports that conform to COUNTY guidelines and standards. Prior to submittal to the COUNTY, all plans and reports shall be thoroughly reviewed for completeness, accuracy, correctness, and consistency. Subconsultants for this project will be required to implement and maintain a stringent quality control program as well. The COUNTY reserves the right to request QA/QC documents (red-lines, checklists, etc) from the CONSULTANT with project deliverables.

## Task 1

### PROJECT MANAGEMENT

The CONSULTANT shall institute a program for conformance with COUNTY requirements for monitoring and controlling project engineering budget, schedule and invoicing procedures. The CONSULTANT's subconsultants shall be included in this program. Proposed dates of submittals, completion of tasks, and final completion of pre-construction services as noted in this agreement will be negotiated with the COUNTY. Included in management of the project will be:

- ◆ Project meetings between the COUNTY, DEPARTMENT and CONSULTANT for clarification of scope, discussion of concepts, review of submittals, etc. at the discretion of the COUNTY.
- ◆ The CONSULTANT will prepare meeting agenda and meeting materials as well as record the minutes of each meeting in which it participates and distribute to the appropriate COUNTY personnel.
- ◆ Prepare monthly invoices, status reports, and schedule updates. Assume a 9-month design schedule which will impact the duration of preparing invoices, status reports, and schedule updates.

At this time, no assumptions should be made for the preparation of invoices, reports and updates during the construction duration of the project. All Construction Phase Services to be negotiated under a future contract modification.

- ◆ The CONSULTANT will provide coordination with its SUB-CONSULTANTS during the execution of their work. Assume a 9-month design schedule.
- ◆ The CONSULTANT will include the COUNTY in any discussions concerning the project prior to submittal of deliverables if that process has the advantage of expediting the completion of any task of the project.

The CONSULTANT will attend meetings with the COUNTY and stakeholders from various organizations affected by this project in order to incorporate the needs and desires of these organizations into the decision-making process. It is assumed that the CONSULTANT will attend 9 project meetings (1 each month during the design services) and two (2) additional review coordination meetings with the DEPARTMENT, COUNTY and others, as applicable. The CONSULTANT will be in attendance at these meetings and will prepare all necessary display materials, meeting agendas and minutes.

#### **Deliverables:**

1. Nine (9) status reports (approximately monthly) and updated schedule. Two (2) additional meetings may be held specific to miscellaneous coordination efforts.
2. Meeting agendas and meeting minutes covering all project meetings. Meeting agendas are to be provided to the COUNTY within two (2) business days prior to all meetings. Meeting



minutes are to be provided to the COUNTY within three (3) business days after all meetings.

## **Task 2**

### **ENVIRONMENTAL SERVICES/PERMITTING**

Within two weeks of the date that the COUNTY provides a Notice to Proceed (NTP) for the subject project, and prior to commencement of design, the CONSULTANT shall make a determination of the environmental and/or navigational permits expected to be required for the subject project on a permit determination form. This information will inform the COUNTY of the anticipated permits and will be incorporated in the project schedule to ensure compliance.

No Jurisdictional Determination services shall be conducted during this scope of services. Desktop level wetland mapping (National Wetland Inventory, NWI) shall be used as a general guide during the development of the roadway alignment for preparation of the concept report and preliminary plans.

No permitting services shall be conducted during this scope of services; however, the Concept Report (see Task 5) shall include potential permitting requirements and other environmental issues.

No NEPA documentation services are assumed for this scope of work.

#### **Technical Reports**

Hazardous Waste and Underground Storage Tanks – In assessing the environmental liabilities associated with the proposed new rights of way, the COUNTY may conduct appropriate / applicable elements of a Phase I Environmental Site Assessment in accordance with procedures established by ASTM Designation E 1527-13, “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process”. This approach complies with the Standards and Practices for All Appropriate Inquiries (AAI), Final Rule published in 40 CFR Part 312. A Phase 2 Site investigation may be conducted by the COUNTY for those sites recommended for additional study as stated in the Phase 1 ESA. The results / deliverable provided from a Phase 1 ESA and any potential Phase 2 Site Investigations will be provided to the CONSULTANT.

**Public Coordination/Public Meeting** – One (1) public meeting is proposed for this phase of the project. The meeting is proposed to be conducted following development of the concept report.

The CONSULTANT will develop and provide to the COUNTY a list of property owners and stakeholders such as businesses, schools, shopping centers and home owners associations.

The public meeting will tentatively be scheduled for 5:00 pm to 7:00 pm on a Monday or Thursday at a venue along, or near, the project corridor. The CONSULTANT, with input from the

COUNTY, will be responsible for procuring the venue and determination of date and time. The CONSULTANT will be responsible for the preparation of public notice letters and draft media release necessary for promoting the meeting. The COUNTY will provide sample documentation from a previous public meeting. Following COUNTY approval of the public notice letter, the CONSULTANT will mail letters to the list of property owners and stakeholders.

The CONSULTANT, with input from the COUNTY, shall prepare necessary public meeting materials, (deliverables would include project design displays, project overview displays, project typical sections and right of way data tables, as applicable). The CONSULTANT will provide necessary boards and display easels. The CONSULTANT shall also be responsible for the development and printing of handouts, comment cards and sign-in sheets for the public meeting. The COUNTY will provide a base template (with language utilized for previous public meetings) for the handout, comment card and sign-in sheets. The CONSULTANT shall provide draft copies of all materials to be used in the public meeting to the COUNTY for review a minimum of 15 business days prior to printing. The CONSULTANT will also provide the COUNTY with PDF versions of all final deliverables, as stated above, for the public information meeting one week prior to the meeting for posting on the COUNTY website.

The public meeting is assumed to be held as an open-house style meeting. The COUNTY may conduct a brief formal presentation at some time during the public information meeting. The CONSULTANT shall attend the scheduled public meeting and have a minimum of four (4) personnel knowledgeable of the project and its impacts in attendance. The CONSULTANT's role at the meeting is to discuss the project alternatives, proposed design and impacts with the public in attendance.

The COUNTY may secure security guards from local law enforcement agencies or private security firms for all public meetings. The COUNTY will also be responsible for fabricating and erecting signs to be placed on the projects as well as any directional signage needed at the public meeting venue.

The CONSULTANT shall prepare a summary of the public meeting comments within seven (7) business days from the close of the public comment period and receipt of the comments from the COUNTY. The COUNTY will provide a sample from a previous public meeting on a similar project. The COUNTY will be responsible for development of public comment responses and individual response letters, at their discretion. The CONSULTANT may be asked to assist with the development of appropriate responses, as necessary.

**Assumptions:**

- The CONSULTANT will conduct property owner research and develop property owner and stakeholder contact/ mailing list in Excel format. Assume 125 contacts.

- The CONSULTANT will submit a draft media release to the COUNTY one month prior to the public meeting.
- The CONSULTANT will prepare public notice letters and mail/deliver to stakeholders one month prior to the public meeting. Assume 125 letters.
- The center alignment reflecting both typical sections to be presented at public meeting (see Task 5 below).
- The CONSULTANT will provide printed and PDF copies of all displays (up to 12 – 36-in x 48-in). Draft copies of the displays shall be submitted to the COUNTY in full size hardcopies 15 days prior to the Public Meeting. The CONSULTANT assumes two (2) rounds of revisions on public meeting materials and displays.
- The CONSULTANT assumes up to 100 comments will be received and included in the public meeting summary.
- Meeting Preparation and Debrief meetings will be held at Richland County Penny Offices in Columbia, SC.
- Participation of four (4) CONSULTANT team members at one (1) Public Meeting

### **Deliverables**

1. Permit Determination Form
2. Property Owner and Stakeholder list
3. Public Notice Letters
4. Draft Media Release
5. Attendance at one (1) Public Meeting and preparation of Public Meeting materials (as stated in scope)
6. Public Meeting Summary

## **Task 3**

### **TRAFFIC ANALYSIS**

**Data Collection** – The CONSULTANT will collect data necessary to perform a detailed traffic analysis of existing and future design conditions. The data collection will include the following activities:

**Field Investigation** – The CONSULTANT will conduct a field visit to examine the existing roadway conditions and adjacent land use characteristics present within the study area, including:

1. Existing roadway speed limits
2. Number of lanes
3. Type and length of turn lanes
4. Traffic control

The field investigation will also identify those locations where horizontal and/or vertical sight distance may be limited at roadway and driveway intersections and identify locations where access management principles may be applied to consolidate driveway curb cuts.

**Accident Data Collection** – The COUNTY will obtain the most recent three years crash data along the study corridor.

**Traffic Signal Timing Data Plan Collection** – The CONSULTANT will obtain existing traffic signal timing information from the DEPARTMENT for the following signalized intersection along Spears Creek Church Road within the corridor:

1. Spears Creek Church Road at Two Notch Road
2. Spears Creek Church Road at Earth Road / Woodcreek Farms Road

**Traffic Volume Data Collection** – The CONSULTANT will conduct manual turning movement counts in 15-minute intervals during the weekday A.M. peak (7:00 to 9:00 A.M.) and P.M. peak (4:00 to 6:00 P.M.) on either Tuesday, Wednesday or Thursday at the signalized intersections indicated above and the following unsignalized intersections:

1. Spears Creek Church Road and Jacobs Millpond Road on North End of Project
2. Spears Creek Church Road and Jacobs Millpond Road on South End of Project
3. Spears Creek Church Road and I-20 Ramps
4. Spears Creek Church Road at Greenhill Parish Parkway/Jacobs Drive
5. Spears Creek Church Road at Pontiac Business Center Drive/Southridge Way

The CONSULTANT will conduct 24-hour bi-directional counts during the mid-week at the following locations:

1. Spears Creek Church Road between I-20 and Earth Road/Woodcreek Farm Road
2. Spears Creek Church Road between Earth Road and Two Notch Road/Woodcreek Farm Road

All counts will be conducted while the local public schools are in session.

The CONSULTANT will utilize travel demand models and/or average annual growth rates to establish design year and background traffic growth.

**Development Data Collection** – The CONSULTANT will obtain information concerning planned and approved development projects affecting traffic within the corridor area. Information concerning projected land uses, zoning and development planning documents will also be obtained.

**Traffic Analysis** – The CONSULTANT will perform the necessary analyses of the proposed improvement alternatives using the information obtained during the Data Collection task.

**Conceptual Analysis** – The CONSULTANT will identify the opening year and design year (20 years past opening date) peak hour Levels of Service for roadway segments and intersections within the study area using the procedures and methodologies outlined in the current editions of Special Report 209: Highway Capacity Manual 2000 edition and traffic analysis software, such as Highway Capacity Software (HCS) or Synchro 7.0 or 8.0 SimTraffic. The results of the conceptual design analysis will include:

1. The number and type of lanes on each approach of the study area intersections
2. Length of turn lanes to provide sufficient vehicle storage
3. LOS Tables
4. Opening year ADT and design year ADT

**Accident Analysis** – The CONSULTANT will identify the existing high crash locations within the corridor and will determine:

1. the total number of crashes, number of fatal crashes and fatalities, number of injury crashes and injuries;
2. the probable cause, time and location of all the fatal crashes;
3. the total number of the property damage crashes;
4. the lighting and pavement condition of all the crash occurrences

The CONSULTANT will summarize the different crash types and determine the primary causes of the existing crashes. The CONSULTANT will identify those locations with frequent and/or severe crash histories that may be able to be addressed through design and traffic control measures implemented as part of this project. The CONSULTANT will evaluate the most recent three years of available crash data.

***Report Preparation*** – The CONSULTANT will prepare a traffic study that will outline the evaluations performed and the recommended improvements along the corridor and comparative analysis of the existing roadway to the post improvement roadway. The results will provide Levels-of-Service for each scenario studied. The CONSULTANT will submit a PDF of the traffic study to the COUNTY. Upon receipt of any comments, the CONSULTANT will revise the study accordingly and submit a PDF and two (2) final copies to the COUNTY for submittal to the DEPARTMENT for review. The CONSULTANT will revise the study as necessary per DEPARTMENT comments for final approval. After approval of the recommended improvements, the CONSULTANT will proceed with the development of preliminary roadway plans.

Traffic Signal Warrant Analysis will not be performed under this scope of work; however, recommended intersections, if applicable, for traffic signal warrant studies will be indicated in the report.

The CONSULTANT will notify the COUNTY’s designated Project Manager prior to performing any work on site.

## **Task 4**

### **AERIAL MAPPING / FIELD SURVEY**

***Aerial Photography and Aerial LiDAR Mapping***– The CONSULTANT will conduct Aerial Photography and Aerial LiDAR Mapping services to SCDOT standards for use during the preparation of the concept report, design and roadway plan development. Mapping will be conducted to the contour accuracy of 0.5 foot (one-foot contour interval) and prepared for use in



plans developed to a horizontal scale of 1" = 20'. The vertical and horizontal accuracy will be equal to or better than 0.05-ft RMS on hard surfaces and equal to or better than 0.5-ft on non-paved surfaces. Aerial mapping deliverables shall include a 2D planimetric file, 3D digital terrain model (DTM) file, in SCDOT Standard Symbology, and orthophotography (TIF, or other geospatial digital file format).

Field annotation of aerial topography will be performed by the CONSULTANT.

Mapping limits are shown in the attached Exhibit 1.

***Field Survey*** – The CONSULTANT shall conduct necessary field surveys for the proper development / control of aerial LiDAR mapping services. Field survey services for the preparation of aerial LiDAR mapping shall include the placement of aerial panels at pre-determined and coordinated locations within the project area. Panels shall be either V-shaped (2-foot legs with 1 foot width) or X-shaped (1 foot legs on each side with 1 foot width). Field survey of the panels will be performed utilizing the South Carolina VRS Network to establish horizontal coordinates referenced to the South Carolina State Plane Coordinate System (NAD 83/2011) for each panel point. Elevations referenced to the NAVD 88 Vertical Datum will be established for each panel by performing differential level loops to the accuracy necessary for LiDAR mapping accuracy.. An ASCII or .txt file shall be provided containing the horizontal coordinates and vertical elevations of each panel point.

Additionally, the CONSULTANT will obtain two (2) field surveyed cross sections upstream (one (1) at the face of existing drainage structures and one (1) at the existing rights-of-way) and one (1) downstream at the face of the existing drainage structures for use in the development of the preliminary hydraulic models necessary to perform a preliminary hydraulic study of the FEMA Special Flood Hazard Area along Spears Creek Church Road. Detailed hydraulic models and studies of the FEMA Special Flood Hazard area will be completed in subsequent phases of work for this project - see Task 8.

The intent is to utilize the Aerial LiDAR mapping conducted in this stage of work for future design services, specifically, pavement surveys. Control, LiDAR mapping checks, supplemental surveys, obscured areas, drainage / outfall surveys, property monumentation, etc to be conducted upon further development of this project.

**Assumptions:**

1. The COUNTY will advertise the Eminent Domain notification prior to the CONSULTANT conducting the field work.

**Task 5**

## CONCEPT REPORT

**Documentation of Existing Conditions and Identification of Deficiencies** – Aerial LiDAR mapping and photography (as conducted under this scope of work) of the proposed project area will be utilized for all design and plan development under this scope of work. The CONSULTANT will review the project corridor through the use of existing roadway plans, aerial photography & LiDAR mapping, site visits, and other available desktop-level data / information (ie; County GIS data, wetland inventory, cultural resources, etc) to determine existing and proposed land-use of properties within corridor, roadway data inventory (for existing intersecting roadways within corridor) to include lane widths, intersection configurations, types of accesses provided, natural drainage patterns, opinion of pavement conditions upon visual observation, observation of utilities, and potential impacts to the surrounding community. At the same time, any deficiencies that exist throughout the project such as sight distance problems at intersections or inadequate horizontal or vertical clearances, areas of insufficient shoulders, and areas where the existing pavement structure has deteriorated will be identified. Photography and videotaping may be used to document these conditions; copies of which to be submitted to COUNTY

**Develop Design Criteria** – The CONSULTANT will prepare the project Design Criteria in accordance with the following;

- *SCDOT Roadway Design Manual (2017 Edition);*
- *Applicable Instructional Bulletins, Preconstruction Advisory Memos and Preconstruction Design Memos;*
- *Road Design Plan Preparation Guide-2000;*
- *Standard Drawings for Road Construction (latest revisions per Notice to Proceed of this work);*
- *All applicable American Association of State Highway Transportation Officials (AASHTO) publications.*

Any exceptions and/or deviations from established design guides and standards will be identified. The CONSULTANT will notify the COUNTY of any exceptions and/or deviations from the Design Criteria as soon as identified. The COUNTY will coordinate the Design Criteria with the DEPARTMENT for final approval. Development of a formal Design Exception is not included as part of this contract.

**Typical Section, Alternate Alignment and Intersection Studies** – Existing features of the project will be considered during development of the roadway typical sections and alignment studies. Environmental constraints, railroads, utilities, businesses, and residences will be considered in the development of the typical sections and proposed alignments.

**Project Concept Report** – The CONSULTANT will prepare a Project Concept Report for COUNTY approval. The report shall include, but not limited to the following:

- Project overview;
- Existing conditions;

- Environmental constraints / design and coordination issues (includes utilities and railroads); COUNTY to provide documentation of utilities within corridor (SC 811) prior to alignment studies and typical section production.
- Project layout based on aerial LiDAR mapping and aerial photography;
- Approved design criteria;
- Typical section; (assume two)
  - Typical No. 1: On-street bike lanes with sidewalk behind curb
  - Typical No. 2: Shared-Use Pathways
- Alignment studies; (assume left, right and center alignments)
- Impact comparisons (rights-of-way, utilities, environmental, traffic, costs, etc)
- Conceptual bridge data;
- Project schedule and cost estimates (to include any existing COUNTY estimates), and;
- Recommendations for design and potential design refinements / enhancements.

The COUNTY will provide to the CONSULTANT a template, in Word format, of previously prepared concept report(s).

## **Task 6**

### **PRELIMINARY ROADWAY DESIGN**

***Preliminary Roadway Plans*** – Following Project Concept Report approval, Traffic Study recommendations, and discussions with COUNTY regarding the recommended design approach, the CONSULTANT will prepare Preliminary Roadway Plans. The plans will be developed to the level of detail of approximately 30% Complete Construction Plans. The Preliminary Roadway Plans for the project will be prepared at a scale of 1"=20' scale to illustrate pertinent information associated with roadway design. The plans will be sufficiently developed to illustrate the construction limits and right-of-way requirements of the entire project. The plans will incorporate information obtained during data collection / site visits and any utility information discovered during coordination with utility owners (COUNTY to conduct), and the design will be adjusted where possible to minimize impacts. Additionally, the design will be adjusted to minimize impacts to developed properties and wetlands. Preliminary Plans will include plan, profile and cross-sections of the recommended design, to include (at a minimum) the following;

- Typical Sections
- Horizontal / vertical alignments (mainline and relocated side roads only)
- Plan Layout (lane widths, radii, directional arrows, storage, tapers, etc)
- Review of sight distance considerations
- Review of non-standard driveway grades and tie-ins
- Limits of existing rights-of-way, easements and adjacent properties
- Property lines and parcel numbers (from County GIS data)
- Anticipated location, type and size of necessary drainage culverts, major cross-lines, outfall improvements, retaining walls, and other miscellaneous roadway structures and proposed bridge

- Cross-sections at 100 foot intervals on tangents and 50-foot intervals in curves (mainline and relocated side roads only)
- Construction limits
- Proposed rights-of-way and easements
- Labeling (type, size and location) of existing, major utility features

It is assumed that the mainline Spears Creek Church Road alignment may be a combination of left and right alignment shifts in order to accommodate the necessary typical section with reduced impacts. It is assumed that such alignment will be reflected in the preliminary plans.

Upon completion of the Preliminary Roadway Plans, the CONSULTANT will submit the plans to the COUNTY for review and comment. The CONSULTANT will be responsible for addressing comments and resubmitting revised Preliminary Roadway Plans. The COUNTY will provide the Preliminary Roadway Plans to the DEPARTMENT for review and comment following receipt of revisions.. It is assumed the DEPARTMENT will provide a matrix of comments with their review. The CONSULTANT will be responsible for providing appropriate comment responses; however, no plan changes or plan resubmittals to the DEPARTMENT are assumed at this stage.

A cost estimate will be prepared by the CONSULTANT and submitted along with the Preliminary Roadway Plans for use by the COUNTY. The COUNTY will use this cost estimate in order to determine whether or not the scope of the project needs to be reduced or expanded due to budgetary constraints.

Upon completion of the Preliminary Roadway Plans, the CONSULTANT will provide the COUNTY with two (2) half-sized, hard copy sets of plans along with a PDF (half-size and full size). The CONSULTANT at this time will also provide the COUNTY with preliminary new rights-of-way areas for use in developing an estimated right-of-way cost.

## **Task 7**

### **CONCEPTUAL STRUCTURE DESIGN**

This task includes the analysis for a potential new structure installation along Spears Creek Church Road at the Spears Creek crossing and associated roadway widening. Existing conditions at this crossing are dual 60-inch, reinforced concrete pipes placed after the 2015 flood event which demolished the roadway south of the existing dual 6'x6' reinforced concrete box culvert. No more than three (3) different structural concepts will be evaluated for inclusion in the Concept Report. The plans for this Task will include a conceptual plan and profile sheet and typical section sheet including construction staging anticipated.

**Design Criteria** – Structure design criteria will be developed in accordance with the following DEPARTMENT and AASHTO (as noted) publications;

- *Bridge Design Manual, 2006;*
- *Road Design Plan Preparation Guide, 2000;*

- *SCDOT Roadway Design Manual, 2017 Edition;*
- *Standard Drawings for Road Construction;*
- *Standard Specifications for Highway Construction, 2007;*
- *Bridge Design Memoranda; and,*
- *All applicable American Association of State Highway and Transportation Officials (AASHTO) publications.*

The following design and construction specifications will be used in the design and preparation of preliminary bridge plans:

- *Bridge Design Manual, 2006;*
- *Standard Specifications for Highway Construction, 2007;*
- *AASHTO's LRFD Bridge Design Specifications, 6th edition (2012) and the latest Interim Specifications in place at the time of contract execution;*
- *AASHTO's LRFD Bridge Construction Specifications, 3<sup>rd</sup> edition (2010) and the latest Interim Specifications in place at the time of contract execution;*
- *Geotechnical Design Manual, v. 1.1, 2010;*
- *Seismic Design Specifications for Highway Bridges, v. 2, 2008;*
- *Supplemental and Technical Supplemental Specifications as already prepared by the DEPARTMENT for bridge design and/or construction.*
- *Bridge design memoranda issued by the DEPARTMENT dated April 2006 or later.*
- *The latest edition of the ANSI/AASHTO/AWS D1.5-2002 Bridge Welding Code, with additions and revisions as stated in the special provisions.*
- *AASHTO "Guide Specifications" as may be applicable to the project.*

For any proposed bridges, they are to be assumed to have an Operational Classification = II and is in Seismic Design Category "A."

**Conceptual Plans** – The CONSULTANT will evaluate alternate layouts based on the parameters of the horizontal and vertical design(s) and submit a drawing showing the preferred layout and any alternates considered. Concurrence from the DEPARTMENT on the preferred alternate is necessary prior to development of preliminary plans in subsequent phases of this project. Conceptual design for bridge components will be performed to the extent necessary for verification of structure type, determination of approximate component sizes and feasibility of recommended foundations.

The CONSULTANT shall prepare a conceptual cost estimate based on the conceptual structure design to be included with the preliminary roadway estimate.

## Task 8

### **PRELIMINARY STORMWATER MANAGEMENT/HYDRAULIC DESIGN**

The CONSULTANT will perform preliminary roadway drainage design, stormwater management, and hydraulic design consistent with the level of completion for the roadway design of the project.



The roadway drainage and hydraulic design will be based on the information obtained in the associated services in this scope of work. The following subtasks will be performed as part of this task:

**Drainage Field Review / Data Acquisition** – The CONSULTANT will perform a detailed review of the project site. The purpose of the field review is to evaluate the existing drainage conditions and document potential design issues for the project. The following items shall be documented during the field review:

- Jurisdictional Stream / FEMA Special Flood Hazard Areas and Crossings
- Existing conditions at major cross-lines (major cross-lines are designated as cross-line structures including and larger than 48" pipe); CONSULTANT to verify existence;
- Outfall conditions and potential drainage concerns for areas adjacent to the roadway;
- Adjacent Stormwater Basins which may be impacted by the project;
- Determine sizes of existing and proposed box culverts and cross-line pipes at and above 48" in diameter;
- Existing / potential erosion control issues along the project.

The CONSULTANT shall obtain all available effective FEMA data for FEMA floodplain crossings, water quality data, and any stormwater as-built data available for adjacent developments. The water quality data shall include any stream impairments at downstream outfalls.

**Drainage Design Criteria** – The CONSULTANT shall prepare a summary of the roadway drainage, stormwater management, and hydraulic analysis design criteria. The design criteria will be based on the SCDOT's *Requirements for Hydraulic Design Studies* (2009) as a minimum. The CONSULTANT will review Richland County Design Standard and prepare recommendations for any conflicts in the design criteria. The drainage design criteria shall address the requirements for stream impairments downstream of the project.

**Major Cross-Line Studies** – In the course of the field review, the CONSULTANT shall identify all existing cross-lines and to determine the existence of any major cross-lines (structures including and larger than 48" pipe). It is assumed for this scope of services that one major cross-line exist within the project limits, along Spears Creek. Should additional major cross-line be identified, a contract modification will be negotiated for additional hydraulic studies as stated below.

The CONSULTANT shall perform a hydrologic and hydraulic study for each major cross-line drainage structure along the project. The study will include a watershed study to determine the design flows at the structure and hydraulic analysis of the cross-line in accordance with SCDOT design standards. The CONSULTANT will estimate cross-line inverts and channel topography based on field reviews. The evaluation of the cross-line should be based on the preliminary roadway design. Based on the evaluation, the CONSULTANT will provide recommendations for retaining, replacing, or other roadway drainage alternatives for each cross-line structure.

The design storm for each cross-line shall be based on the design criteria identified as part of this task. The design storm shall be based on the SCDOT's *Requirements for Hydraulic Design Studies*.

All major cross-lines will be identified and shown on the preliminary roadway plans.

***Outfall Studies*** – The CONSULTANT shall perform a preliminary pre-construction versus post-construction analysis at each outfall. The pre-construction versus post-construction analysis shall be based on the preliminary roadway design. The outfall analysis shall address the potential increase in flows from the project and include any recommendations (if needed) for stormwater best management practices to address water quantity or quality. Best management practices which should be considered include stormwater basins, outfall improvements, water quality devices, etc. A preliminary design for the best management practice shall be performed to approximate the area of impact to adjacent property. Examples include a preliminary size for stormwater basins, length of outfall improvements, and size / type for water quality devices.

The preliminary plans shall be used by the CONSULTANT to show cross-line extensions, replacements, etc. Any potential outfall improvements or best management practices should also be shown on the preliminary plans.

The CONSULTANT will be responsible for preparing a Drainage Summary Report to include the calculations performed as part of this scope of services, recommended improvements for cross-lines and outfalls, and recommendations for FEMA floodplain and Jurisdictional Stream crossings. The Drainage Summary Report shall include a narrative description of the drainage conditions along the project and a summary of any potential roadway drainage issues along the project.

Detailed ditch design and closed storm system design is not included in this scope of work. The CONSULTANT will be required to approximate roadway drainage areas for each outfall based on the preliminary roadway plans; however no interior drainage system design is required for this phase of the project. Field surveys of drainage structures / cross-lines will not be performed as part of this phase of the project.

Sediment and erosion control design is not required for this phase of the project. As part of the field reviews, the CONSULTANT shall identify any areas which are highly susceptible to erosion or sedimentation issues. These areas should be identified in the field review and summarized in the drainage report. These areas may require additional erosion and sediment control above the normally accepted methods for roadway improvement projects. Example areas include existing ponds located downstream of the project, areas of large cut and fill, etc.

***Preliminary Hydraulic Analysis*** – The proposed improvements along Spears Creek Church Road will likely impact the FEMA-defined Special Flood Hazard Area associated with the Spears Creek crossing and associated floodway. The project will include a preliminary hydraulic study to evaluate the existing and/or proposed hydraulic structures.

The existing hydraulic structure under Spears Creek Church Road along Spears Creek consists of dual 60-inch, reinforced concrete pipes which were added to the south of the existing dual 6'x6' reinforced concrete box culvert in the area demolished during the 2015 flood event which also

breached the Walden Pond dam. The stream crossing within the project corridor is designated Zone AE Special Flood Hazard Area. The CONSULTANT will obtain and verify all existing hydraulic data and utilize available, existing models, as the basis of the studies, where applicable. The existing models will be updated to reflect the limited additional field survey data of the project area obtained for this phase of work. The existing hydraulic model (or developed model from survey) will be utilized to evaluate the potential impacts of extending the pipes and/or culvert conveying Spears Creek. If necessary, the hydraulic models will be utilized to evaluate potential replacement structures as well. The proposed conditions models will be developed based on the proposed design to analyze the potential impacts of the project. The analysis of the existing hydraulic data will include a review of the watershed and FEMA calculated design flows to ensure their accuracy with existing conditions.

The preliminary hydraulic studies will be based on DEPARTMENT requirements and will include an evaluation of the impacts from the proposed construction.

**Assumptions:**

1. If needed, the CONSULTANT will utilize geotechnical data from reports developed for the nearby Clemson Road widening project to develop input to the preliminary hydraulics study.
2. CONSULTANT to obtain FEMA model data and COUNTY will provide available LiDAR data.
3. A Conditional Letter of Map Revision (CLOMR) or a No-Impact Certification will be completed as part of a future work order as required.
4. The CONSULTANT will complete more detailed hydraulic studies and the hydraulic study documentation as required by the United States Army Corps of Engineers as part of the environmental permit as part of a future work order as required.

## Services Not Provided

Services not provided by the CONSULTANT include, but are not limited to, the following:

- Lighting and Electrical plans
- Landscaping and irrigation plans
- Pavement coring or pavement design
- Environmental Assessment Documentation
- Falling Weight Deflectometer (FWD) testing
- Video Pipe Inspection
- The CONSULTANT shall not be the “responsible engineer” referenced IN 2009-04 who evaluates the structural condition and performs the preliminary inspection of existing pipes and culverts to determine if they can be retained. The DEPARTMENT shall determine if existing pipes and culverts are to be retained due to structural conditions. The CONSULTANT will indicate the retention/extension of all existing pipes/culverts which meet the hydraulic requirements unless otherwise directed by the DEPARTMENT
- Sight-specific Response Analysis study
- Utility relocation design and plans
- Utility coordination
- Right-of-way acquisition, exhibits, negotiations, or appraisals
- Right-of-way or construction phase design services and plans
- Administering or advertising the bid process
- Fabricating or erecting signs for public meetings
- Alternate designs for bidding
- Construction Engineering and Inspection (CEI)
- Location of water and sewer utility services for each utility customer in the project area.
- All other services not specifically included in this scope of work
- Construction Phase Services (proposed contract modification for these services)

## **Services of the COUNTY**

The COUNTY agrees to provide to the CONSULTANT, and at no cost to the CONSULTANT, the following upon request:

- Access to and use of all reports, data and information in possession of the COUNTY which may prove pertinent to the work set forth herein.
- Existing Policies and Procedures of the COUNTY with reference to geometrics, standards, specifications and methods pertaining to all phases of the CONSULTANT's work.
- Eminent Domain advertisement notice.
- Coordinate, advertise, fabricate and erect signs, and approve location for Public Meeting.
- Provide Security guard for the public information meeting.
- Existing roadway plans.
- Provide existing signalized intersection coordination timing(s), existing interconnect plan, and location of master, if applicable.
- Provide Existing utility data provided by Utility Owners within the project area
- Final moving, demolition and reset items list. An initial list will be provided by the CONSULTANT.
- Contract documents (project-specific special provisions to be supplied by CONSULTANT)
- Right-of-Way acquisition.
- As-built roadway plans.
- Construction Engineering and Inspection (CEI)
- Phase 1 Environmental Site Assessment
- Approved pavement design



## **Project Deliverables**

The CONSULTANT will provide to the COUNTY the deliverable items shown below within the time allotted for each phase of work. Delivery may not be in the order shown.

- Meeting Agendas and Meeting Minutes
- Photography / Video (project documentation)
- Roadway and Bridge Design Criteria
- Project Concept Report
- Project Traffic Analysis / Study
- Public Information Meeting materials (as detailed in scope of work)
- Preliminary Roadway Plans
- Bridge Concept Layout(s)
- Conceptual Structure Plans
- Drainage Summary Report
- Preliminary Plans construction cost estimate
- Documentation of areas of new rights-of-way (per parcel)
- CADD files

## Schedule

Below is a summary of significant milestones and anticipated submittal timeframes:

<b>Project Concept Report</b> .....	4	months from NTP
<b>Public Information Meeting</b> .....	5	months from NTP
<b>Preliminary Roadway &amp; Bridge Plans</b> .....	7	months from NTP
<i>assume COUNTY review (1 month)</i> .....	8	months from NTP
<b>Preliminary Roadway &amp; Bridge Plans (revised) **</b> .....	9	months from NTP
<i>assume SCDOT review (25 business days)</i> .....	10	months from NTP

The submittal dates include time for COUNTY/DEPARTMENT review as noted. Per the Intergovernmental Agreement between the COUNTY and the DEPARTMENT, the DEPARTMENT has 25 business days for their review.

**\*\* - Theoretical completion date of services under this scope of work.**

Exhibit 1: Aerial Photography & Aerial Mapping Limits



# Exhibit 1 - Aerial Photography and Aerial Mapping Limits

**Legend**  
Survey Limits



Google Earth

© 2018 Google

3000 ft





	Directs	
Neel-Schaffer	Task 8	\$454.50 <i>mileage, FEMA data fee</i>
AECOM	Task 2	\$1,337.50 <i>mileage, printing</i>
AECOM	Task 3	\$2,665.50 <i>mileage, traffic counts, printing</i>
GPI	Task 4	\$635.00 <i>mileage, per diem, lodging</i>
CSS	Task 4	\$1,925.00 <i>traffic control</i>

**Total Directs      \$7,017.50**

**Richland County Transportation Improvement Program  
Resurfacing Program Funding Summary**



**TRANSPORTATION  
PROGRAM**

Available Funding (\$40M Penny, \$1.4M CTC)	\$ 41,400,000
Committed to-date	\$ (27,419,660)
Remaining to Program	<b>\$ 13,980,340</b>
Design, P&D, CEI, Safety, and Contingency (25%)	\$ (2,909,139)
<b>Available for Construction Contracts</b>	<b>\$ 11,071,201</b>

**RESURFACING COMMITMENT SUMMARY**

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>TOTAL</u>
Resurfacing Pkgs A, B, C, and the PMS	\$ 5,380,121				\$ 5,380,121
Resurfacing Pkgs H, I, J, and K		\$ 8,462,321			\$ 8,462,321
Resurfacing Pkgs M and the Comp. Trans. Pkg			\$ 7,652,278		\$ 7,652,278
Resurfacing Pkgs O and P				\$ 5,478,507	\$ 5,478,507
Remainder 2018 (design)				\$ 446,433	\$ 446,433
<b>Total Committed To-Date</b>	<b>\$ 5,380,121</b>	<b>\$ 8,462,321</b>	<b>\$ 7,652,278</b>	<b>\$ 5,924,940</b>	<b>\$ 27,419,660</b>



District: All  
 Type: All  
 Status: All

## Project Status Report



Number	Project Name	Project Limits		District(s)	Status
		From	To		
<b>Widening</b>					
271	Atlas Rd Widening	Bluff Rd	Garners Ferry Rd	10, 11	Right-of-Way Phase
425	Bluff Rd Widening Phase 1	Rosewood Fairgrounds	George Rogers Boulevard	10	Construction Complete
272	Bluff Road Phase 2 Improvements	National Guard Rd/Berea Rd	South Beltline Blvd	10	Right-of-Way Phase
273	Blythewood Rd Widening	Syrup Mill Rd	I-77	02	Design Phase
274	Blythewood Road Area Improvements	Fulmer Road	Main Street	02	Design Phase
275	Broad River Rd Widening	Royal Tower Rd	Dutch Fork Rd	01	Design Phase
276	Clemson Rd Widening	Old Clemson Rd	Chimneyridge Drive	09, 10	Procurement Phase
277	Hardscrabble Rd Widening	Farrow Road	Kelly Mill Road	02, 07, 08, 09	Construction Phase
278	Leesburg Road Widening	Fairmont Rd	Lower Richland Blvd	10, 11	Right-of-Way Phase
279	Lower Richland Blvd Widening	Rabbit Run Rd	Garners Ferry Rd	11	Design Phase
280	North Main Street (Phases IA2 & III; II & IV) Widening	Anthony Avenue	Fuller Avenue	04	Construction Phase
281	Pineview Rd Improvements	Bluff Rd	Garners Ferry Rd	10, 11	Design Phase
282	Polo Rd Widening	Mallet Hill Rd	Two Notch Rd	08, 09, 10	Design Phase
283	Shop Rd Widening	George Rogers Blvd	South Beltline Blvd	10	Design Phase
284	Spears Creek Church Rd Widening	Two Notch Rd	Percival Rd	09, 10	Design Phase
<b>Intersection</b>					
292	Broad River Rd. and Rushmore Rd. Intersection	Broad River Rd.	Rushmore Rd.	02	Construction Complete
293	Bull St. and Elmwood Ave. Intersection	Bull St.	Elmwood Ave.	04	Right-of-Way Phase
294	Clemson Rd. and Rhame Rd./North Springs Rd. Intersection	Clemson Rd.	Rhame Rd./North Springs Rd.	08, 09	Construction Complete
295	Clemson Rd. and Sparkleberry Ln. (to Mallet Hill Rd.) Intersection	Clemson Rd.	Sparkleberry Ln. (to Mallet Hill	09, 10	Design Phase
296	Farrow Rd. and Pisgah Church Rd. Intersection	Farrow Rd.	Pisgah Church Rd.	07	Construction Complete
297	Garners Ferry Rd. and Harmon Rd. Intersection	Garners Ferry Rd.	Harmon Rd.	11	Right-of-Way Phase
298	Hardscrabble Rd. and Kelly Mill Rd./Rimer Pond Rd. Intersection	Hardscrabble Rd.	Kelly Mill Rd./Rimer Pond Rd.	02, 09	Construction Phase
299	Kennerly Rd. and Coogler Rd./Steeple Ridge Rd. Intersection	Kennerly Rd.	Coogler Rd./Steeple Ridge Rd.	01	Construction Complete
300	North Main St. and Monticello Rd. Intersection	North Main St.	Monticello Rd.	04	Construction Phase
301	North Springs Rd. and Harrington Rd. Intersection	North Springs Rd.	Harrington Rd.	08, 09	Right-of-Way Phase
302	North Springs Rd. and Risdon Way Intersection	North Springs Rd.	Risdon Way	08, 09	Construction Complete
303	Screaming Eagle Rd. and Percival Rd. Intersection	Screaming Eagle Rd.	Percival Rd.	09, 10	Right-of-Way Phase
304	Summit Pkwy and Summit Ridge Dr Intersection	Summit Pkwy	Summit Ridge Dr	08, 09	Construction Complete
305	Wilson Blvd. and Killian Rd. Intersection	Wilson Blvd.	Killian Rd.	07	Project Complete
306	Wilson Blvd. and Pisgah Church Rd. Intersection	Wilson Blvd.	Pisgah Church Rd.	07	Project Complete
<b>Special</b>					
285	Commerce Drive Improvements Special	Royster Street	Jim Hamilton Boulevard	05, 10	Not Started
287	Kelly Mill Rd.	Hardscrabble Rd.	EJW Road	02, 09	Not Started
289	Riverbanks Zoo Pedestrian Bridge			05	Construction Complete
290	Shop Road Extension Phase 1	Pineview Road	Longwood Road	10	Construction Phase
324	Shop Road Extension Phase 2	Longwood Road	Garners Ferry Road	10, 11	Design Phase
<b>Innovista</b>					
319	Innovista 1 - Greene Street Phase 1	Gadsden Street	Assembly Street	05	Construction Complete
321	Innovista 2 - Greene Street Phase 2	Huger Street	Gadsden Street	05	Right-of-Way Phase
322	Innovista 3 - Williams Street			05	Not Started

Number	Project Name	Project Limits		District(s)	Status
		From	To		
<b>Neighborhood Improvement</b>					
330	Broad River Corridor Neighborhood Improvements			02, 04, 05	Design Phase
328	Crane Creek Neighborhood Improvements			04, 07	Design Phase
326	Decker Blvd/Woodfield Park Neighborhood Improvements			08	Design Phase
325	Broad River Neighborhood Improvements			04	Procurement Phase
327	Candlewood Neighborhood Improvements			08	Construction Phase
318	Southeast Richland Neighborhood Improvements			11	Right-of-Way Phase
329	Trenholm Acres / Newcastle Neighborhood Improvements			03	Design Phase
<b>Greenway</b>					
131	Columbia Mall Greenway	Trenholm Rd (N of O'Neil Ct)	Trenholm Rd (S of Dent Middle	03, 08	Design Phase
134	Crane Creek Greenway B (Crane Creek A to to Smith Branch)	Crane Creek A	Smith Branch	04	Design Phase
133	Crane Creek Greenway Section A (Monticello Rd to Broad River)	Monticello Road	Broad River	04	Design Phase
132	Crane Creek Greenway Section C (Crane Forest)	Peachwood Dr	Crane Creek	04, 07	Design Phase
135	Dutchman Blvd Connector Greenway	Broad River Rd	Lake Murray Blvd	02	Design Phase
136	Gills Creek A Greenway (Ft. Jackson Bvd to near Mikell Ave -	Ft. Jackson Blvd	Mikell Ave	06	Design Phase
137	Gills Creek B Greenway (Wildcat Creek to Leesburg Rd)	Wildcat Creek	Leesburg Road	06, 10, 11	Planning Phase
138	Gills Creek North Greenway C (Trenholm Rd to Lake Katherine)	Trenholm Rd	Lake Katherine	06	Planning Phase
139	Lincoln Tunnel Greenway	Finlay Park/Taylor Street	Elwood Avenue Bridge Overpass	04, 05	Construction Complete
140	Polo Rd/Windsor Lake Connector Greenway	Polo Road	Windsor Lake Blvd	08	Design Phase
143	Smith/Rocky Branch Greenway A (Three Rivers to Clement Rd)	Three Rivers Greenway	Clement Rd	04	Design Phase
142	Smith/Rocky Branch Greenway B (Clement Road to Colonial Drive)	Clement Rd	Colonial Dr	04	Design Phase
141	Smith/Rocky Branch Greenway C (Downtown to Granby Park)	Downtown	Granby Park	05, 10	Design Phase
144	Three Rivers Greenway Extension Ph. 1	I-26 overpass	Columbia Canal Walk	05	Construction Phase
145	Woodbury/Old Leesburg Connector Greenway	Woodbury Dr	Old Leesburg Rd	11	Design Phase
<b>Sidewalk</b>					
146	Alpine Rd Sidewalk (Two Notch Rd to Percival Rd)	Two Notch Rd	Percival Rd	03, 08, 10	Design Phase
147	Assembly St Sidewalk (Whaley St to Beltline Blvd)	Whaley St	Beltline Blvd	05, 10	Planning Phase
148	Blossom St Sidewalk (Williams St to Huger St)	Williams St	Huger St	05	Project Complete
149	Blythewood Rd Sidewalk (I-77 to Main St)	I-77	Main St	02	Project Complete
150	Bratton St Sidewalk (King St to Fairview (previously to Maple))	King St	Maple St	05	Construction Phase
151	Broad River Rd Sidewalk (Greystone Blvd to Broad River Bridge)	Greystone Blvd	Broad River Bridge	04, 05	Project Complete
152	Broad River Rd Sidewalk (Harbison Blvd to Bush River Rd)	Harbison Blvd	Bush River Rd	02, 04, 05	Planning Phase
153	Broad River Rd Sidewalk (I-26 to Harbison Blvd)	I-26	Harbison Blvd	02	Planning Phase
154	Calhoun St Sidewalk (Gadsden St to Wayne St)	Gadsden St	Wayne St	04	Project Complete
182	Capers Ave Sidewalk (S. Ravenel to S. Ott)	S. Ravenel	S. Ott	05	Construction Complete
155	Clemson Rd Sidewalk (Longtown Rd to Two Notch Rd)	Longtown Rd	Two Notch Rd	07, 08, 09	Design Phase
156	Clemson Rd Sidewalk Ph. 1 (Frontage Rd to Percival of Two Notch	Two Notch Rd	Percival Rd	09, 10	Right-of-Way Phase
157	Colonial Dr Sidewalk (Harden St to Academy St)	Harden St	Academy St	04	Project Complete
158	Columbiana Dr Sidewalk (Lexington County Line to Lake Murray Blvd)	Lexington County Line	Lake Murray Blvd	02	Project Complete
159	Fort Jackson Blvd Sidewalk (Wildcat Rd to I-77)	Wildcat Rd	I-77	06	Design Phase
160	Franklin St Sidewalk (Bull St to N. Main St)	Sumter St	Bull St	04	Construction Complete
161	Gervais St Sidewalk (450' west of Gist St to Gist St)	450' west of Gist St	Gist St	05	Project Complete
162	Gervais St Sidewalk (Gist St to Huger St)	Gist St	Huger St	05	Project Complete
163	Grand St Sidewalk (Shealy St to Hydrick St)	Shealy St	Hydrick St	04	Construction Phase
164	Harrison Road Sidewalk (Two Notch Rd. to Forest Dr.)	Two Notch Rd.	Forest Dr.	03	Right-of-Way Phase
165	Huger St Sidewalk (Blossom St to Gervais St)	Blossom St	Gervais St	05	Not Started

Number	Project Name	Project Limits		District(s)	Status
		From	To		
166	Jefferson St Sidewalk (Bull St to Marion St)	Sumter St	Bull St	04	Construction Complete
167	Koon Road Sidewalk (Malinda Road to Farmview Street)	Malinda Road	Farmview Street	03	Construction Phase
168	Laurel St Sidewalk (Gadsden St to Pulaski St)	Gadsden St	Pulaski St	04, 05	Project Complete
169	Leesburg Rd Sidewalk (Garners Ferry Rd to Semmes Rd)	Garners Ferry Rd	Semmes Rd	10, 11	Not Started
170	Lincoln St Sidewalk (Heyward St to Whaley St)	Heyward St	Whaley St	05	Project Complete
171	Lower Richland Blvd Sidewalk	Rabbit Run Rd	Garners Ferry Rd	11	Design Phase
172	Lyon St Sidewalk (Gervais St to Washington St)	Gervais St	Washington St	05	Project Complete
173	Magnolia St Sidewalk (Two Notch Rd to Pinehurst Rd)	Two Notch Rd	Pinehurst Rd	03	Construction Phase
174	Maple St Sidewalk (Kirby St to Gervais St)	Kirby St	Gervais St	06	Construction Complete
188	Marion St Sidewalk (Dreher to Crestwood - previously)	Whaley St	Airport Blvd	05, 10	Construction Phase
175	Mildred Ave Sidewalk (Westwood Ave to Duke Ave)	Westwood Ave	Duke Ave	04	Construction Complete
176	Park St Sidewalk (Gervais St to Senate St)	Gervais St	Senate St	05	Design Phase
177	Pelham Dr Sidewalk (Gills Creek Parkway to Garners Ferry Rd)	Gills Creek Parkway	Garners Ferry Road	06	Construction Phase
178	Percival Road Sidewalk (Forest Dr to Northshore Rd)	Forest Dr	Northshore Rd	06, 08, 10	Design Phase
179	Pinehurst Sidewalk (Harrison Road to Forest Drive)	Harrison Road	Forest Drive	03	Project Complete
180	Polo Rd Sidewalk (Mallet Hill Rd to Alpine Rd)	Mallet Hill Rd	Alpine Rd	08, 09, 10	Right-of-Way Phase
181	Prospect Sidewalk (Wilmot Avenue to Yale)	Wilmot Avenue	Yale	05	Indefinitely Delayed
183	School House Rd Sidewalk (Two Notch Rd to Ervin St)	Two Notch Rd	Ervin St	03	Construction Phase
184	Senate St Sidewalk (Gladden St to Kings St)	Gladden St	Kings St	05, 06	Construction Complete
185	Shandon St Sidewalk (Rosewood Dr to Heyward St)	Rosewood Dr	Heyward St	05	Indefinitely Delayed
186	Shandon St Sidewalk (Wilmot St to Wheat St)	Wilmot St	Wheat St	05	Indefinitely Delayed
187	Sunset Sidewalk (Elmhurst Road to River Drive)	Elmhurst Road	River Drive	04	Design Phase
189	Tryon St Sidewalk (Catawba St to Heyward St)	Catawba St	Heyward St	05	Construction Phase
190	Two Notch Rd Sidewalk Ph. 1(Lionsgate to Pine Springs - of Alpine to	Alpine Rd	Spears Creek Church Rd	03	Right-of-Way Phase
191	Veterans Sidewalk (Coachmaker Road to Coatsdale Road)	Coachmaker Road	Coatsdale Road	06, 11	Project Complete
192	Veterans Sidewalk (Garners Ferry Rd to Wormwood Dr)	Garners Ferry Road	Wormwood Drive	11	Project Complete
193	Wayne St Sidewalk (Calhoun St to Laurel St)	Calhoun St	Laurel St	04, 05	Project Complete
194	Wildwood Ave Sidewalk (Monticello Rd to Ridgewood Ave)	Monticello Rd	Ridgewood Ave	04	Construction Complete
195	Wiley St Sidewalk (Superior St to Edisto Ave)	Superior St	Edisto Ave	10	Construction Complete
196	Windover St Sidewalk (Two Notch Rd to Belvedere Dr)	Two Notch Rd	Belvedere Dr	03	Construction Complete
<b>Bikeway</b>					
197	Alpine Rd Bike Lanes (Two Notch Rd to Percival Rd)	Two Notch Rd	Percival Rd	03, 08, 10	Design Phase
199	Assembly St Bikeways (Blossom St to Rosewood Dr)	Blossom St	Rosewood Dr	05, 10	Not Started
198	Assembly St Bikeways (Blossom St to Rosewood Dr)	Blossom St	Rosewood Dr	10	Not Started
200	Beltline Blvd Bikeways (Forest Dr to Valley Rd)	Forest Dr	Valley Rd	03	Design Phase
201	Beltline Blvd Bikeways (Rosewood Dr to Devine St)	Rosewood Dr	Devine St	06	Design Phase
202	Beltline Blvd/Colonial Dr/Farrow Rd Bikeways	Harden St	Academy St	04	Design Phase
203	Beltline Blvd/Devine St Bikeways (Rosewood Dr to Chateau Dr)	Rosewood Dr	Chateau Dr	06	Not Started
204	Blossom St Bikeways (Assembly St to Sumter St)	Assembly St	Sumter St	05	Design Phase
205	Blossom St Bikeways (Huger St to Assembly St)	Huger St	Assembly St	05	Not Started
206	Blossom St Bikeways (Williams St to Huger St)	Williams St	Huger St	05	Project Complete
207	Blythwood Rd Bikeways (Winnsboro Rd to Main St)	Winnsboro Rd	Main St	02, 07	Design Phase
208	Bonham/ Devereaux/ Heathwood/ Kilbourne/ Rickenbaker/ Sweetbriar	Blossom St	Fort Jackson Blvd	05, 06	Planning Phase
210	Broad River Rd Bike Lanes (Greystone to Broad River Bridge)	Greystone Blvd	Broad River Bridge	04, 05	Design Phase
209	Broad River Rd Bikeways (Bush River Rd to Greystone Blvd)	Bush River Rd	Greystone Blvd	04, 05	Design Phase
211	Broad River Rd Bikeways (Harbison Blvd to Bush River Rd)	Harbison Blvd	Bush River Rd	02, 04, 05	Not Started

Number	Project Name	Project Limits		District(s)	Status
		From	To		
212	Broad River Rd/Lake Murray Blvd Bikeways (I-26 to Harbison)	I-26	Harbison Blvd	02	Not Started
213	Bull St Bikeways (Elmwood Ave to Victoria St)	Elmwood Ave	Victoria St	04	Design Phase
214	Bull St/Henderson St/Rice St Bikeways (Wheat St to Heyward St)	Wheat St	Heyward St	05	Planning Phase
215	Calhoun St Bikeways (Wayne St to Harden St)	Wayne St	Harden St	04	Design Phase
216	Catawba St Bikeways (Sumter St to Lincoln St)	Sumter St	Lincoln St	05	Planning Phase
217	Catawba St./Lincoln St./Heyward St./Tryon St./Williams St. Bikeways	Catawba St	Blossom St	05	Planning Phase
218	Chester St/Elmwood Ave/Wayne St Bikeways	Hampton St	Park St	04	Planning Phase
219	Clement Rd/Duke Ave/River Dr Bikeways	Main St	Monticello Rd	04	Planning Phase
220	Clemson Rd Bikeways (Brook Hollow Dr to Summit Pky)	Brook Hollow Dr	Summit Pky	08	Design Phase
221	Clemson Rd Bikeways (Longtown Rd to Brook Hollow Dr)	Longtown Rd	Brook Hollow Dr	07, 08	Design Phase
222	Clemson Rd Bikeways (Summit Pky to Percival Rd)	Summit Pky	Percival Rd	08, 09, 10	Not Started
223	College St Bikeways (Lincoln St to Sumter St)	Lincoln St	Sumter St	04, 05	Design Phase
224	College St/Laurens St/Oak St/Taylor St Bikeways (Greene St to	Greene St	Elmwood Ave	05	Planning Phase
225	Colonial Dr Bikeways (Bull St to Slighs Ave)	Bull St	Slighs Ave	04	Planning Phase
226	Columbiana Dr Bikeways (Lake Murray Blvd to Lexington Co. Line)	Lake Murray Blvd	Lexington County Line	02	Design Phase
227	Craig Rd Bikeways (Harrison Rd to Covenant Rd)	Harrison Rd	Covenant Rd	03	Planning Phase
228	Decker Blvd/Parklane Rd/Two Notch Rd Bikeways (Two Notch Rd to	Two Notch Rd	Percival Rd	03, 08	Design Phase
229	Dutchman Blvd Bikeways (Broad River Rd to Lake Murray Blvd)	Broad River Rd	Lake Murray Blvd	02	Not Started
230	Edgefield St/Park St Bikeways (Calhoun St to River Dr)	Calhoun St	River Dr	04	Planning Phase
231	Elmwood Ave Bikeways (Wayne St to Proposed Greenway Connector)	Wayne St	Proposed Greenway Connector	04, 05	Planning Phase
232	Fort Jackson Blvd Multi-Use Path (Devine St. to N. Kings Grant Dr.)	Devine St	N. Kings Grant Dr.	06	Design Phase
233	Garners Ferry Rd Bikeways (Rosewood Dr to True St)	Rosewood Dr	True St	06, 11	Design Phase
234	Gervais St Bikeways (450' west of Gist St to Gist St)	450' west of Gist St	Gist St	05	Planning Phase
235	Gervais St Bikeways (Gist St to Huger St)	Gist St	Huger St	05	Planning Phase
236	Gervais St Bikeways (Park St to Millwood Ave)	Park St	Millwood Ave	04, 05	Planning Phase
237	Gervais/Gladden/Hagood/Page/Senate/Trenholm/Webster Bikeways	Millwood Ave	Beltline Blvd	05, 06	Planning Phase
238	Greene St Bikeways (Assembly St to 350' west of Lincoln St)	Assembly St	350' west of Lincoln St	05	Project Complete
239	Greene St Bikeways (Assembly St to Bull St)	Assembly St	Bull St	04, 05	Planning Phase
240	Greene St Bikeways (Bull St to Saluda Ave)	Bull St	Saluda Ave	04, 05	Planning Phase
241	Hampton St Bikeways (Pickens St to Harden St)	Pickens St	Harden St	04	Design Phase
242	Harden St Bikeways (Devine St to Rosewood Dr)	Devine St	Rosewood Dr	05	Planning Phase
243	Heyward St/Marion St/Superior St Bikeways (Whaley St to Wiley St)	Whaley St	Wiley St	05, 10	Planning Phase
244	Holt Dr/Superior St Bikeways (Wiley St to Airport Blvd)	Wiley St	Airport Blvd	05, 10	Planning Phase
245	Huger St Bikeways (Blossom St to Gervais St)	Blossom St	Gervais St	05	Design Phase
246	Huger St/Lady St/Park St Bikeways (Gervais St E to Gervais St W)	Gervais St (east)	Gervais St (west)	05	Planning Phase
247	Leesburg Rd Bikeways (Garners Ferry Rd to Semmes Rd)	Garners Ferry Rd	Semmes Rd	10, 11	Design Phase
248	Lincoln St Bikeways (Blossom St to Lady St)	Blossom St	Lady St	05	Design Phase
249	Main St Bikeways (Calhoun St to Elmwood Ave)	Calhoun St	Elmwood Ave	04	Planning Phase
250	Main St Bikeways (Elmwood Ave to Sunset Dr)	Elmwood Ave	Sunset Dr	04	Project Complete
251	Main St Bikeways (Pendleton St to Whaley St)	Pendleton St	Whaley St	04, 05	Planning Phase
252	Oneil Ct Bikeways (Decker Blvd to Parklane Rd)	Decker Blvd	Parklane Rd	03, 08	Construction Complete
253	Ott Rd Bikeways (Jim Hamilton Blvd to Blossom St)	Jim Hamilton Blvd	Blossom St	05, 10	Planning Phase
254	Pendleton St Bikeways (Lincoln St to Marion St)	Lincoln St	Marion St	04, 05	Design Phase
255	Pickens St Bikeways (Washington St to Rosewood Dr)	Washington St	Rosewood Dr	04, 05	Design Phase
256	Pickens St/Washington St/Wayne St Bikeways (Hampton St (west) to	Hampton St (west)	Hampton St (east)	04, 05	Design Phase
257	Polo Rd Bikeways (Two Notch Rd to 640' south of Mallet Hill Rd)	Two Notch Rd	640' south of Mallet Hill Rd	08, 09, 10	Not Started

Number	Project Name	Project Limits		District(s)	Status
		From	To		
258	Rosewood Dr Bikeways (Bluff Rd to Garners Ferry Rd)	Bluff Rd	Garners Ferry Rd	05, 06, 10	Design Phase
259	Saluda Ave Bikeways (Wheat St to Greene St)	Wheat St	Greene St	05	Planning Phase
260	Senate St Bikeways (Sumter St to Laurens St)	Sumter St	Laurens St	04, 05	Planning Phase
261	Shop Rd Bikeways (Beltline Blvd to Pineview Dr)	Beltline Blvd	Pineview Dr	10	Not Started
262	Sumter St Bikeways (Blossom St to Wheat St)	Blossom St	Wheat St	05	Planning Phase
263	Sumter St Bikeways (Washington St to Senate St)	Washington St	Senate St	04	Design Phase
264	Trenholm Rd Bikeways (South of Dent Middle School to Decker Blvd)	South of Dent Middle School	Decker Blvd	03, 08	Project Complete
265	Two Notch Rd Bikeways (Alpine Rd to Spears Creek Church Rd)	Alpine Rd	Spears Creek Church Rd	03, 07, 08, 09	Planning Phase
266	Two Notch Rd Bikeways (Head St to Albritton Rd - previously Beltline)	Head St	Albritton Rd	03	Construction Complete
268	Whaley St Bike Lanes (Lincoln St to Pickens St)	Lincoln St	Pickens St	05	Design Phase
267	Whaley St Bikeways (Lincoln St to Church St)	Lincoln St	Church St	05	Planning Phase
269	Wheat St Bikeways (Harden St to King St)	Harden St	King St	05	Design Phase
270	Wheat St Bikeways (Sumter St to Assembly St)	Sumter St	Assembly St	05	Project Complete
<b>Pedestrian Improvement</b>					
101	Assembly St and Calhoun St Pedestrian Improvements			04	Construction Phase
102	Assembly St and Gervais St Pedestrian Improvements			04, 05	Construction Phase
103	Assembly St and Laurel St Pedestrian Improvements			04	Construction Phase
104	Assembly St and Washington St Pedestrian Improvements			04, 05	Construction Phase
105	Blossom St and Saluda Ave Pedestrian Improvements			05	Construction Phase
106	Broad River Rd and Bush River Rd Pedestrian Improvements			04, 05	Project Complete
107	Devine St and Harden St/Santee Ave Pedestrian Improvements			05	Project Complete
108	Elmwood Ave and Bull St Pedestrian Improvements			04	Project Complete
109	Elmwood Ave and Park St Pedestrian Improvements			04	Construction Phase
110	Harden St and Gervais St Pedestrian Improvements			04, 05	Project Complete
111	Huger St and Blossom St Pedestrian Improvements			05	Project Complete
112	Huger St and Gervais St Pedestrian Improvements			05	Project Complete
113	Huger St and Greene St Pedestrian Improvements			05	Project Complete
114	Huger St and Lady St Pedestrian Improvements			05	Project Complete
115	Main St and Blanding St Pedestrian Improvements			04	Design Phase
116	Main St and Calhoun St Pedestrian Improvements			04	Construction Phase
117	Main St and Elmwood Ave Pedestrian Improvements			04	Project Complete
118	Main St and Laurel St Pedestrian Improvements			04	Design Phase
119	Rosewood Dr and Beltline Blvd Pedestrian Improvements			05, 06	Construction Phase
120	Rosewood Dr and Harden St Pedestrian Improvements			05	Construction Phase
121	Rosewood Dr and Holly St Pedestrian Improvements			05	Construction Phase
122	Rosewood Dr and Kilbourne Rd Pedestrian Improvements			05, 06	Construction Phase
123	Rosewood Dr and Marion St Pedestrian Improvements			05, 10	Construction Phase
124	Rosewood Dr and Ott Rd Pedestrian Improvements			05	Construction Phase
125	Rosewood Dr and Pickens St Pedestrian Improvements			05, 10	Construction Phase
126	Two Notch Rd and Alpine Rd Pedestrian Improvements			03, 07	Project Complete
127	Two Notch Rd and Brickyard Rd Pedestrian Improvements			08, 09	Construction Phase
128	Two Notch Rd and Decker Blvd/Parklane Rd Pedestrian			03	Project Complete
129	Two Notch Rd and Maingate Dr/Windsor Lake Blvd Pedestrian			03	Construction Phase
130	Two Notch Rd and Sparkleberry Ln Pedestrian Improvements			09	Construction Phase



Number	Project Name	Project Limits		District(s)	Status
		From	To		
<b>Dirt Road</b>					
	42 Roads	*\$20M / \$45M Dirt Road Funding has been committed to-date			Planning Phase
	126 Roads				Design Phase
	22 Roads				Construction Phase
	47 Roads				Construction Complete
	33 Roads				Indefinitely Delayed
<b>Resurfacing</b>					
	199 Roads	* \$30.3M / \$41.4M Resurfacing Funding has been committed to-date			Construction Phase
	196 Roads				Construction Complete



# TRANSPORTATION PROGRAM

## WORK AUTHORIZATION #2018-60

August 2, 2018

CONTRACT FOR PROGRAM DEVELOPMENT, PROGRAM MANAGEMENT  
AND OTHER SERVICES  
Relating to the  
RICHLAND COUNTY  
SALES TAX TRANSPORTATION IMPROVEMENT  
PROGRAM

Contractor shall perform the following Work in accordance with the provisions of the Contract listed above.

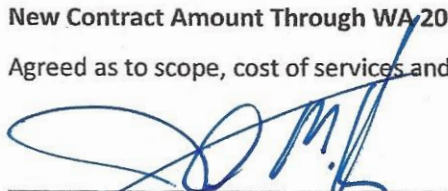
**Scope and Cost of Services:** Provide Services as described in the Contract Agreement for the following:

1. Project 297301303 – Garners Ferry/Harmon, N. Springs/Harrington, Screaming Eagle/Percival Intersections  
Calculations for CRM per Initial Calculation (attached)  
CRM Calculation \$ 194,085.66


**Time:** In accordance with the approved project schedules.

Contract Amount Through WA 2018-59	\$56,636,884.25
This WA 2018-60	\$ 194,085.66
New Contract Amount Through WA 2018-60	\$56,830,969.81

Agreed as to scope, cost of services and time schedule.

  
\_\_\_\_\_  
John M. Thompson, Director of Transportation  
Richland County, South Carolina

Date: 9/20/18

  
\_\_\_\_\_  
Ross A. Tilton, Program Administrator  
Richland PDT, A Joint Venture

Date: 8/2/18

Richland Transportation Penny Sales Tax  
 CRM and CEI Fee Calculation and Adjustment Worksheet  
 Project: 297 Garners Ferry/Harmon, 301 N. Springs/Harrington, 303 Screaming Eagle/Percival Intersections

Calculation	8/2/2018	Interim Calculation	Final Calculation
Initiating Event	Receive 95% Plans	Construction Contract Award	Project Complete
Fee Calculation Basis	PDT Validation Budget	Reconciliation using Construction Award	Final Project Cost
Design	\$ 650,779.58		\$ -
Right-of-Way	\$ 467,295.00		\$ -
Utility Relocation	\$ 220,422.07		\$ -
Construction Cost	\$ 2,272,805.81		\$ -
Construction Contingency	\$ 227,280.58		\$ -
CRM @ 4.5% of LAPBC	\$ 194,085.66	\$ -	\$ -
CEI @ 6.5% of LAPBC	\$ 280,345.95	\$ -	\$ -
Latest Approved Project Budget Cost	\$ 4,313,014.65	\$ -	\$ -
CRM Fee	\$ 194,085.66	\$ -	\$ -
CEI Fee	\$ 280,345.95	\$ -	\$ -
CRM Fee adjustment	N/A	\$ (194,085.66)	\$ -
CEI Fee adjustment	N/A	N/A	\$ -

Initial calculation of CRM Fee is based upon PDT Validation Budgets.  
 Initial calculation of CEI fee / revised calculation of CRM fee is based on revised Project Budget incorporating actual construction award value.  
 Final calculation of CRM and CEI fees is based upon Final Project Cost incorporating all final costs.  
 CRM Fee will be adjusted either up or down based on Latest Approved Project Budget Cost at Interim Calculation.  
 CRM and CEI Fees will be adjusted either up or down based on Final Project Cost at Final Calculation.





2018 Q2 UPDATED PROJECT COST ESTIMATES

RICHLAND COUNTY TRANSPORTATION PENNY PROGRAM

INTERSECTION IMPROVEMENT PROJECTS

PROJECT	P&D	DESIGN	RIGHT-OF-WAY	UTILITY	CONSTRUCTION	TOTAL
BROAD RIVER AND RUSHMORE RD	\$ 161,351.08	Design / PDI LINTP Actual SCOOT / Actual to-date 10/17 Contingency / SCOOT Review	\$ 60,614.56 \$ 2,309.18 \$ 2,690.82	Utility Relocation Estimators / TEAMS Util Estimate CRM / 4.5% of total	Construction estimate / Approved CR Jackson Contract Contingency / Approved Contingency CEI / 6.5% Construction Change Order Utility / COIS Waterline relocation Change Order ROW / COI7 Premium ROW payment	\$ 828,200.00 \$ 32,930.00 \$ 75,000.00 \$ 43,100.00 \$ 6,900.00 \$ 987,130.00
FARBOW RD / BIRGAN CHURCH	\$ 161,351.08	Design / PDI LINTP Actual SCOOT / Actual to-date 10/17 Contingency / SCOOT Review	\$ 65,814.56	Utility Relocation Estimators / TEAMS Util Estimate CRM / 4.5% of total	City Reimbursement / COIS Waterline relocation	\$ 1,478,100.00 \$ 143,010.00 \$ 125,000.00 \$ 1,687,110.00
NORTH SPRINGS / RIDDON WAY	\$ 239,567.48	Design / PDI LINTP Actual SCOOT / Actual to-date 10/17 Contingency / SCOOT Review	\$ 82,270.56 \$ 3,808.33 \$ 1,191.67 \$ 87,270.56	Utility Relocation Estimators / TEAMS Util Estimate CRM / 4.5% of total	Construction estimate / Approved CR Jackson Contract Contingency / Approved Contingency CEI / 6.5% Construction	\$ 1,949,200.00 \$ 76,065.06 \$ 13,900.00 \$ 119,000.00 \$ 6,200.00 \$ 1,967,761.29
SUMMIT PKWY / SUMMIT BRIDGE	\$ 200,603.29	Design / PDI LINTP Actual SCOOT / Actual to-date 10/17 Contingency / SCOOT Review	\$ 54,413.02 \$ 5,000.00 \$ 59,413.02	Utility Relocation Estimators / TEAMS Util Estimate CRM / 4.5% of total	Construction estimate / Approved CR Jackson Contract Contingency / Approved Contingency CEI / 6.5% Construction Change Order Irrigation / COI2 Irrigation relocation Change Order Resurficing / COI2 Resurficing	\$ 918,500.00 \$ 89,630.00 \$ 40,974.94 \$ 81,000.00 \$ 1,130,104.94
KENNERLY / COOGLER	\$ 290,732.12	Design / PDI LINTP Actual SCOOT / Actual to-date 10/17 Contingency / SCOOT Review	\$ 77,045.51 \$ 3,273.55 \$ 1,716.45	Utility Relocation Estimators / TEAMS Util Estimate CRM / 4.5% of total	Construction estimate / Approved CR Jackson Contract Contingency / Approved Contingency CEI / 6.5% Construction Change Order Utility / COI4 Waterline relocation Change Order ROW / COI7 Premium ROW payment Change Order Lighting / COI8 Increase Lighting Change Order - Concrete / COI10 Colored concrete	\$ 1,811,300.00 \$ 139,893.50 \$ 167,000.00 \$ 25,300.00 \$ 18,617.50 \$ 2,520.00 \$ 6,273.00 \$ 7,516.00 \$ 2,269,430.00
CLEMSON RD / SPARKLEBERRY LANE INTERSECTION	\$ 504,175.59	PDI 30% Design / Approved PDI WA #1 CEI 70% Contract / CEI03 Contract CEI 70% Contract Contingency / CEI03 Contract Conting CEI 100% Design / PDI Estimated cost Ph. 1 Haz Mat Study / PDI WA#18 and WA#24 Flexible Pavements Section Design / PDI WA#18 SCOOT Review / Estimate	\$ 132,975.00 \$ 457,442.00 \$ 34,156.90 \$ 700,000.00 \$ 4,600.00 \$ 19,000.00 \$ 5,000.00 \$ 1,368,973.90	Utility Relocation Estimators / HE Utility Coordinator CRM / 4.5% of total	Construction estimate / 70% Design Estimate CEI / 6.5% of total Contingency / 10% construction Estimate	\$ 5,992,000.00 \$ 955,398.01 \$ 599,200.00
BULL STREET AND ELWOOD AVENUE INTERSECTION	\$ 133,302.64	Design / CECS03 Contract Ph. 1 Haz Mat Study / Estimate Flexible Pavements Section Design / Estimate SCOOT Review / Estimate	\$ 340,132.55 \$ 31,479.26 \$ 3,475.00 \$ 5,000.00 \$ 5,000.00 \$ 385,486.81	Utility Relocation Estimators / Utility Coordinator CRM / 4.5% of total	Construction / PDI 70% Estimate Contingency / 10% of Construction CEI / 6.5% of total	\$ 7,546,558.01 \$ 1,612,217.27 \$ 161,217.23 \$ 195,831.28
GARNERS FERRY ROAD AND HARMON ROAD INTERSECTION	\$ 46,208.45	Design / Approved CEI02 Contract Design Contingency / Approved CEI02 Contract Conting SCOOT Review / Estimate Flexible Pavements Section Design / PDI WA#24	\$ 140,000.00 \$ 13,637.71 \$ 5,000.00 \$ 5,000.00 \$ 168,637.71	Utility Relocation Estimators / 10% construction/HE Estima CRM / 4.5% of total	Construction / 70% Design Estimate Contingency / 10% construction Estimate CEI / 6.5% of total	\$ 498,085.03 \$ 49,808.50 \$ 66,152.98
NORTH SPRINGS ROAD AND WASHINGTON ROAD INTERSECTION	\$ 46,088.22	Design / Approved CEI02 Contract Design Contingency / Approved CEI02 Contract Conting SCOOT Review / Estimate Flexible Pavements Section Design / PDI WA#24	\$ 135,665.00 \$ 13,133.08 \$ 5,000.00 \$ 5,000.00 \$ 175,353.51	Utility Relocation Estimators / 10% construction/HE Estima CRM / 4.5% of total	Construction / 70% Design Estimate Contingency / 10% construction Estimate CEI / 6.5% of total	\$ 489,198.94 \$ 49,198.99 \$ 60,344.31 \$ 598,653.35







# TRANSPORTATION PROGRAM

## WORK AUTHORIZATION #2018-61

September 13, 2018  
CONTRACT FOR PROGRAM DEVELOPMENT, PROGRAM MANAGEMENT  
AND OTHER SERVICES  
Relating to the  
RICHLAND COUNTY  
SALES TAX TRANSPORTATION IMPROVEMENT  
PROGRAM

Contractor shall perform the following Work in accordance with the provisions of the Contract listed above.

**Scope and Cost of Services:** Provide Services as described in the Contract Agreement for the following:

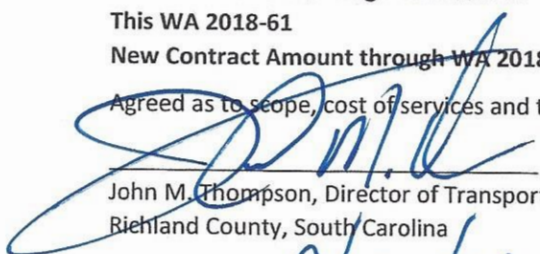
Project 273 – Blythewood Road Widening (Syrup Mill Road to I-77):		
• 21 Category 3 Appraisal Parcels @ \$5270.00/each=		\$110,670.00
• Title Opinion updates – 5 @ \$125.00 /each=		\$ 625.00
<b>Subtotal</b>		<b>\$111,295.00</b>

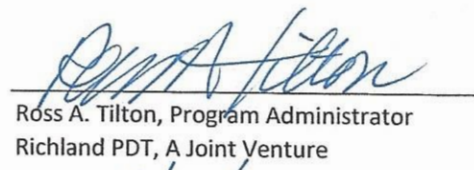
**Total this change order not to exceed: \$111,295.00**

**Time:** In accordance with the approved project schedules.

Contract Amount through WA 2018-60	\$56,830,969.91
This WA 2018-61	\$ 111,295.00
New Contract Amount through WA 2018-61	\$56,942,264.91

Agreed as to scope, cost of services and time schedule.

  
John M. Thompson, Director of Transportation  
Richland County, South Carolina

  
Ross A. Tilton, Program Administrator  
Richland PDT, A Joint Venture

Date: 9/20/18

Date: 9/13/18





# TRANSPORTATION PROGRAM

## WORK AUTHORIZATION #2018-62

September 13, 2018

CONTRACT FOR PROGRAM DEVELOPMENT, PROGRAM MANAGEMENT AND OTHER SERVICES

Relating to the

RICHLAND COUNTY

SALES TAX TRANSPORTATION IMPROVEMENT PROGRAM

Contractor shall perform the following Work in accordance with the provisions of the Contract listed above.

Scope and Cost of Services: Provide Services as described in the Contract Agreement for the following:

Project 293- Bull St. and Elmwood Ave. Intersections:

- 5 Category 1 Permission Parcels @ \$2,130/ each = \$ 10,650.00
- 3 Category 3 Appraisal Parcels @ \$5270.00/each = \$ 15,810.00
- Title Opinion updates – 2 @ 125.00/each= \$ 250.00

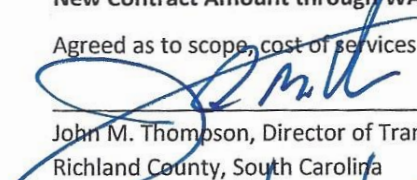
Subtotal \$ 26,710.00

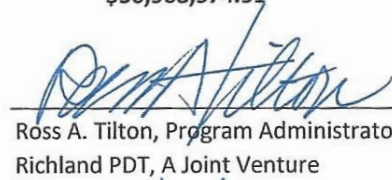
Total this change order not to exceed: \$ 26,710.00

Time: In accordance with the approved project schedules.

Contract Amount through WA 2018-61	\$56,942,264.91
This WA 2018-62	\$ 26,710.00
New Contract Amount through WA 2018-62	\$56,968,974.91

Agreed as to scope, cost of services and time schedule.

  
 John M. Thompson, Director of Transportation  
 Richland County, South Carolina

  
 Ross A. Tilton, Program Administrator  
 Richland PDT, A Joint Venture

Date: 9/20/18

Date: 9/13/18

Project Name	Project number	Project Type	Firm(s) Completing Task	Project Start Date	Task Start Date	Task Completion Date	Project Completion Date												
Bull/Elmwood Intersection	293	ROW Acquisition	Davis and Floyd	12/18/2017	10/1/2018	12/31/2018	7/15/2020												
Bull/Elmwood Intersection	293	Title Opinions	Carnes Law Firm	12/18/2017	10/1/2018	12/31/2018	7/15/2020												
Bull/Elmwood Intersection	293	ROW Acquisition	Davis and Floyd	12/18/2017	10/1/2018	12/31/2018	7/15/2020												
Davis and Floyd	10/21/2018	11/30/2018	12/20/2018	1/31/2019	2/28/2019	3/30/2019	4/30/2019	5/30/2019	6/30/2019	7/31/2019									
	\$11,430.00	\$5,715.00	\$1,905.00	\$1,905.00	\$1,905.00	\$290.00	\$0.00	\$0.00	\$0.00	\$0.00									
Carnes Law Firm	\$800.00	\$900.00	\$900.00	\$900.00	\$290.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00									
Subtotals	\$12,330.00	\$8,615.00	\$2,805.00	\$2,805.00	\$2,195.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00									