

RICHLAND COUNTY COUNCIL

SOUTH CAROLINA

TRANSPORTATION AD HOC COMMITTEE

March 26th, 2019

1:00 PM

County Council Chamber

1. Call to Order
2. Approval of Minutes
3. Adoption of the Agenda (Pages 1-15)
4. Approval of the Executive Summary & Recommendations for:
(Pages 16-61)
 - 1) Lower Richland Widening (Pages 16-32)
 - 2) Polo Road Widening (Pages 33-39)
 - 3) Smith/Rocky Branch Greenway A, B, C (Pages 40-50)
 - 4) Crane Creek Greenway A, B, C (Pages 51-57)
 - 5) Shop Road Extension Phase 2 (Pages 58-61)
5. Discussion: Longwood Road Traffic Concern (Pages 62)
6. Bluff Road Phase 1 Right of Way Transfer to SCDOT (Pages 63-66)
7. Approval of Shop Road Termini Studies and Recommendations at George Rogers and Mauney (Pages 67-72)
8. Approval of Decker/Woodfield Neighborhood Improvement Project Utility Agreement for AT&T Design: (Pages 73-77)
9. Approval of Greene Street Phase 2 Condemnations (Pages 78-91)
 - 1) 5 Railroad Tracts (Pages 78-87)
 - 2) 2 Guingard Tracts (Pages 88-91)
10. Approval of Greene Street Phase 2 Gadsden Closure (Pages 92-93)
11. Discussion: Three Rivers Greenway CSX Railroad Permit (Pages 94-95)
12. Approval of Greenway Category Summary and Recommendations (Pages 96-115)
13. Approval to Modify the Budget (Pages 116-117)
14. Approval of Mitigation Credit Sales (Pages 118-128)
15. Program Status Update (Pages 129-135)
16. Pending Approvals (Page 136)
17. Adjournment



Committee Members

Calvin "Chip" Jackson, Chair
District Nine

Paul Livingston
District Four

Jim Manning
District Eight

Dalhi Myers
District Ten

Chakisse Newton
District Eleven



Richland County Council
Transportation Ad Hoc Committee
March 5, 2019 – 1:00 PM
Council Chambers
2020 Hampton Street, Columbia 29204

COMMITTEE MEMBERS PRESENT: Calvin “Chip” Jackson, Chair; Paul Livingston, Jim Manning, Dalhi Myers and Chakisse Newton

OTHER COUNCIL MEMBERS PRESENT: Yvonne McBride, Allison Terracio and Joe Walker

OTHERS PRESENT: Michelle Onley, John Thompson, Eden Logan, Bryant Davis, Kimberly Toney, Christine Keefer, Edward Gomeau, Erica Wade, Cheryl Cook, Quinton Epps, and Tiffany Harrison

1. **Call to Order** – Mr. Jackson called the meeting to order at approximately 1:00 PM.
2. **Approval of Minutes: December 4, 2018** – Ms. Newton moved, seconded by Mr. Jackson, to approve the minutes as distributed.

In Favor: Jackson and Newton

The vote in favor was unanimous.

3. **Adoption of the Agenda** – Mr. Jackson stated the agenda needs to be amended to add the Election of the Chair.

Ms. Newton moved, seconded by Ms. Myers, to amend the agenda to add the Election of the Chair.

In Favor: Jackson, Newton and Myers

The vote in favor was unanimous.

Mr. Manning moved, seconded by Mr. Livingston to move Item 4 until after Item 13.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

ELECTION OF THE CHAIR – Mr. Manning moved, seconded by Ms. Myers, to elect Mr. Jackson for the position of Chair by acclamation.

Mr. Manning moved, seconded by Mr. Livingston, to add the following item to the agenda: “Approval of

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Project Funding Authorizations for Magnolia/Schoolhouse Sidewalk Project, Three Rivers Greenway Project and Blythewood Area Improvements Project”.

In Favor: Jackson, Myers and Livingston

The vote in favor was unanimous.

- 3b. **Approval of Project Funding Authorizations for Magnolia/Schoolhouse Sidewalk Project, Three Rivers Greenway Project and Blythewood Area Improvements Project** – Dr. Thompson stated this item is to authorize that additional funding be appropriated for the Magnolia/Schoolhouse Sidewalk and Three Rivers Greenway Projects. The Magnolia Schoolhouse Sidewalk Project will still be under the ordinance amount, even with the additional amounts requested by the PDT. The PDT has worked aggressively on these particular projects. There are some surplus dollars in other projects, so we want to shift those dollars so we do not hold up progress, in terms of construction. With the Three Rivers Greenway, with the amount the PDT is requesting, we could potentially go over the ordinance amount by \$366,000. However, he had a conversation with Mr. Beaty, and he is going to assure us that we do not exceed the ordinance amount of \$7.9 million for the Three Rivers Greenway Project.

Mr. Beaty stated the referendum amount for the Three Rivers Greenway had approximately \$7.9 million. They are managing the project to stay within that amount. However, what they are bringing to your attention is, at the end of every fiscal year, the PDT, in consultation with County staff, balances the accounting records about how much of our contractual amount is applied to an individual project. They allocate their expense across projects. That is rebalanced at the end of the fiscal year depending on all the projects that were done in the previous year. Right now, there could be an accounting method of how that final amount of money is allocated to one project or another. It is rectified at the end of the fiscal year. Although the number in front of you shows \$300,000, we will continue to manage the project to stay under the \$7.9 million referendum amount.

Ms. McBride thanked the PDT for the work that is being done on Magnolia/Schoolhouse. She visited it and it is coming along well.

Ms. Newton stated the documentation says staff recommends an additional \$550,000 for the Magnolia/Schoolhouse Sidewalk and \$350,000 for the Blythewood Area Improvements. She inquired if approving these recommendations alone, as stated, take us over the cap without additional management or is there additional funding being requested.

Dr. Thompson stated something that is going to go over the cap will not be recommended, that is at your pleasure as policymakers.

Ms. Newton stated, for clarification, staff’s recommendations address Magnolia/Schoolhouse and Blythewood Area Improvement, but they do not have a recommendation for the Three Rivers Greenway.

Dr. Thompson responded in the affirmative.

Ms. Myers stated since these amounts are recommended to be moved from other existing budgeted projects, which will not expend all budgeted amounts, which projects and what amounts.

Dr. Thompson stated accounting staff is looking into that. The bottom line is PDT was budgeted \$117 million for the current fiscal year. They may clear about \$90 - \$95 million, so we have surplus dollars to be able to sweep those dollars without impacting other projects.

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Ms. Myers stated but it will impact the overall shortfall, which is why she asking what projects. She inquired if they are all sidewalk and greenway projects.

Dr. Thompson stated not necessarily. They keep money within the pot, so all roadway dollars go to roadway projects. Any surplus dollars for bikeway, pedestrian pathways or greenways go to BPGs.

Mr. Jackson stated, although staff does not have a recommendation on the Three Rivers Greenway, we are expected to take action on that, correct.

Dr. Thompson responded in the affirmative. The only recommendation that staff will offer is that we approve money to ensure that they do not go over the ordinance amount.

Mr. Jackson stated so the motion could be that we approve it contingent upon them not exceeding the amount allocated in the ordinance.

Ms. McBride stated this is not on here, but it is a part of the sidewalk projects and one she has spoken about almost every time she has attended the meeting. She stated we requested a sidewalk on Harrison Road, and it was approved in the referendum. She requested the status of the project because it is a very serious area.

Mr. Beaty stated the project is complete. They have received SCDOT authorization to proceed to construction. They have prepared the procurement package. The last technical thing they have to get through is, the project is within the County's Land Disturbance Permit Unit. They are expecting them to approve it any day now. Once it is approved, it can go through the procurement process and be advertised for construction.

Ms. Terracio stated, as she looks at these sidewalks, she sees there is landscaping and trees. She knows that we have had to deal with funds that we were not supposed to use for some of these projects. She inquired if we can use Penny Tax Funds to pay for landscaping, trees, flowers, etc.

Dr. Thompson stated, if we disturb landscaping, we have to restore it. He does not think that SCDOR is going to be favorable with us improving landscaping for the sake of it.

Ms. Newton stated, it is her understanding, one of our options is to vote to approve the increase in funding provided we do not exceed the cap. She inquired, if we got close to the cap, how are decisions then made if dollars run out.

Dr. Thompson stated there is no protocol in place. That is why we have a number of projects that have already gone over the ordinance amount. Since he has been here, he has kept a close eye on those projects. He wants to make sure we do not keep the same trend prior to him coming here.

Mr. Livingston moved, seconded by Ms. Myers, to forward this item to Council with a recommendation for approval of the additional funding for the Magnolia/Schoolhouse Sidewalk and Blythewood Area Projects, and to approve the funding for the Three Rivers Greenway contingent upon the project not exceeding the amount allocated in the ordinance.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

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4. **Approval of Percival Road Sidewalk Service Modification** – Mr. Beaty stated Percival Road Sidewalk is a sidewalk job on one side of the road. It goes from Decker to Forest Drive. The OET is already under contract. They have performed a significant amount of the design; however, we did not include in their contract going out and identifying through subsurface utility engineering all of the utilities located underground. Once we got into the design, they realized there was a 50-year old City waterline that is most likely in conflict with most of the project. Therefore, we need to pay the sub-consultant to identify where all of the underground utilities are so the project, so the project can be designed to minimize conflict. The request is to approve the OET to do some subsurface utility engineering work.

Mr. Livingston inquired about the cost.

Mr. Beaty stated it is approximately \$77,000.

Ms. Newton inquired, since this was unanticipated, do you expect us to exceed the budget or is this covered in the general override.

Mr. Beaty stated he would assume this will help to bring our construction cost estimate come down since we will not have the contingency of potentially hitting utilities.

Ms. Newton moved, seconded by Ms. Myers, to forward to Council with a recommendation for approval.

In Favor: Jackson, Myers and Livingston

The vote in favor was unanimous.

5. **Approval of Decker Blvd/Woodfield Park Neighborhood Improvement Project landscaped medians and driveway closures** – Mr. Beaty stated they have held one public meeting where they presented the options in the plan. The public identified their preferences to include, as a portion of the plan, to provide median closure along Decker, which improves safety by removing the opportunity for left turns. The benefit is that you reduce the opportunity for accidents. The negative is you reduce opportunity for left turns. Additionally, to improve safety, we will be recommending consolidating drives. Everyone would continue to have access, but if it is a redundant drive, or is in an unsafe location, they are recommending closing those driveways. We will take this to the public a 2nd time and present the potential median and driveway modifications. Additionally, the SCDOT is in favor of these modifications.

Ms. Myers inquired if any of the proposed changes going to affect the schoolchildren's walkway.

Mr. Beaty stated the median closures would not impact that any. Separately from the project, they are proposing to widen sidewalks and replace broken and damaged sidewalks.

Mr. Manning moved, seconded Mr. Livingston, to proceed with the modifications, recognizing that the public will be informed and have input again.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

6. **Approval of Blythewood Road Widening Shared Use Path Maintenance Agreement with SCDOT** – Mr. Beaty stated Blythewood Road Widening from I-77 to Syrup Mill Road is being designed to go from 2 lanes to

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5 lanes (2 in each direction, with a middle turn lane). It will also have a traffic circle at the entrance to the large neighborhood right off of I-77. To provide bicycle and pedestrian accommodations, we are designing two 10-ft. wide concrete shared-use paths. We are offsetting those, per SCDOT design requirements, 5-ft. from behind the curb, which provides the walkers and bicyclists a little bit more safety and more comfort being away from the traveling cars. The SCDOT requires that Richland County accept future maintenance responsibilities of the 5-ft. grass strip.

Mr. Livingston inquired if we are keeping up with our commitments to what we are going to be responsible for.

Mr. Beaty stated they are documenting all maintenance agreements and commitments.

Mr. Livingston moved, seconded by Ms. Newton, to forward to Council with a recommendation for approval.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

7. **Approval of Blythewood Area Improvements: Town of Blythewood Priorities Resolution** – Dr. Thompson stated the resolution from the Town of Blythewood does not conflict with the Penny Projects. Ordinance 039-12HR gives them the liberty to weigh in on their projects. Staff recommends approval of the resolution.

Mr. Livingston stated, for clarification, the input was not to change the dollar amount.

Dr. Thompson responded in the affirmative.

Ms. Newton stated, on pp. 76, we have that there was an original \$33.1 million allocated, and now we have \$61.5 million.

Dr. Thompson stated we are looking at different projects.

Ms. Myers stated the Town of Blythewood has asked that we do Blythewood I and do something else with the money for Blythewood II. Do we know what the something else is?

Mr. Beaty stated what they originally had was 5 smaller projects and had them prioritized. Their desires have changed recently, and they want to reprioritize. The #1 project is improving McNulty Street, which is on the agenda later. Then they reprioritized the #2 job, which is the Creech Connector. It is no change to the money, just the order in which they would be developed.

Ms. McBride stated her comment is based on us having the same issue with a different project last year, in terms of changing priorities. It was stated that it was in the referendum and we could not go back and switch priorities, so how does this apply to this issue.

Mr. Beaty stated this one unique case was in the original referendum. The original referendum said the Town of Blythewood can do this on that one project, which was identified as Blythewood Widening II.

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

In Favor: Jackson, Newton, Myers and Livingston

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The vote in favor was unanimous.

8. **Approval of Atlas Road Widening SCE&G Utility Agreement** – Dr. Thompson stated staff recommends entering into an agreement with SCE&G so they can do their utility relocation on Atlas Road. We understand that PDT is well underway with working with the other contractors so we can begin to break ground on this particular project.

Mr. Livingston moved, seconded by Ms. Myers, to forward to Council with a recommendation for approval.

In Favor: Jackson, Myers and Livingston

The vote in favor was unanimous.

9. **Approval of Shop Road Widening Termini Change from South Beltline to Mauning Drive** – Dr. Thompson stated for this particular project the termini for Shop Road Widening is from George Rogers Boulevard to South Beltline. They are recommending that we reduce the termini to Mauning Drive right before the railroad tracks. We have 5 lanes from the railroad tracks to the intersection of Shop Road and South Beltline. That will not have a significant impact, in terms of traffic flow. The impact would be us widening from the railroad tracks all the way to the George Rogers Boulevard, which will be a savings of approximately \$3 million.

Ms. Myers stated this is the one she has been concerned about. She does not have in her packet any explanation of why the cost is nearly doubled, and she would like to understand where we are. The referendum was \$33.1 million. The current estimate is \$61.5 million, minus the \$3 million, if we shorten the termini.

Mr. Beaty stated nearly all prices have increased from 2012. Back in June, we had a discussion with Council, and we talked about the entire program. The program had \$750 million for roads. The current estimate today is we need \$900 million. However, you can immediately recognize the savings of the I-20/Broad River Road Interchange, which is going to be done by the SCDOT as part of Carolina Crossroads. Now we are down to \$850 million, when we have \$750 million. What we identified back then was reducing the scope of Bluff Phase II, Pineview and partially Spears Creek Church Road. If you went to the other widenings, including Shop, the referendum had \$30 million, and the current cost estimate is \$60 million.

Ms. Myers stated she understands that the program itself is short almost \$200 million. What she is asking, in this particular project, the referendum amount was \$33.1 million. We are now at an estimated cost of completion of \$61.5 million. What she is asking, is what has driven the cost to double.

Mr. Beaty stated there are 2 primary items that drive up the cost of Shop Road. Drainage is one. The whole area is relatively flat. There is a lot of paved areas already. When you touch a road, you have to pick up all the other associated problems. So, we are going to have extensive drainage improvements. The 2nd thing is the number of utilities along Shop Widening are greater than many of the other projects. For instance, you have additional fiber optics going to Williams-Brice providing feeds to ESPN. He stated he could provide the exact amount that goes into that.

Ms. Myers stated, for her, she would like to see it. This is one of the roads that she thinks is eating up money that we are going to, at some point, need for some of these projects. There is going to be 200 miles of Richland County road that does not get touched, but all the SCDOT roads will be finished. We are going to have the people that voted for this referendum living in places where we have no money to touch their

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roads. She is deeply concerned with what is driving the costs upward, and if there are ways to ameliorate that. She would like specifics as to what those drivers are.

Mr. Beaty stated they update the entire program quarterly, so he can provide specifics of the utilities that drive that number, as well as the construction and design.

Mr. Jackson requested that Mr. Beaty provide that to the entire committee.

Mr. Beaty stated they have reviewed the current proposed design at the intersection with George Rogers. It has been designed and they have gone through the public involvement process, but the PDT did an internal review and they think they can modify the intersection with George Rogers and save the project approximately another \$5 million and still meet the intent of the project and SCDOT criteria.

Ms. Newton stated, when you look at how costs have almost doubled, what is the process for that. Do we just keep going into the hole? What happens?

Dr. Thompson stated that is a policy matter. His job as a staff member, as a steward of taxpayer dollars, is to make sure that we adhere to the ordinance.

Mr. Jackson stated, so the public is clear, when we use the term "go in the hole"...let's clarify that, in terms of where we are now financially versus what will eventually happen if we continue down the path.

Dr. Thompson stated we are not in the hole. People are still being paid. Again, it is a policy matter, in terms of how we decide to construct these projects or whether we narrow a particular project. We will have that conversation. We have other municipalities who want us to construct their projects, but the fact of the matter is their Cadillac budget is not what we have. We must operate within the ordinance, so that we can touch more of the 200 roads so people across the county can benefit from this program equally.

Mr. Jackson stated there has been on more than one occasion recommendations made to address the issue. The Council has failed to act on those recommendations. We have kicked the can down the road each time it has come up.

Ms. Myers stated, for clarification, Mr. Beaty said they think there is another \$5.1 million in cost savings that you can realize with a design change, but that is not before us in approving the recommendation for this termini improvement. For her, she could make a better decision if she was looking at numbers that said we were to the good by approximately \$10 million, rather than where we are now. She inquired when that information is going to be made available.

Mr. Beaty stated it can be made available at the next Ad Hoc Committee meeting. He stated there are 2 separate issues, 2 different termini. At the George Rogers end, the design up to this point, if you are coming towards Columbia, you make a free flow right. It would be better if you did not have to slow down and make that right. When Shop Road is 5-lanes, it just tied right in to Assembly at 6-lanes, so that the through movement never stops. The return movement would not have to make a left turn. To do that, the current design shows acquiring 2 businesses to the right of the light by straightening out the road. It is a nice design, but is not necessary design. The intersection functions just fine as it is today, and will function just fine in 20 years. Up to this point, the design had been a nicety. It would be an improvement, but it is not a necessary improvement. They have reviewed the traffic report, and they have done some preliminary cost estimates, but he is not ready today to say whether it will be \$4.6 or \$4.8.

Mr. Jackson inquired about how much additional traffic is anticipated with new student housing on Shop

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Road, and when it is projected to be completed.

Ms. Myers stated initially they told us they wanted to be open for business this Fall.

Ms. Myers moved, seconded by Mr. Livingston, to forward to Council with a recommendation for approval, but would request the additional information about cost savings be provided immediately.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

10. **Approval of Service Orders:**

- a. **Clemson/Sparkleberry Intersection** – Mr. Beaty stated the Clemson Road/Sparkleberry Intersection is one of the most unique designs in the entire program. Because it is so unique, Council only engaged the On-Call firm to design the project through 70% complete plans. Because there is so much iteration back and forth with the SCDOT on this unique design it would not been to a detailed analysis of what the final design would be, so the designer was only contracted to complete 70% plans. They have and we almost have the approval in hand from the SCDOT. This will allow the design to go from 70% to 100%.

Mr. Livingston moved, seconded by Mr. Manning, to forward to Council with a recommendation for approval.

Mr. Jackson stated the item that deals with safety and warranty talked about there being some concern with regards to not having someone directly responsible for insuring the issue of safety. As you know, that is very heavily traveled thoroughfare. He inquired if that is an issue of concern.

Mr. Beaty stated he does not believe it is.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

- b. **Broad River Road Widening** – Mr. Beaty stated the Broad River Road Widening, in the Irmo area, is currently under design by 1 of the 5 On-Calls, CECS, and they have identified 2 alignment shift, which will reduce the impacts of the project. Typically, when we widen a road we widen it equally about the center line. Sometimes one side may be more developed than the other, or one side may have more environmental impacts than the other. The designer has identified, as you pass the beginning of the project, at Royal Tower, there is a number of businesses on the left. They can develop the project to widen more to the right and avoid a number of parking spaces and right-of-way impacts. It could be some pretty heavy impacts to these businesses. Further on down the project, as you approach Koon Road, there is a historic farm on the left. It is called the Koon Family Farm. To avoid impacting this historic farm, and it does improve the geometry, the consultant needs to redesign that portion of the project. Essentially, by paying the consultant to redesign a couple of portions of the project you will receive a net savings in impacts and construction costs.

Mr. Jackson inquired if it extended the time of the project.

Mr. Beaty responded it does not.

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Mr. Livingston moved, seconded by Ms. Myers, to forward to Council with a recommendation for approval.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

11. **Approval of Award Letter Recommending to Award Bid:**

- a. **Broad River Neighborhood Improvement Project** – Mr. Manning moved, seconded by Ms. Myers, to forward to Council with a recommendation for approval.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

- b. **Dirt Road Package I** – Mr. Manning moved, seconded by Ms. Myers, to forward to Council with a recommendation for approval.

Ms. Newton requested a copy of the list of roads in Dirt Road Package I.

Ms. Myers inquired about how many roads are include in the dirt road package, and the mileage it includes.

Mr. Beaty stated there are 7 roads for a total of 1.2 miles.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

- c. **Southeastern Neighborhood Improvement Project** – Dr. Thompson stated for this particular project we had 5 bids, and the lowest responsive bidder is McClam & Associates for \$3.6 million, which is 22.12% below the engineer’s estimate of \$4.7 million. McClam has made a commit of 17.5% utilization of SLBE.

Mr. Livingston moved, seconded by Mr. Manning, to forward to Council with a recommendation for approval.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

12. **Approval of Calhoun Road Diet Executive Summary and Recommendations** – Dr. Thompson stated the project is worth more than \$1 million, but in the ordinance we have \$88,000.

Mr. Beaty stated in the referendum there were 87 individual bikeways, which are broken down into 4 broad categories. One of the categories is a road diet where you take four 9-ft. lanes and it take it to three 11-ft. lanes. Under this scenario, to accommodate bicyclists, we would recommend removing on-street parking from the South side. The project would begin at Wayne, near the Lincoln Greenway. From Wayne Street to

Park, we would only be painting sharrows (little triangle with a bicycle). From Park to Pickens, we would be removing parking on the South side. In that area, we would be milling and repaving about 1 – 2 inches to give a smooth appearance and improve the riding surface. That is where the cost really is. Then, from Pickens to Harden, we would do the sharrows again. You would provide bicycle connectivity. The City has other bikeway projects that would intersect Calhoun. In the bikeway category you had 87 bikeways, and the funding level was approximately \$22 million. Some of the 87 bikeways have dropped off because the SCDOT has said we may not modify those. Even if you spent up to a \$1.5 million on Calhoun, your total would remain under the \$22 million. This has been presented twice to the public, in coordination with the City of Columbia. City Council has been supportive of the project, but they requested the 2 public meetings. Before we would go back to the City, we are providing a summarization of the 2nd public meeting to you. If you were to charge the PDT to move forward with this project, the PDT could design it in house with existing staff, but the cost would be approximately \$1.5 million.

Ms. Myers inquired if the Transportation Department has looked at our listing of projects, and looked at the projects that we can do within, or under, the budget, so that we can have a proposal to Council to prioritize those rather than continuing the way we are going, knowing we are overspending. She understands that in the whole bucket there is money, but in the whole project there is not. Her question is, “Where are the projects that we are looking at, that we know we can come in under budget?” For example, because the State has all this SCDOT money, and SCDOT may be putting money on some of the same roads that are on our list, we can realize cost savings. She is not getting the sense that we are looking at this program holistically. Her sense is that we are looking at it road by road, which means we are not analyzing it as a project that has this amount of dollars. It is, well, if we can do this one and grab some of the money from the one that did not get done. Yes, that is true, but overall that is “whistling past a graveyard” because we know there is a shortfall of money. She would like it to be looking at it more holistically. At some point, we have to sit down and rationalize this and say, “Here is what we are going to do with the money. And, here is what we know we cannot.” And, say to the public, “Do you accept this?” rather than this continuous this will blow the budget, but we can save it because we are not spending much here.

Mr. Livingston inquired as to what accounted for the significant difference in the price for this road diet project.

Mr. Beaty stated it is the milling and resurfacing the roadway. So, going back to the referendum, and how the original referendum amounts were applied, he can assume for \$88,000 they were only recommending that you paint the sharrows. That could probably still be done. We could go out there with a grinder and grind up the old markings and paint new ones. It would not look attractive, but it would fiscally work. The question would be, would you want to go forward with that approach and do it for the \$88,000 or would you want to mill and repave for \$1.5 million. In response to Ms. Myers, they do have the entire program cost estimated, and we could go through the program project by project, if you desire.

Ms. McBride stated she knows the referendum spelled out the different projects. All of the citizens in Richland County pay taxes, and it concerned her from the beginning that some areas got very little, and other areas got a lot. If we go now, and start cutting back on certain other projects that have not started, perhaps her district, which has not received very little, may end up getting nothing. She inquired if they can tell her how much money has been put into the various districts, in terms of equitable distribution. She knows it was based on priority, but she does not want to be shortchanged now, so that we can accommodate those other projects. She is interested in how we make it equitable and provide the services that are needed.

Mr. Jackson stated there were actually 2 requests. One was for Hampton Street, and the other was for Calhoun Street. Though the City was very enthusiastic about us doing them, there was no financial commitment made and we went back to the City and asked that they do that. It came back to us that we find

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out how the public feels about it. As Mr. Beaty said, we have now went to the public twice. Of course, there are people who are in favor of it, but there are some that are not in favor it and feel the loss of parking spaces, particularly along Hampton Street, may be cumbersome for some businesses. So, we decided not to move forward with the discussion of the Hampton Street Road Diet. He stated he is certainly not in favor of a project of this cost. He totally agrees with Ms. Myers, that if we are looking at something that minimally we would do and cost us approximately \$80,000, and now we are talking over a \$1 million. He understands the quality of the road because he has seen how I-77 was stripped for a long period of time.

Ms. Newton stated, for clarification, the original item that was named and planned in the referendum was probably just painting and adding bike lanes that way. Now, we are here with something that is more expansive, outside of what was originally intended.

Mr. Beaty responded in the affirmative.

Mr. Livingston inquired if we have done anything else with any of the other bikeways and got costs on those.

Mr. Beaty stated we have constructed some bikeway projects.

Mr. Livingston inquired if they were consistent with the budgeted amount.

Mr. Beaty responded, to this point, they have been. They have been able to piggyback on a couple of SCDOT resurfacing projects where we came to them with a restriping plan, that accommodated the referendum, and the SCDOT restriped it while they repaving it, at no cost to Richland County. Two Notch is an example of that.

Mr. Livingston inquired if they recommend getting rid of some of the locations in the City to try to accommodate for this.

Mr. Beaty stated they have had a lot of communication with City staff. He does not know that City staff has recommended that we remove any bikeways, but the SCDOT has told us of the 87 about 25 we physically cannot modify and accommodate bicycles. Those 25 free up funds, for lack of a better phrase.

Ms. Myers moved, seconded by Mr. Livingston, to defer this item for the gathering of more information.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

13. **Approval of the Executive Summary & Recommendations for:**

- a. **Trenholm Acres/Newcastle Neighborhood Improvement Project** – Ms. McBride stated the Trenholm Acres was a part of the referendum. She thanked them for the community meetings that were held. She requested that the following streetscapes be put under contract for design: Two Notch Road, Fontaine Road and Parklane. Those 3 areas enter into the Trenholm Acres/Newcastle community. It is a bad area that needs some type of beautification. Of course, safety is of utmost importance.

Mr. Beaty stated Trenholm Acres/Newcastle was 1 of the 7 neighborhood projects. We did have a public meeting, and presented the opportunities and their preferences to the community. In today agenda, they listed the first 7, which are 7 different streets that will include sidewalks, and maybe some tree plantings. And, then there were 3 that were lower in priority, based on the public's input.

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Those would be the landscaped medians along Fontaine, Two Notch and Parklane. What they could easily do, with your direction, is have the On-Call Design Team move forward with drafting the scope of work where they study the 7 sidewalks, and the 3 landscaped median locations, and provide cost estimates. At about the 70% complete level, we could come back to the committee and update you on the cost estimates, the designs and impacts. Depending on those, if there are enough funds to build all 10, great. If decisions need to be made at that time, we could do that. If this body amended the recommendation to allow us to include those 3 in the design studies, then we could come back to this body for final design.

Ms. McBride stated this is one of the reasons she said what she said earlier. This is an area that has been given little attention, and she knows they were prioritized. Again, these constituents pay taxes just like everybody else. She is kind of frustrated that other parts of Richland County are receiving a lot of funds, and this is unincorporated Richland County and they are receiving limited to no funds.

Ms. Myers stated she supports Ms. McBride and she agrees that unincorporated Richland County, as a whole, have been overlooked with Penny Projects. She would suggest the projects that have taken priority are the ones that circle University property, the Vista and heavily traveled Clemson Road area. The road widenings in the larger areas have taken priority. Some of it is a function of timing, and some are less profitable than others. She is frustrated with Penny Projects overall, and she would hope that in the next phase we start looking to projects that touch people where they live, rather than where they eat or shop.

Ms. McBride does not want it said that she is frustrated with the Penny Projects because she thinks a lot of progress has been made. She wants to ensure there is equality hereon.

Mr. Jackson stated the prioritization of the projects was done before Ms. McBride, Ms. Myers and himself were here, and they were a part of that. He would like to commend Dr. Thompson and Mr. Beaty for taking the prioritized list they were given and working as hard and diligently as they have worked to implement.

Ms. Myers moved, seconded by Mr. Livingston, to forward to Council with a recommendation to approve the Trenholm Acres/Newcastle Project and to include the design model requested by Ms. McBride.

In Favor: Jackson, Myers and Livingston

The vote in favor was unanimous.

- b. **Shop Road Extension Phase 2** – Mr. Beaty stated the public meeting was held in December. They presented Shop Road Extension 2, which will go from the current termini under construction at Longwood and tie into Garners Ferry at Trotter. The public provided input on the 4 alignments presented. They have done engineering studies to identify wetlands, streams and costs. Alternative #4, which is the least impactful and costly, is the recommended alternative. With Alternative #4 you would crossover Longwood Road and cross Mill Creek with a bridge. So, they tried to locate the alignment to shortening the bridge length, minimize how close they are to homes, and use existing right-of-way where they could. They are proposing a bridge over Norfolk Southern Railroad, which is busier than the CSX Railroad. This budget would allow a 2-lane road to be built, not 4-lanes. They would buy the right-of-way for 4-lanes, in case it every needed to be 4-laned in the future. The total referendum amount for Shop Road Phase I and II was approximately \$72 million. Based on the money being spent on Shop Road Phase I, the estimates show there is enough money remaining to

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build Shop Road Phase II within the original referendum amount. The request is to approve the engagement of the design team to move forward with the design of Shop Road Phase II.

Ms. Myers stated Shop Road Phase II is the phase that intersects most closely with residents. She does not see anything that ameliorates all of the concerns that were heard at the public meeting. She inquired as to what was being done to address the concerns that were raised at the public meeting.

Mr. Beaty stated, as a result of the public meeting, they moved the alignment as much as they could away from the neighborhoods. It is going to be an engineering judgment of do you move it this close or that close. They have slightly modified the alignment, and will be further studied in the final design.

Ms. Myers inquired about the backside which empties out into a neighborhood, which will be the cut through for trucks to get to Garners Ferry.

Mr. Beaty stated, as a part of the final design, which will be put in the scope of work, the engineer will be instructed to work with the SCDOT to identify how that can be mitigated. They have already had conversations with SCDOT about what they can and cannot do. Right now, SCDOT owns Longwood Road, so the County could take ownership of the road thereby having more say in what we do. They asked the SCDOT about putting in speed humps, and they will not allow it. If the County had ownership they could do what they wanted to do.

Ms. Myers is concerned with approving the go ahead, with no consideration of what we are going to do with Longwood might be short-sighted. She would like some proposal that says, "This is what needs to be done with Longwood first."

Ms. Myers moved, seconded by Ms. Newton, to defer this item to the next Transportation Ad Hoc Committee meeting, with instructions that we come up with some suggestions for a solution regarding Longwood Road.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

- c. **Blythewood Area Improvements (McNulty Street Improvements)** – Mr. Beaty stated they recently had a public meeting in the Town of Blythewood. The McNulty improvements would go from where you get off of I-77 onto Main Street through the commercial area and tie into the termini of Blythewood Road and Main. They offered 2 alternatives to the public. One was a wider typical section that allowed on street parking. The other did not offer on street parking and was a narrower. The request is to approve the typical section overwhelming supported by the public at the meeting, so they may engage the design firm to move forward with design of this road.

Ms. Myers moved, seconded by Ms. Newton, to forward to Council with a recommendation for approval.

In Favor: Jackson, Myers and Livingston

The vote in favor was unanimous.

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14. **Approval of Iushi Letter Request for Extension** – Dr. Thompson stated the request from China Jushi to delay the opening of the Shop Road Extension has been before the committee twice. He has met with the PDT and they do not anticipate opening the road until the end of April due to rain delays. At this time, China Jushi has not received the necessary permit from SCDOT. It his understanding, they may receive it by the end of this week. If the request is approved, China Jushi will pay the County \$30,000/month for the inspector and administrative costs, if we have to delay the opening of the Shop Road Extension.

Mr. Livingston moved, seconded by Ms. Myers, to forward this item to Council with a recommendation for approval.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

15. **Discussion: Project Status Update** – Mr. Beaty stated, in 2019, we could have 5 – 6 widenings under construction.

- Completed 8 of 15 Intersections; 2 are under construction and 4 others are scheduled to go to construction this calendar year;
- Ready to advertise another package of dirt roads;
- Polo/Harrison ready to be advertised in the next week;
- North Springs/Harrington Intersection is less than a month away
- In another week, a resurfacing package will be ready for advertisement. That will commit, or have completed, approximately \$36 million of the \$40 million in the referendum.
- Another dirt road package (10 -12 roads) is scheduled for April
- Atlas Road and Greene Street Phase II are scheduled to be advertised for bid in May

Ms. Newton requested a list of the dirt road in the dirt road package scheduled to be advertised in April.

Ms. Myers inquired about how many dirt roads are in the referendum.

Mr. Beaty stated the referendum did not include specific dirt roads. There are over 200 roads on the list they have provided, and there are approximately 600 dirt roads in the County. He stated they are going to be able to do about 120 dirt roads with the Penny Tax funds.

Ms. Myers stated, for clarification, 38 – 39 of the roads were done before the PDT was brought on board.

Mr. Beaty stated, he believes, 30 were developed, but they were constructed after they came on board.

Ms. Myers stated, for clarification, since the PDT came on board they have done approximately 13 roads.

Mr. Beaty stated about 30 dirt roads were done by County staff. While the Dirt Road Program Manager was employed, approximately 16 went to construction. Then, there was a year gap where none went to construction. And, then, the PDT began managing the program in July 2018, and were scheduled to do 35 between July and April. Package K, that should come out in a month, will push the number to 35 that the PDT has designed.

Dr. Thompson stated he and Mr. Gomeau have discussed this item. We understand there is not enough money in the ordinance to complete all dirt roads; therefore, this is another policy decision. If you allow staff

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to move forward, how do we get more money so that we can be able to pave more of those County maintained dirt roads.

Mr. Jackson thanked Dr. Thompson and Mr. Gomeau for working hard to try to come up with a strategy. We keep saying there is not enough money, but he is not sure we are grasping it. There are not enough dollars to complete the projects that have been prioritized, and have been approved in the referendum. So, we have to make a decision to make sure that Council's concerns are addressed.

16. **ADJOURN** – The meeting adjourned at approximately 2:37 PM.



TRANSPORTATION PROGRAM

EXECUTIVE SUMMARY

Date: 3/14/19

To: John Thompson, Ph.D., MBA, CPM
Director of Transportation

From: David Beaty, PE
Program Manager

RE: Lower Richland Blvd Widening - Concept Report and Public Meeting Summary with Recommendations

Introduction

The Lower Richland Blvd Widening project proposes widening Lower Richland Boulevard from Garner Ferry Road to Rabbit Run to a five lane roadway (two travel lane in each direction with a center two-way left turn lane) with 10 ft. wide shared-use path and a sidewalk. To date conceptual studies have been conducted to evaluate options for the proposed project. Additionally, a public meeting was held on February 28, 2019 to gather feedback from the residents and project stakeholders on the proposed project. The purpose of this document is to summarize the conceptual studies and public input to date and provide recommendations to advance the project.

Concept Report

A Concept Report was prepared for the Lower Richland Boulevard Widening project which describes the existing project area conditions, alternative roadway typical section and roadway alignment. The report details Right-of-Way needs, utility impacts, and environmental impacts such as wetland/stream and FEMA flood hazard area impacts.

February 28, 2019 Public Meeting

The Richland County Transportation Program held a Public Meeting for the Lower Richland Boulevard Widening project on Thursday, February 28, 2019 from 5:00 to 7:00 p.m. at Richland County Sheriff's Department Region One Substation, 2615 Lower Richland Boulevard in Columbia, SC. The meeting was conducted with an informal, open house format where individuals were able to review project displays and discuss questions with Richland County Transportation Program representatives. As people entered the meeting, staff provided a project handout and comment card. Refer to project boards for the public meeting material.

The project material included a typical section, an aerial overview and a plan view display along Lower Richland Boulevard from Garners Ferry Road to Rabbit Run were presented to the public. The typical included a five lane roadway, two travel lanes in each direction with a two-way left turn lane. The alternatives differed in how bicyclists and pedestrians were accommodated. Also included is a 10 ft shared-use path, a sidewalk and roundabout at Rabbit Run intersection with Lower Richland Boulevard.

Thirty-one (31) people signed into the public meeting and a total of 5 written comments were received from the meeting and the following two week comment period. Two (2) respondents were in support of the project and 3 were neutral to the project. Out of the 85 comments received, 32 stated their preference on a typical section. Twenty-four (24) out of 32 preferred Typical Section B (offset shared-use path). In addition, individuals questioned the need for intersection improvement at Lower Richland Boulevard and Garners Ferry Road, the need for more street lighting, drainage issues and improvements to sidewalks along Rabbit Run and Lower Richland Boulevard.

Prior to advancing the project into the Right-of-Way acquisition stage, the Richland County Transportation Program will hold another public meeting. This will allow the residents to view the selected design and discuss other specific project concerns.

Recommendations

Based on the comments received at the public meeting as well as consideration of safety and project impacts, Typical Section B with the shared-use path on the west side only is recommended for the Lower Richland Boulevard Widening project. Refer to Exhibit B. Although approximately one-third of the comments received voiced opposition to the project, the projected traffic growth along with desire to enhance bicycle and pedestrian accommodations throughout the county, serve as justification to advance the project. Minor modifications to the recommended typical section may be incorporated during the final design process to address public concerns and minimize impacts.

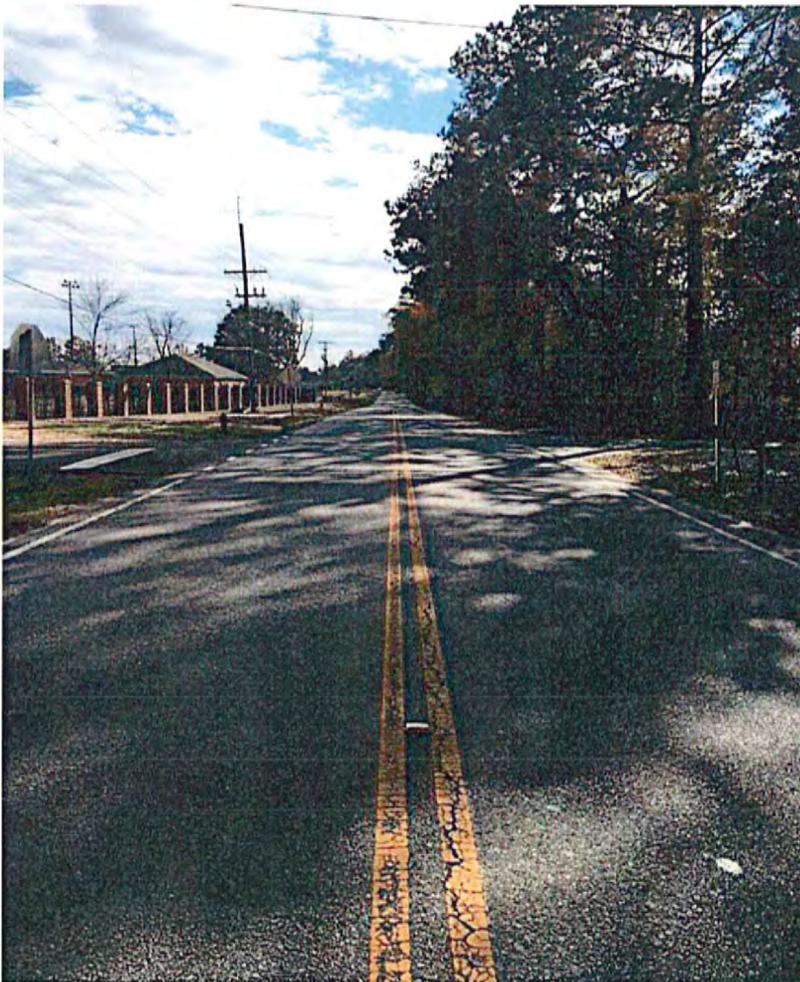
Exhibit A: Public Meeting Material

Exhibit B: Recommended Typical Section

DRAFT

2019

Lower Richland Boulevard (S-40-37) Design Concept Report



TRANSPORTATION
PROGRAM

**Mead
& Hunt**

Project Manager: Emily Falaw

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3/15/2019

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1. Overview

1.1 Study Purpose

The purpose of the Lower Richland Boulevard Design Conceptual Study is to review existing conditions, identify environmental constraints and propose a conceptual design. The proposed corridor improvements and intersection design recommendations made within this study will address expected traffic patterns, improve safety and reduce congestion while minimizing social and environmental impacts.

1.2 Project Description

The widening of Lower Richland Boulevard (S-40-37) is identified and funded by the Richland County Transportation Penny Program and is located approximately 3.0 miles southeast of the municipal limits of Columbia, South Carolina along US 378.

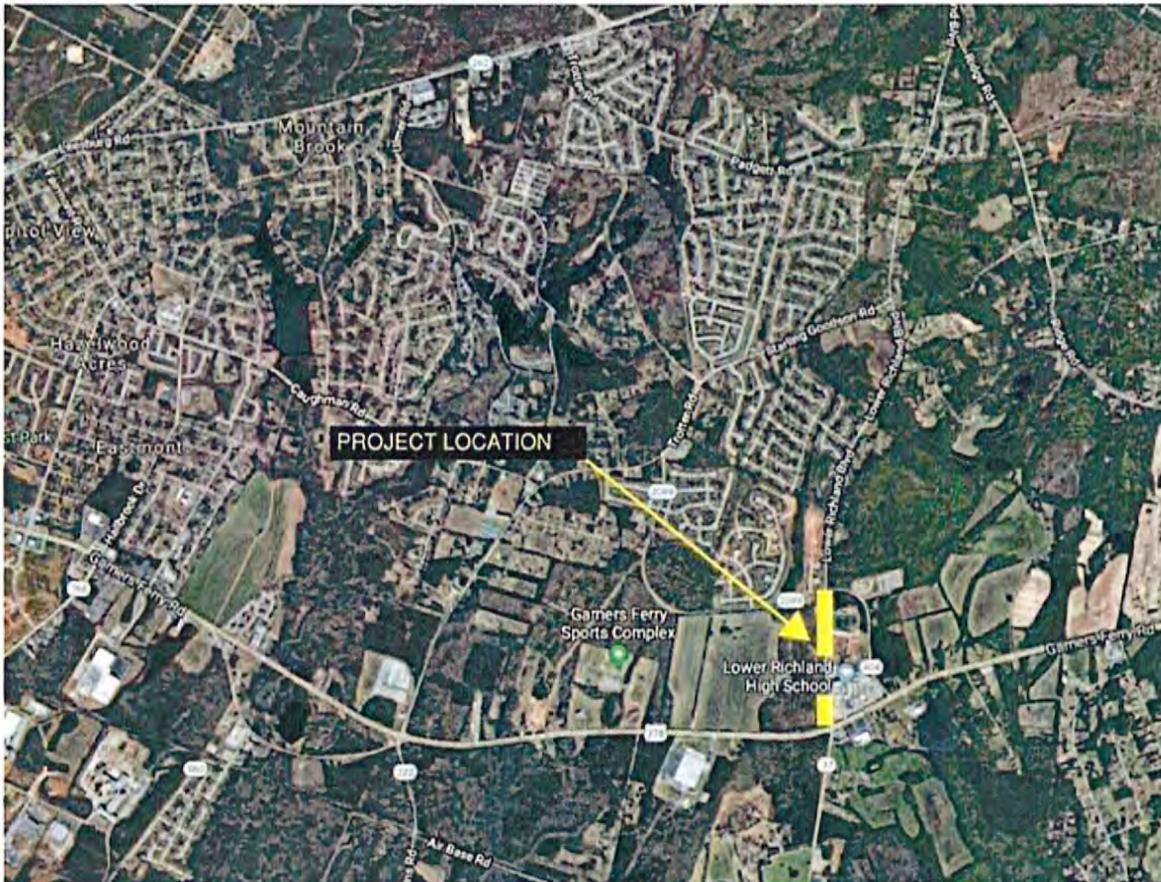


Figure 1: Project Location

The scope is to widen Lower Richland Boulevard from Rabbit Run (S-40-2089) to Garners Ferry Road (US 378). The Richland County sales tax referendum proposes for Lower Richland Boulevard to be expanded from two to five lanes consisting of four travel lanes, a center two way left turn lane, a shared use path on

one side of the road and a sidewalk on the other side. The project will also improve the intersection of Lower Richland Boulevard with Rabbit Run. See figure 2 for the project corridor.



Figure 2 Project Corridor

1.3 Project Schedule

Preliminary design began September 2018. A public information meeting was held February 28, 2019. A second public information meeting is expected late 2019. Construction could begin as soon as late 2020.

without any turn lanes. Sight distance was evaluated and found to be adequate for the posted speed limits in each direction. However, the curve east of the intersection on Rabbit Run could obstruct sight distance if the intersection is shifted east. There is a school bus maintenance facility on east side of the intersection and school buses used this intersection frequently during site visits. Pedestrian activity along Rabbit Run and Lower Richland Boulevard was noticeable during site visits.



Figure 4 Lower Richland Blvd Toward Rabbit Run

The northbound and southbound approaches for Lower Richland Boulevard have shared a left/ through lane and a dedicated right turn lane. The shared through/left lanes and the require the signal to operate with a split phase. Garners Ferry Road is a four-lane divided highway with a grass median. The eastbound approach has a free flow right, a dedicated left turn lane and two through lanes. The westbound approach has dedicated right and left turn lanes and two through lanes.



Figure 5 Lower Richland Blvd Toward Garners Ferry Rd

There are 1-foot paved shoulders on each side of the road and then transitions to grass shoulders. Traveling from Garners Ferry toward Rabbit Run, the shoulder on the left side of the road have limited width with a grass ditch and trees near the travel lane. The shoulders along the remainder are of adequate width.

Pavement condition along Lower Richland Boulevard is in good condition and pavement markings are in fair condition.

2. Environmental / Design Constraints

There are four property owners along the project corridor. Property on the west side is owned by are George Bunch III et al, City of Columbia- Lower Richland Station 22 and Friendship Baptist Church. Property of the east side is owned by District 1 Richland County- Lower Richland High School.

Available mapping shows a 100-year flood zone and forested wetlands near the project corridor. A site visit was conducted and revealed the project could impact wetlands.

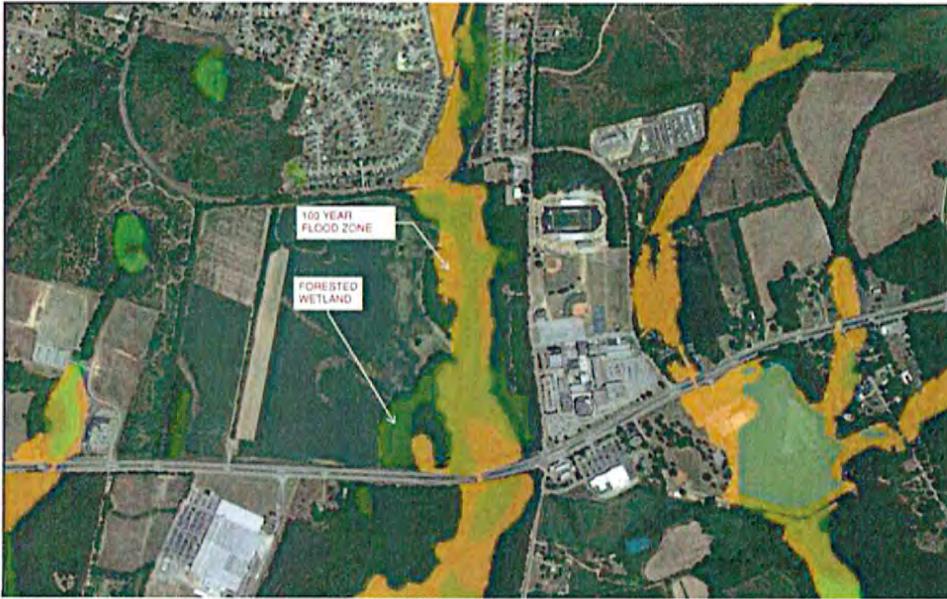


Figure 6 Wetlands Map

Information provided by the South Carolina Institute of Archaeology and Anthropology and the South Carolina Department of Archives and History revealed that there are no historic structures or historic sites within the project corridor.



Figure 7 Historic Features Map

Property along the project corridor is zoned as Planned Development District, Rural District, Residential Single Family-Medium Density and General Commercial.

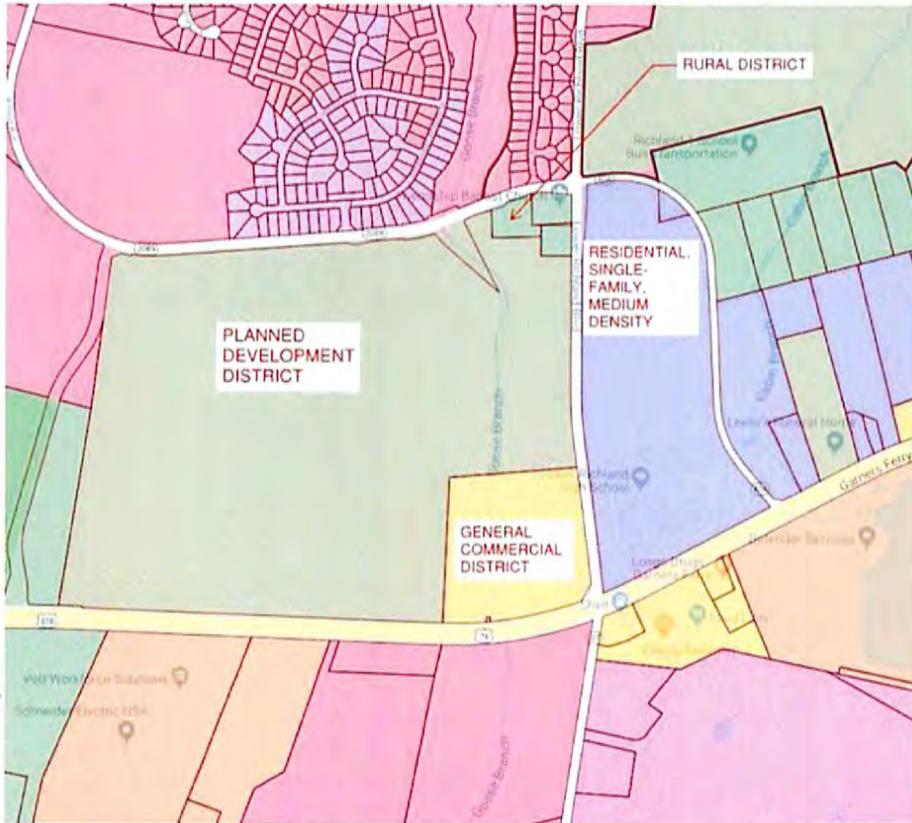


Figure 8 Zoning Map

There are several proposed developments that will increase traffic when completed. The developments are Richland Hills, Savannah Wood Richland PPD. In addition to these traffic generators there are two projects that will occur within the project corridor. These projects are a gas station in the northwest quadrant of Lower Richland Boulevard and Garner's Ferry Road and a Richland County Transportation Penny Program project that will construct a shared-use path along Rabbit Run and Lower Richland Boulevard.

3. Design Criteria

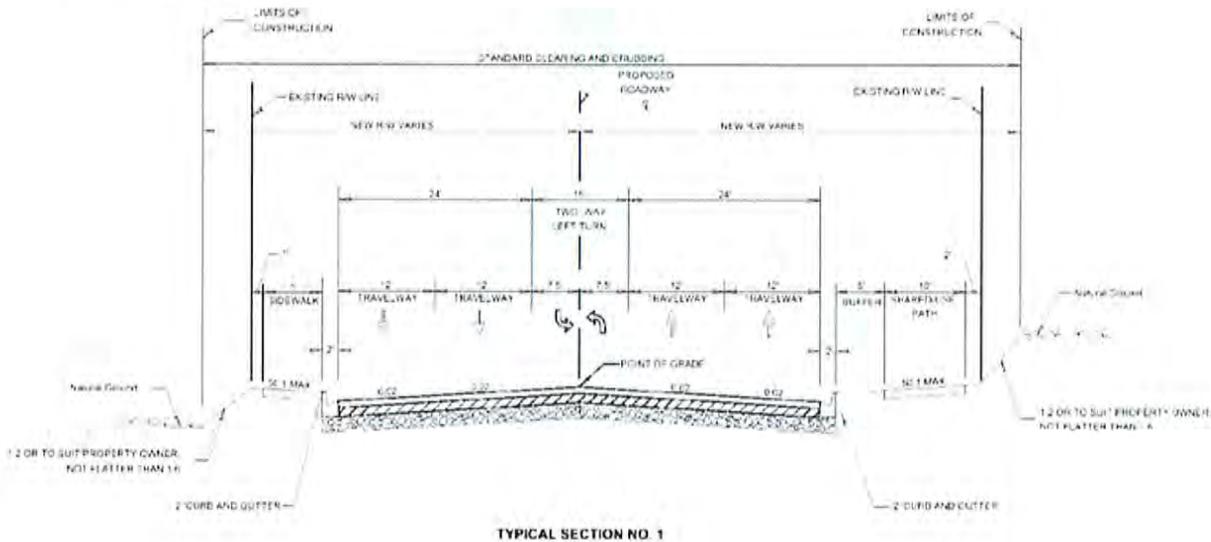
The design criteria is listed in Table 1.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION DESIGN CRITERIA		Mead&Hunt		
Subject		By	Date	Job No.
Lower Richland Blvd (S-40-37)		MMJ	1/21/2019	
		Checked	Date	Rev.
MINIMUM DESIGN CRITERIA - Lower Richland Blvd (S-40-37)				
Design Element	Manual Section	Design Criteria		
Functional Classification:	16.1.1	Urban Minor Arterial		
Design Forecast Year:	16.2.1	2042		
Design Year Traffic (ADT):	3.6.3	>2000		
Terrain:	3.5.2 & 6.1	LEVEL		
Design Speed (Max.):	16.2.3	40 to 45 MPH		
Design Speed (Selected):		35 MPH		
Access Control:	3.8	CONTROLLED BY REGULATION		
Level of Service:	3.6.4	Desirable C		
Design Vehicle:	3.7.1	WB-62, Clint Ladder Truck		
Minimum Width of Traveled Lane:	16.2.6	12'		
Minimum Shoulder Width:	16.2.6	10' Total (With 2' Paved) or Curb & Gutter		
Cross Slope (Travel Lane):	16.2.6	2.00%		
Cross Slope (Shoulder Paved > 4'):	16.2.6	4.00%		
Cross Slope (Shoulder Paved < 4'):	16.2.6	Match adjacent travel lane		
Cross Slope (Shoulder Unpaved):	16.2.6	8.00%		
Clear Zone:	16.3.2	10'		
Minimum Stopping Sight Distance:	4.1	250'		
Decision Sight Distance	4.3	720'		
Intersection Sight Distance	4.4	390'		
Maximum Superelevation:	5.3	4%		
Minimum Radii:	5.2	371		
Horizontal Sight Distance:	5.4	25'		
Vertical Curvature (K-values) (Crest):	6.5	29		
Vertical Curvature (K-values) (Sag):	6.5	49		
Maximum Grade:	6.3.1	7%		
Minimum Grade:	6.3.2	0.30%		
Sources:				
SCDOT Highway Design Manual May 2017 with revisions.				
AASHTO Geometric Design of Highways and Streets				

Table 1 - Design Criteria

4. Typical Section

Lower Richland Boulevard will be expanded from two to five lanes consisting of four travel lanes, a center two way left turn lane, a shared use path on one side of the road and a sidewalk on the other side of the road. See Exhibit 4.1 for the typical section.



5. Alternate Alignments

5.1 Proposed Alignment

Alternate alignments were evaluated for the project. The alignments considered were:

Holding the existing edge of pavement, reverse curve and off alignment. Holding the existing edge of pavement impacted the Lower Richland Fire Station, Friendship Baptist Church and the Richland Hills Subdivision. The off alignment resulted in an offset intersection and was found not to be optimal operationally. The reverse curve avoided and/or minimized impacts Lower Richland Fire Station, Friendship Baptist Church, Richland Hills Subdivision. It also provided a safer alignment approaching the roundabout and provides better opportunity if Lower Richland Boulevard is widened past Rabbit Run in the future.

6. Project Layout

Figures 10, 11 and 12 show the conceptual design for the project beginning at Garners Ferry Road to Rabbit Run.

Figure 10 shows the conceptual widening plans beginning at Garners Ferry Road between Stations

0+00 to 10+00. Improvements beyond the intersection with Garner Ferry's Road is outside the project scope of this project. The southbound approach at Garners Ferry Road will have a dedicated through lane, a dedicated right-turn lane and a dedicated left-turn lane. The northbound lanes will have two through lanes. A ten-foot shared-use path will be constructed on the right side of the road looking toward Rabbit Run. A five-foot grass buffer will separate the curb and gutter and shared-use path. A two-foot buffer will be provided between the edge of the shared use path and an iron fence with concrete columns. The left side of the road will have a five-foot sidewalk adjacent to the curb and gutter. The center of the roadway will be shifted 13 feet to the east to avoid impacts to overhead and underground utilities and a fence and parking lots owned by Lower Richland High School.

Visual surveys identified overhead power lines running parallel to Lower Richland Boulevard on the right side of the road along with telephone, gas and water utilities. The left side of the road has fire hydrants, telephone and service poles for overhead power.

There is a vertical curve between station 0+00 and 3+00 that does not meet current standards. This vertical curve will be improved by the project. The design provides a tangent section through this section for approximately between Station 0+00 and 12+00. The southern leg of Lower Richland Boulevard approaches the intersection at a skewed angle of approximately 75 degrees. This is within the 70 degrees allowed in Section 9.2.6.2 (Angle of Intersection) where obtaining the right of way to straighten the angle of the intersection would be impractical.



Figure 10 Concept Design 1

Figure 11 shows the conceptual widening plans between Stations 10+00 and 22+00. The curve that began at Station 12+00 will end at Station 22+00. A reverse curve will begin at Station 22+00 to properly tie into a new roundabout at Station 29+00. A design speed of 35 mph was selected to minimize impacts. No superelevation is required for the selected alignment and design speed. The multi-use path constructed as a part of the SERN project will not be impacted through this section.

Visual surveys identified overhead power lines running parallel to Lower Richland Boulevard on the right side of the road along with telephone, gas and water utilities. The left side of the road has fire hydrants, telephone and service poles for overhead power.



Figure 11 Concept Design 2

Figure 12 shows the conceptual widening plans between Stations 21+00 to 32+00. The reverse curve allows the new centerline of the roadway to be shifted approximately 20 feet east of the existing centerline at the intersection of Lower Richland Boulevard and Rabbit Run. The intersection was shifted east to avoid and/or minimize impacts to Lower Richland Fire Station, Friendship Baptist Church and Richland Hills Subdivision. Curvature approaching the roundabout also improves safety by reducing speeds prior to the intersection and reducing the potential for vehicles to errantly cross through the middle of the roundabout. A free-flowing right will be provided through the roundabout onto Rabbit Run westbound.

The project will connect the existing multi-use path to the new five-foot sidewalk. A crosswalk will be provided through the roundabout.

Visual surveys identified overhead power lines running parallel to Lower Richland Boulevard on the right side of the road along with telephone, gas and water utilities. The left side of the road has fire hydrants, telephone and service poles for overhead power.

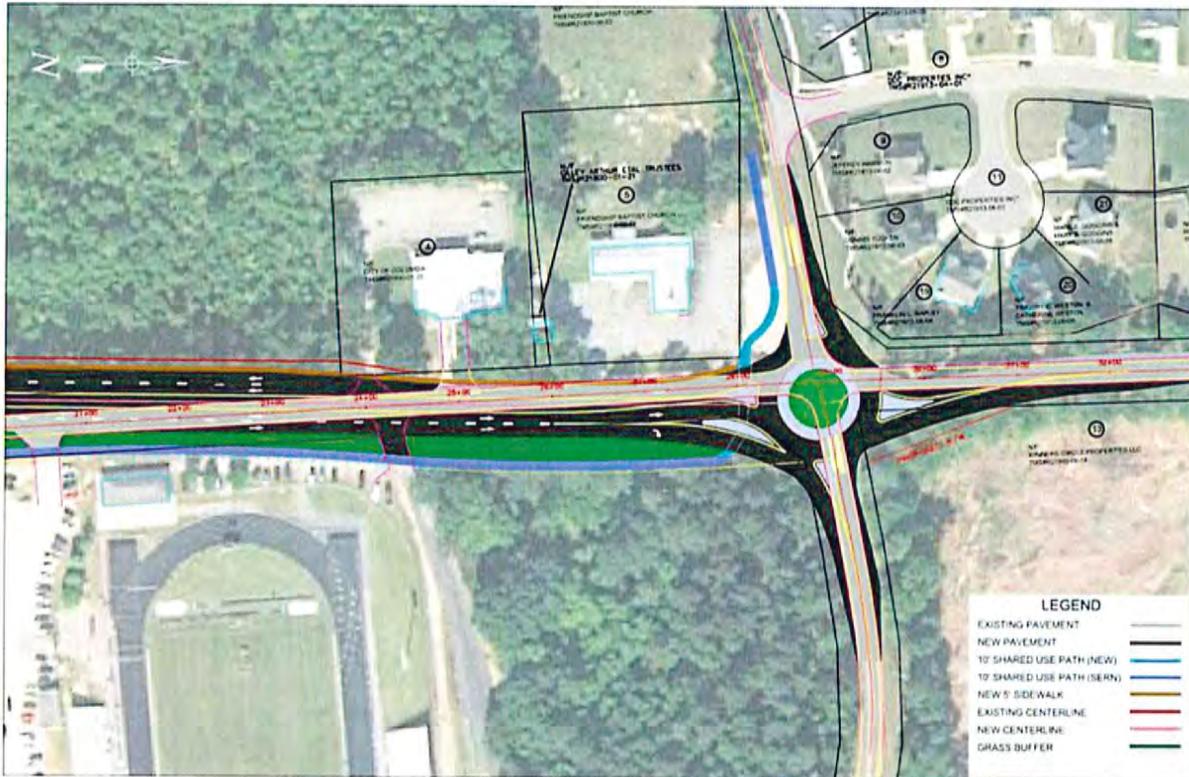


Figure 12 Concept Design 3

7. Summary and Recommendations

- The project will begin at Garners Ferry Road and end at Rabbit Run.
- Lower Richland Boulevard will be expanded from two to five lanes
 - 4, 12- foot travel lanes
 - 15-foot center two way left turn lane
 - 10-foot shared use path on one side of the road
 - 5' sidewalk on the other side of the road
- The design speed for the project is 35 mph.

- The new roadway will have a reverse curve to shift the intersection at Rabbit Run east
- The vertical curve between Station 0+00 and 3+00 will be improved at the intersection of Garners Ferry Road and Lower Richland Boulevard
- A roundabout will be constructed at the intersection with Rabbit Run and Lower Richland Boulevard
- A crosswalk will be provided at the intersection with Rabbit Run and Lower Richland Boulevard and Garners Ferry Road and Lower Richland
- The project will tie into the multi-use path constructed by the SERN project with minimal impacts to the path



TRANSPORTATION PROGRAM

EXECUTIVE SUMMARY

Date: 3/15/19

To: John Thompson, Ph.D., MBA, CPM
Director of Transportation

From: David Beaty, PE
Program Manager

RE: Polo Road Widening - Concept Report and Public Meeting Summary with Recommendations

Introduction

The Polo Road Widening project proposes widening Polo Road from Two Notch Road to Mallet Hill Road to a three lane roadway (a travel lane in each direction with a center two-way left turn lane) with bicycle and pedestrian accommodations. To date conceptual studies have been conducted to evaluate options for the proposed project. Additionally, a public meeting was held on January 31, 2019 to gather feedback from the residents and project stakeholders on the proposed project. The purpose of this document is to summarize the conceptual studies and public input to date and provide recommendations to advance the project.

Concept Report

A Concept Report was prepared for the Polo Road Widening project which describes the existing project area conditions, alternative roadway typical sections and roadway alignments. The report details Right-of-Way needs, utility impacts, and environmental impacts such as wetland/stream and FEMA flood hazard area impacts. The report also presents that the average daily traffic on Polo Road was 8,600 vehicles per day (VPD) in 2017. With an estimated annual growth rate of 1.9%, the design year (2043) traffic is estimated to be near 15,000 VPD.

January 31, 2019 Public Meeting

The Richland County Transportation Program held a Public Meeting for the Polo Road Widening project on Thursday, January 31, 2019 from 5:00 to 7:00 p.m. at Northeast Presbyterian Church, 601 Polo Road in Columbia, SC. The meeting was conducted with an informal, open house format where individuals were able to review project displays and discuss questions with Richland County Transportation Program representatives. As

people entered the meeting, staff provided a project handout and comment card. Refer to Exhibit A for the public meeting handout.

Two (2) different alternatives for the 1.9 miles of road widening along Polo Road from Two Notch Road to Mallet Hill Road were presented to the public. Both alternatives included a three lane roadway, one travel lane in each direction with a two-way left turn lane. The alternatives differed in how bicyclists and pedestrians were accommodated. Typical Section A includes four (4) foot bike lanes adjacent to the travel lanes and five (5) foot sidewalks. Typical Section B includes a ten (10) foot shared-use path separated from the travel lanes. Richland County Transportation Program representatives told the public that the shared-use path could be on one or both sides of the roadway.

One hundred and thirty-two (132) people signed into the public meeting and a total of 85 written comments were received from the meeting and the following two week comment period. Thirty (30) respondents were in support of the project, 22 were neutral and 33 were opposed to the project. Out of the 85 comments received, 32 stated their preference on a typical section. Twenty-four (24) out of 32 preferred Typical Section B (offset shared-use path) with the majority recommending a shared-use path on one side only. Some individuals questioned the need for the project while others specifically indicated the need for pedestrian accommodations. Other comments include concern of the existing and future vehicular speed, existing inadequate sight distance, property impacts especially to neighborhood entrances, and environmental impacts. Several residents noted existing concerns at the intersections of Two Notch Road/Polo Road and Running Fox Road/Polo Road. Additionally, several comments were received to extend the widening toward Alpine Road to the soccer field entrance.

Prior to advancing the project into the Right-of-Way acquisition stage, the Richland County Transportation Program will hold another public meeting. This will allow the residents to view the proposed design and discuss other specific project concerns.

Recommendations

Based on the comments received at the public meeting as well as consideration of safety and project impacts, a three lane roadway, one travel lane in each direction with a two-way left turn lane, from Two Notch Road to Mallet Hill Road with a shared-use path on the west side only is recommended for the Polo Road Widening project. This recommendation is in accordance with the technical memorandums which were the basis of the 2012 Referendum. Although approximately one-third of the comments received voiced opposition to the project, the projected traffic growth along with desire to enhance bicycle and pedestrian accommodations throughout the county, serve as justification to advance the project. Minor modifications to the recommended typical section may be incorporated during the final design process to address public concerns and minimize impacts.

Exhibit A: Public Meeting Handout
Exhibit B: Recommended Typical Section

EXHIBIT A

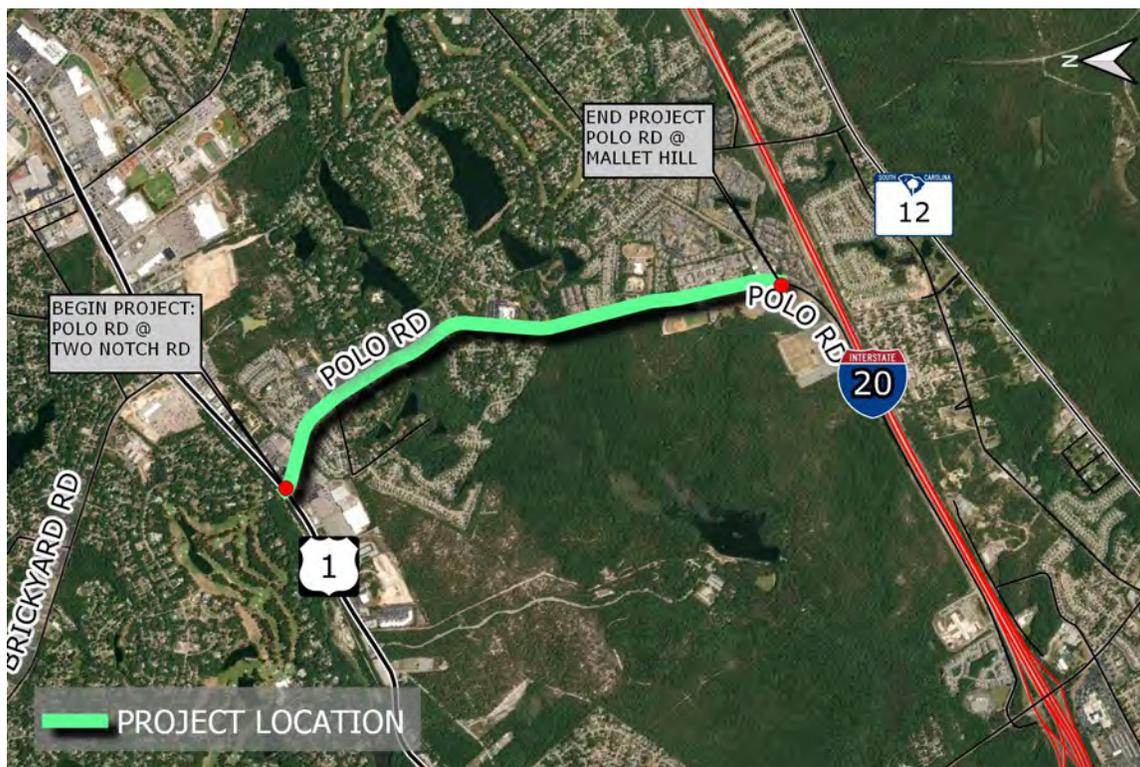
Public Meeting Handout



TRANSPORTATION PROGRAM PUBLIC MEETING

POLO ROAD WIDENING PUBLIC MEETING

Public Information Meeting – January 31, 2019



WELCOME

The purpose of the meeting is to gather input from the local community, concerned citizens and project stakeholders on the widening of Polo Road including alternative bicycle and pedestrian accommodations. This meeting is being conducted in an informal, open house format. You are encouraged to review the various displays and discuss your questions or concerns with any of the project team at the meeting. You are also encouraged to provide written comments on the forms provided so that our team may have a written record of your concerns or suggestions.

PROJECT OVERVIEW

As part of the Richland County Transportation Penny Program, Richland County is proposing to widen Polo Road for approximately 1.9 miles from Mallet Hill Road to Two Notch Road. The purpose of the project is to improve the safety and operational efficiency of Polo Road. The proposed project would include widening the existing roadway to a three-lane section consisting of one travel lane in each direction and a two-way left turn lane, which is a paved median. Bicycle and pedestrian accommodations are also proposed; refer to the back of the handout for optional accommodations.

PROJECT PATH FORWARD

After the close of the comment period on February 15, 2019, the project team will review and consider all comments received for further development of the project. The information gathered from additional design studies, along with your input will be used to assist with selecting the final design for the proposed project.



TRANSPORTATION PROGRAM PUBLIC MEETING

POLO ROAD WIDENING PUBLIC MEETING

Public Information Meeting – January 31, 2019

PROJECT TIMELINE

The project is currently in the conceptual design phase of the project. The following is an estimated schedule:

Second Public Meeting:	Late 2019
Begin Property Negotiations:	2020
Begin Construction:	2021

BICYCLE AND PEDESTRIAN ALTERNATES

Roadway section would remain the same for both alternate typical sections.



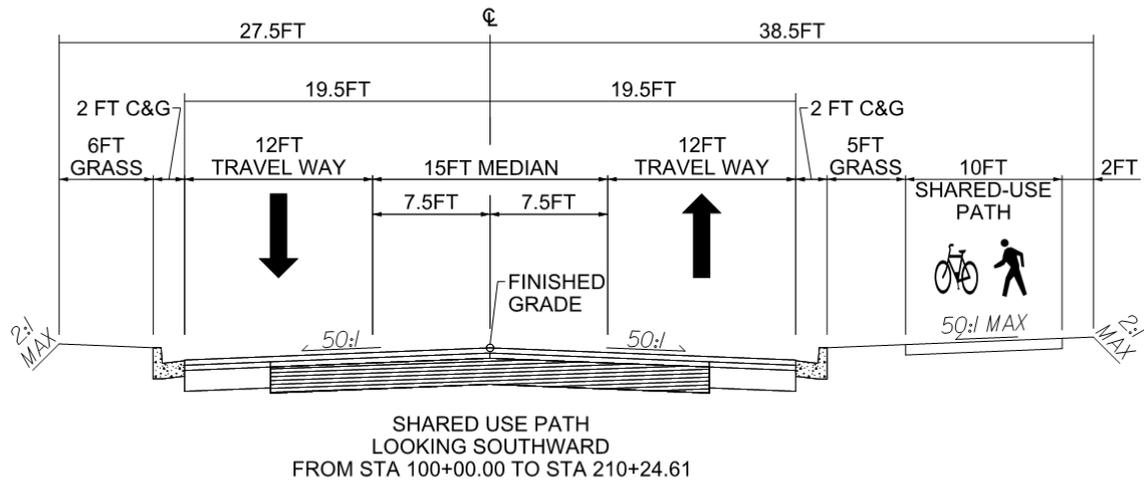
Typical Section A
On-street bike lanes and
sidewalks.



Typical Section B
Shared-use path*
**Shared-use path may be
on one or both sides of the
roadway.**

EXHIBIT B

Recommended Typical Section



**Polo Road Widening – Two Notch Road to Mallet Hill Road
Recommended Typical Section**

EXECUTIVE SUMMARY

Date: March 14, 2019

To: Dr. John Thompson
Director of Transportation

From: David Beaty, PE
Program Manager

RE: Smith/Rocky Branch Greenways – Public Meeting Summary with Recommendations

The Smith/Rocky Branch Greenways Project includes three of the fifteen greenways included in the 2012 Referendum, with \$431,183 for section A, \$1,415,315 for section B, and \$901,122 for section C totaling a budgeted amount of \$2.7 million. Individually the budgeted amounts are insufficient to build the greenways but the combined amount would be enough to construct one of the proposed greenways. The Richland County Transportation Program conducted two public meetings for the Smith/Rocky Branch Greenways, and completed conceptual studies. This Executive Summary will provide an overview of the public meeting and offer recommendations to advance the project.

The Richland County Transportation Program held two public meetings for the Smith/Rocky Branch Greenways on Wednesday, February 13, 2019 from 5:00 to 7:00 p.m. at 701 Whaley St, and on Thursday, February 21, 2019 at Earlewood Park Community Center located on 1113 Recreation Dr. The meetings were an informal, open house format with project displays and Richland County Transportation Program representatives present to answer questions. As people entered the meeting, staff provided a handout and a comment card, and encouraged the public to provide comments and rank the proposed improvements in the neighborhood plan, after they reviewed the displays and asked questions they may have. In addition to staff, 22 and 59 people attended the meeting respectively.

The project displays provided an aerial overview map and typical sections of the proposed the neighborhood improvements included in Appendix A. The proposed greenway alignments for Smith Branch, connect the Broad River Canal to Clement Rd and Duke Ave. intersection (Section A), Clement Rd and Duke Ave intersection along Smith Branch through Earlewood Park, to Colonial Dr. (Section C), Rocky Branch Greenway starts near the intersection of Harden St. and Gervais St. through Five Points into Maxcy Gregg Park continuing through the campus of The University of South Carolina to the intersection near Assembly Ave Flora St then along Rocky Branch to Granby Park. During the comment period, staff received 58 comment cards and emails. The following lists the greenways in order of preference based on the numerical value that the public ranked greenways with a higher score being a more desired project:

1. Section C-Rocky Branch Greenway
2. Section B-Smith Branch from intersection of Clement Rd and Duke Ave. to Colonial Dr.
3. Section A-Broad River Canal to Clement Rd and Duke Ave. intersection.

Recommendations

As a result of the comments received from the public meeting, connectivity, coordination with project stakeholders and greenway planners with previous knowledge of the projects, as well as safety considerations, project impacts, and available funding, the following project is recommended for further design studies on Rocky Branch Greenway (Section C). This section will start at the Olympia Project and follow the creek to Granby Park. Furthermore, the program recommends moving the monies from Section A and B to Section C to allow for completion of the greenway.

Appendix A: February 13 & 21, 2019 Public Meeting Information

Smith - Rocky Branch Greenway Project Section A, B, & C

Concept Report



Prepared for Richland County

by:

Holt Consulting Company ■ The Landplan Group South ■ AECOM

March 15, 2019



IN
ASSOCIATION
WITH



THE LANDPLAN GROUP SOUTH, Inc.
Landscape Architecture • Engineering • Planning

&

AECOM



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I. Introduction

This document has been prepared for Richland County using information and data gathered and provided by Richland County and The City of Columbia to include the Capital City Mill District Area & Corridor Plan, Greening America's Communities – Rocky Branch Creek (EPA), Rocky Branch Greenway Master Plan, the Univ. of SC Visioning Plan, USC Sumter Street Improvements, and field collected data. The purpose of this report is to present the design option and route for the proposed Rocky Creek Smith Branch Greenway (Section A, B, & C) project as well as phasing and probable cost of construction.

The purpose of the project is to provide pedestrian access and to interconnect many communities along the Smith – Rocky Branch watersheds. The entire greenway (Section A, B, & C) runs through urban and rural settings and its overall length will be approximately 5.8 miles. This report will review the existing conditions along the watershed, the proposed greenway route, the anticipated impacts associated with the construction of the greenway, and recommendations for the greenway trail moving forward.



II. Existing Conditions

The existing creek bed and adjacent project area along the project boundary include a wide range of topography, soil structure and property ownership. The topography for the trail will need to maintain ADA compliance and be accessible for everyone. Wetlands are prevalent throughout the greenway and boardwalks will need to be utilized to minimize the impacts to the wetlands. The proposed greenway route will travel over a large number of properties. However, large portions of the three sections of greenway are proposed on government and institutional owned property to include the City of Columbia, Palmetto Health Richland, the University of South Carolina, and the Richland County Recreation Commission.



III. Greenway Trail Location

The scope of this project is to construct a greenway on one side of the creek through each project area (Section A, B, &C). Richland County charged our team with advancing the greenway as far as possible within the allotted budget. Paved greenways (as opposed to boardwalks) allow for a limited budget to be stretched.

Section A, starts at the Columbia Diversion Canal at the parking at the north end of the Columbia Riverwalk, and follows an existing path across the railroad, up an existing set of stairs, and then along the western and northern side of Williamsburg Drive. The path will descend off of Williamsburg Drive through a vacant lot (R0920106-06) a permanent easement will be required. The trail will then head west through the rear yard of a home located at 4230 Williamsburg Drive (with a permanent easement) continuing to descend on the side yard of a home located at 3951 Clement Road. The trail will need a permanent easement through this property until it ends up in the right of way of Clement Road.

Section B will start at Clement Road and travel along Westwood Avenue until it reaches an existing City of Columbia utility easements. The trail will travel through 9 property owners (R09205-02-24, R09205-02-07, R09108-02-01, R9108-02-03, R09108-02-04, R09108-02-05 and R09108-02-10) on its way to Sunset drive. The City is currently under construction repairing and replacing sewer manhole lids and has a significant amount of gravel in place along an existing sewer easement across these properties. Our project could take advantage of this existing gravel construction road until the last lot is reached. At the last lot adjacent to Sunset Blvd. there is a significant amount of wash out from the 2015 flood and the trail will need to cross the creek as well as gain large amounts of elevation to get to Sunset Blvd. The trial would then head East along sunset drive to the traffic signal at Abingdon Road, this will allow safe crossing so the trail can continue South through Earlewood Park to North Main Street all the while following the north side of creek. This would be located on existing City of Columbia Property. Upon crossing North Main Street, Section B will continue to follow the north side of the creek behind the Park central Development. The trail will then ascend up away from the creek to cross under 277 (note there is insignificant space for a 14' trail). The path will continue to Medical Park Road through the Palmetto Health Richland Campus until crossing Harden Street Extension at the red light. The trail will continue along smith branch to the Bull Street Development. The northern side of the creek is recommended due to the existing utility easements, apparent favorable topography, less apparent wetlands, and less intrusion into private residential lots.

Section C of the greenway will initiate near the intersection of Gervais St. and Harden Street, and travel south till the Green Street and follow Laurens Street to the Blossom Street intersection. The trial will follow through Maxey Greg Park until Wheat Street. Once here the trail has will continue as along the existing road ways until coming to Assembly Street. The trail will cross assembly street at Whaley and then travel south until the Drefuss Road



intersection at Capital City Stadium. The trail will head down Drefuss Road through City of Columbia owned property to Bluff Road at the old Railroad berm. The trail will travel through a new culvert (installed by others) and into Olympia park. The existing park trail system can be widen to meet the new 14' standard. The trail will continue to Olympia Avenue where another proposed culvert (by others) will allow the trail to travel below the street and continue along the Olympia Granby Mill Apartments. The trail will head west along the quarry property descend down to the Congaree river end travel North under the existing railroad bridges to tie to the existing Granby park. Section C would follow the north side of the creek for apparent ease of constructability due to the current existence of several small sections of the greenway and planned construction of other sections of Section C by public-private partnerships.

The original scope of the project (Section A, B, & C) included approximately 5.8 miles of greenway. However, the budget, construction feasibility, and public input will determine how the funding is allocated and which section(s) or portions thereof can be constructed.

The project team conducted two (2) public input meetings held at 701 Whaley (February 13, 2019) and Earlewood Community Center (February 21, 2019) respectively where public comments was received. In addition, public comments were submitted via email and the US Postal Service. Approximately 57% of the public comments received were in favor of the construction of Section C, with approximately 28% favoring Section B, and approximately 9% favoring Section A. One (1) citizen indicated a preference for both A & B and six (6) citizens indicated no preference at all.

Smith Rocky Branch Greenway Public Comment Summary	
Section Preferred	Total Number
Section A	10
Section B	32
Section C	65
Section A&B	1
No Preference Indicated	6

In October of 2014, Richland County Council approved a ranking of all proposed greenway projects included in the Penny Tax Referendum. Section C of the Smith Rocky Branch Greenway is the highest ranked greenway on the list that has not proceeded to design and

construction. The next ranked greenway project behind Section C is ten (10) points behind according to the ranking criteria. Smith Rocky Branch Sections A & B are both ranked further down the list and are significantly behind Section C. The full list of rankings can be viewed at <http://www.richlandcountysc.gov/Portals/0/Departments/TransportationPenny/Docs/Approved-Project-Ranking-List-greenways.pdf>

The constructability of the various sections of the proposed greenway was also evaluated by the project team:

Section A – This section would appear to be a very challenging route to construct given the required rail crossing and the topography along Williamsburg Drive not being favorable to support the required 14' wide greenway. It would appear that a significant footage of retaining wall along the roadway, which would encroach into the front yards of many residential properties would be required. In addition, to the many easements required on private property and aforementioned constraints, the elevational drop from Williamsburg Drive to creek level and ultimately to Clement Road also adds a large degree of difficulty to construction.

Section B – The portion of Section B from Clement Road to near Sunset Drive would appear to be favorable for construction due to the presence of the City Utility easement. It would appear that the majority of this portion of the greenway could be built as concrete on existing grade. However, if the easement is exclusive, then nothing other than utilities may utilize it. The final part of this portion of Section B before it crosses Sunset Drive would present significant construction issues. Due to a misaligned outfall pipe, a section of creek bank on private property has eroded near Sunset Drive and would create significant greenway routing issues. The crossing of Sunset Drive also presents apparent topographical challenges. If these topographical challenges could be resolved, Section B would continue along the northern side of the creek through the City of Columbia owned properties associated with Earlewood Park to North Main Street. Rolling topography and apparent Wetland areas would appear to require areas of low and high boardwalk. Other areas of this portion could likely be constructed as concrete on existing grade. The crossing of North Main Street under the existing culvert is not achievable due to its limited size and will have to occur at street level. This would require a mid-block pedestrian crossing and approval from SCDOT. The remaining route of Section B would be mostly concrete with some low boardwalk. However, several crossings present issues with the required greenway width. The current configuration of the SC 277 bridge over Sunset Drive does not appear to provide adequate space to widen the existing sidewalk to the required 14'. Further, required crossings at Harden Street Extension and Colonial Dive again present great topographical challenges due to the elevational difference between street level and creek level. There would also appear to be no room under the existing bridges to cross under the roadway.

Section C – The beginning of Section C (near Gervais St. and Harden St.) is not considered constructible due to the presence of the railroad and existing shopping center providing no workable path or alignment. This portion would have to use the existing 5' Harden Street Sidewalk. The next portion of Section C would follow an existing route through Maxey Gregg Park and through the University of South Carolina (USC) campus to Assembly Street. The project team would not recommend pursuing this portion of Section C any further due to the engineering studies and master planning currently being conducted by various entities to include but not limited to the USC and the City of Columbia. The remaining portion of Section C is considered highly constructible. The City of Columbia (partnered with private developments) currently has plans in place to replace/upgrade two (2) key crossings that would allow the greenway to traverse from Assembly Street through the Mills District and ultimately to the river. There is a recent study by the city of Columbia that received an EPA Grant to restore a portion of the creek along Dreyfuss street, this plan located where the trail should be located so that future improvements to the green space could still be completed. It appears the majority of the greenway could be constructed as concrete on grade with only limited portions on the Vulcan property and near the proposed terminus at the river being low or high boardwalk. This portion of Section C also has significant pieces of greenway that will be constructed by private development. It has been confirmed that the Olympia & Granby Mills Apartments will construct the Smith Rocky Branch Greenway from Olympia Avenue to the Vulcan Property as part of a new development project. Other private developers are also highly interested in this area and could be leveraged to provide funding where needed.

Based upon all the factors and considerations presented herein, the project team recommends the portion of Section C of the Smith Rocky Branch Greenway from Assembly Street to the Congaree River be funded, designed, and constructed. The overwhelming public support throughout the Mills District for Section C, along with the public/private partnerships, and City of Columbia future improvements for this area would provide the unique opportunity to maximize the available funds and provide a connective amenity that is desired. The field conditions appear to support a reasonable construction cost being that all major roadway crossings are to be constructed by others and the friendly topography of this area would allow a large portion of the proposed greenway to be constructed as a concrete path at grade. In addition to all these factors, the future improvements that are being studied through the USC campus will eventually extend the greenway into the heart of Columbia allow a great number of users access to this new amenity.



EXECUTIVE SUMMARY

Date: March 14, 2019

To: Dr. John Thompson, PhD
Assistant County Administrator

From: David Beaty, PE
Program Manager

RE: Crane Creek Greenways – Public Meeting Summary with Recommendations

The Crane Creek Greenways Project includes three of the fifteen greenways included in the 2012 Referendum, with \$1,541,816 for section A, \$460,315 for section B, and \$793,908 for section C totaling a budgeted amount of \$2.8 million. Individually the budgeted amounts are insufficient to build the greenways but the combined amount would be enough to construct one of the proposed greenways. The Richland County Transportation Program conducted one public meeting for the Crane Creek Greenways, and completed conceptual studies. This Executive Summary will provide an overview of the public meeting and offer recommendations to advance the project.

January 15th, 2019 Public Meeting

The Richland County Transportation Program held a public meeting for the Crane Creek Greenways on Tuesday, January 15, 2019 from 5:00 to 7:00 p.m. at Eau Claire High School, located at 4800 Monticello Rd. The meeting was an informal, open house format with project displays and Richland County Transportation Program representatives present to answer questions. As people entered the meeting, staff provided a handout and a comment card, and encouraged the public to provide comments and rank the proposed improvements in the neighborhood plan, after they reviewed the displays and asked questions. In addition to staff, 24 people attended the meeting.

The project displays provided an aerial overview map and typical sections of the proposed the neighborhood improvements included in Appendix A. The proposed greenway alignments connect the Broad River Canal to Monticello and Blue Ridge Terrace intersection (Section A), the Broad River Canal to Clement Rd and Duke Ave Intersection (Section B), Columbia International University to the Greenway Section A (Section C1), and a loop trail connected to Flamingo and Pelican Dr intersection (Section C2). These alignments were generated based on the PB Barber study and connectivity to points of interest for pedestrians.

During the comment period following the meeting for 2 weeks, staff received 35 comment cards and emails. In addition, the Smith-Rocky Branch Greenway Public meeting conducted separately also added 10 more comments pertaining to the Crane Creek Greenways. The following lists the greenways in order of preference based on the numerical value that the public ranked greenways with a lower score being a more desired project:

1. Section B-Broad River Canal to Clement Rd and Duke Ave Intersection
2. Section C2-loop trail connected to Flamingo and Pelican Dr intersection
3. Section A-Broad River Canal to Monticello and Blue Ridge Terrace intersection
4. Section C1-Columbia International University to the Greenway Section A

Recommendations

As a result of the comments received from the public meeting, connectivity, coordination with project stakeholders and greenway planners with previous knowledge of the projects, as well as safety considerations, project impacts, and available funding, the following project is recommended for further design studies; Greenway Section B. This section will start at the head of the Canal River Walk, follow a City easement north and tie into the intersection at Clement Rd and Duke Ave. Due to the fact that the total available funds for all 3 sections, \$2.8 million, is only likely sufficient to complete one of the 3 sections it is recommended that funds from Section A and C be allocated to Section B to allow for completion of that section of the greenway

CRANE CREEK GREENWAY

COLUMBIA INTERNATIONAL UNIVERSITY

DENNY TERRACE COMMUNITY CENTER

MONTICELLO RD

NORFOLK SOUTHERN RAILROAD

FORTERRA BRICK

INTERSTATE 20

INTERSTATE 20

BROAD RIVER

NORFOLK SOUTHERN RAILROAD

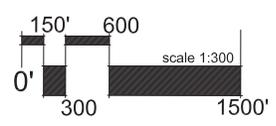
SMITH GREENWAY
NOTE:
THIS SECTION IS INCLUDED IN ANOTHER STUDY.

CANAL FRONT PARK

NOTE:
PRELIMINARY LAYOUT
SUBJECT TO CHANGE.

LEGEND

- GREENWAY SECTION A OPTION 1 
- GREENWAY SECTION A OPTION 2 
- GREENWAY SECTION B OPTION 1 
- GREENWAY SECTION B OPTION 2 
- GREENWAY SECTION C 
- PROJECT BOUNDARY 



DATE
1/15/2019

CRANE CREEK GREENWAY SECTION C OPTION 2

SANDPIPER LN

PELICAN CIR

FLAMINGO DR

BLUE RIDGE TERRACE

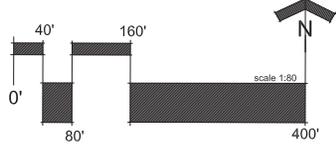
EMMANUEL
CHURCH-OUR
LORD JESUS

BLAKELEY ST.

NOTE:
PRELIMINARY LAYOUT SUBJECT TO
CHANGE.

LEGEND

- GREENWAY PATHWAY (CONCRETE) 
- PEDESTRIAN BRIDGES 
- PROJECT BOUNDARY 



DATE
1/15/2019



CRANE CREEK GREENWAY SECTION A

COLUMBIA INTERNATIONAL UNIVERSITY

DENNY TERRACE COMMUNITY CENTER

MONTICELLO RD

DENNY RD
PEEPLER ST

INTERSTATE 20

NORFOLK SOUTHERN RAILROAD

FORTERRA BRICK

BRICKYARD RD

INTERSTATE 20

BROAD RIVER

NORFOLK SOUTHERN RAILROAD

MOUNTAIN DR

NOTE:
PRELIMINARY LAYOUT
SUBJECT TO CHANGE.

CLEMENT DR

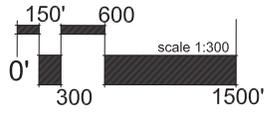
CANAL FRONT PARK

SMITH GREENWAY
NOTE:
THIS SECTION IS INCLUDED IN
ANOTHER STUDY.

DATE
1/15/2019

LEGEND

- GREENWAY SECTION A OPTION 1 
- GREENWAY SECTION A OPTION 2 
- PROJECT BOUNDARY 



CRANE CREEK GREENWAY SECTION B

INTERSTATE 20

NORFOLK SOUTHERN RAILROAD

BROAD RIVER

MOUNTAIN DR

GIBBES MIDDLE SCHOOL

CLEMENT DR

SMITH GREENWAY
NOTE:
THIS SECTION IS INCLUDED IN ANOTHER STUDY.

CANAL FRONT PARK

EDWARD E TAYLOR ELEMENTARY SCHOOL

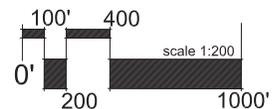
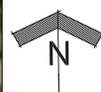
NOTE:
PRELIMINARY LAYOUT
SUBJECT TO CHANGE.

56 RIVER DR (176)

DATE
1/15/2019

LEGEND

- GREENWAY SECTION B OPTION 1 
- GREENWAY SECTION B OPTION 2 
- PROJECT BOUNDARY 



COLUMBIA
INTERNATIONAL
UNIVERSITY

CRANE CREEK GREENWAY SECTION C

FROST AVE

DENNY
TERRACE
COMMUNITY
CENTER

MONTICELLO RD

DENNY RD

PEEPLES ST

NORFOLK
SOUTHERN
RAILROAD

BRICKARD RD

FORTERRA
BRICK

INTERSTATE 20

BROAD
RIVER

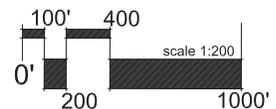
INTERSTATE 20

NOTE:
1. PRELIMINARY LAYOUT
SUBJECT TO CHANGE.
2. SECTION C OPTION 2 IS
SHOWN ON A SEPARATE
BOARD.

LEGEND

GREENWAY SECTION C
OPTION 1

PROJECT BOUNDARY



DATE
1/15/2019





TRANSPORTATION PROGRAM

EXECUTIVE SUMMARY

Date: 2/12/19

To: John Thompson, Ph.D., MBA, CPM
Director of Transportation

From: David Beaty, PE
Program Manager

RE: Shop Road Extension Phase 2 - Concept Report and Public Meeting Summary with Recommendations

Introduction

The Shop Road Extension project is a Special Project included in the 2012 Referendum, with an allocated budget of \$71.8 million. The project extends Shop Road from Pineview Road to Garners Ferry Road. Phase 1 of the project, which extends from Pineview Road to Longwood Road, is currently under construction and nearing completion. It is estimated that \$41.3 million will remain to construct Phase 2 which will complete the extension to Garners Ferry Road. The purpose of this document is to summarize the conceptual studies and public input to date and provide recommendations to advance the project.

Concept Report

A Concept Report was prepared for the Shop Road Extension Phase 2 project which describes the existing project area conditions, proposed roadway typical section, four alternative roadway alignments, and the alternatives impact analysis. The report includes cost estimates and details impacts (environmental, rights-of-way (ROW), utility, etc.) for the alternatives. The report also considers other project variables such as at-grade versus grade-separated railroad crossings and the construction of a four lane versus two lane roadway. Refer to Exhibit A to view the Concept Report. Refer to Exhibit B to view the typical section and alignment alternatives.

December 6, 2018 Public Meeting

The Richland County Transportation Program held a Public Meeting for the Shop Road Extension Phase 2 project on Thursday, December 6th, 2018 from 5:00 to 7:00 p.m. at Bluff Road Park, 148 Carswell Drive in Columbia, SC. The meeting was conducted with an informal, open house format where individuals were able to review project displays of the proposed alignment alternatives and typical section and discuss questions with

Richland County Transportation Program representatives. As people entered the meeting, staff provided a project handout and comment card and encouraged the public to provide comments on the proposed alignment alternatives and typical section. Refer to Exhibit B for the public meeting material, including proposed alignment alternatives and typical section.

Thirty people attended the public meeting and a total of 12 written comments were received from the meeting and the following two week comment period. The individuals commented on the proposed alignment alternatives, specific impacts to the residents, project costs, traffic concerns, accessibility, the ROW acquisition process, and bicycle accommodations. The existing undeveloped characteristics of the project area were identified by residents' comments as important and thus dictated most of their preferences for the alternatives. Alternative 2 was strongly and consistently disapproved by residents along Lykesland Trail in order to preserve the rural road. One of the residents also disapproved of Alternative 4 due to noise potential. Three of the residents supported Alternative 3 to minimize impacts to their community and one also supported Alternative 1. Montgomery Lane residents gave preference to Alternate 1 and were not in favor of Alternative 3 due to the proximity of the proposed roadway. The public meeting summary is attached as Exhibit C and has further details on the input collected from the residents.

Prior to advancing the project into the ROW acquisition stage, the Richland County Transportation Program will hold another public meeting. This will allow the residents to view the selected alternative alignment, the proposed side road tie-ins and discuss other specific project concerns.

Recommendations

Based on the comments received at the public meeting as well as consideration of project impacts and costs, Alternative 4 with a two-lane roadway section is recommended for the Shop Road Extension Phase 2 project. Alternative 4 is financially feasible based on the expected project budget and has the fewest wetland and flood zone impacts. In addition, Alternative 4 has the second fewest stream impacts and requires the least area of ROW obtains. Only one comment was received in opposition to Alternative 4 due to noise concern. Although Alternative 2 and Alternative 4 are the closest to the subject property, the Alternative 4 alignment would be greater than 500 feet from the edge of the property.

The recommendation for Alternative 4 includes securing a 200-ft total width ROW and two bridge crossings. The proposed 200-ft ROW width is recommended to accommodate a future four-lane roadway. The two bridge crossings are over Mill Creek and over Norfolk Southern railroad. At this conceptual stage, a bridge is not proposed for the CSX Transportation railroad crossing due to low volume train traffic.

Exhibit A: Concept Report

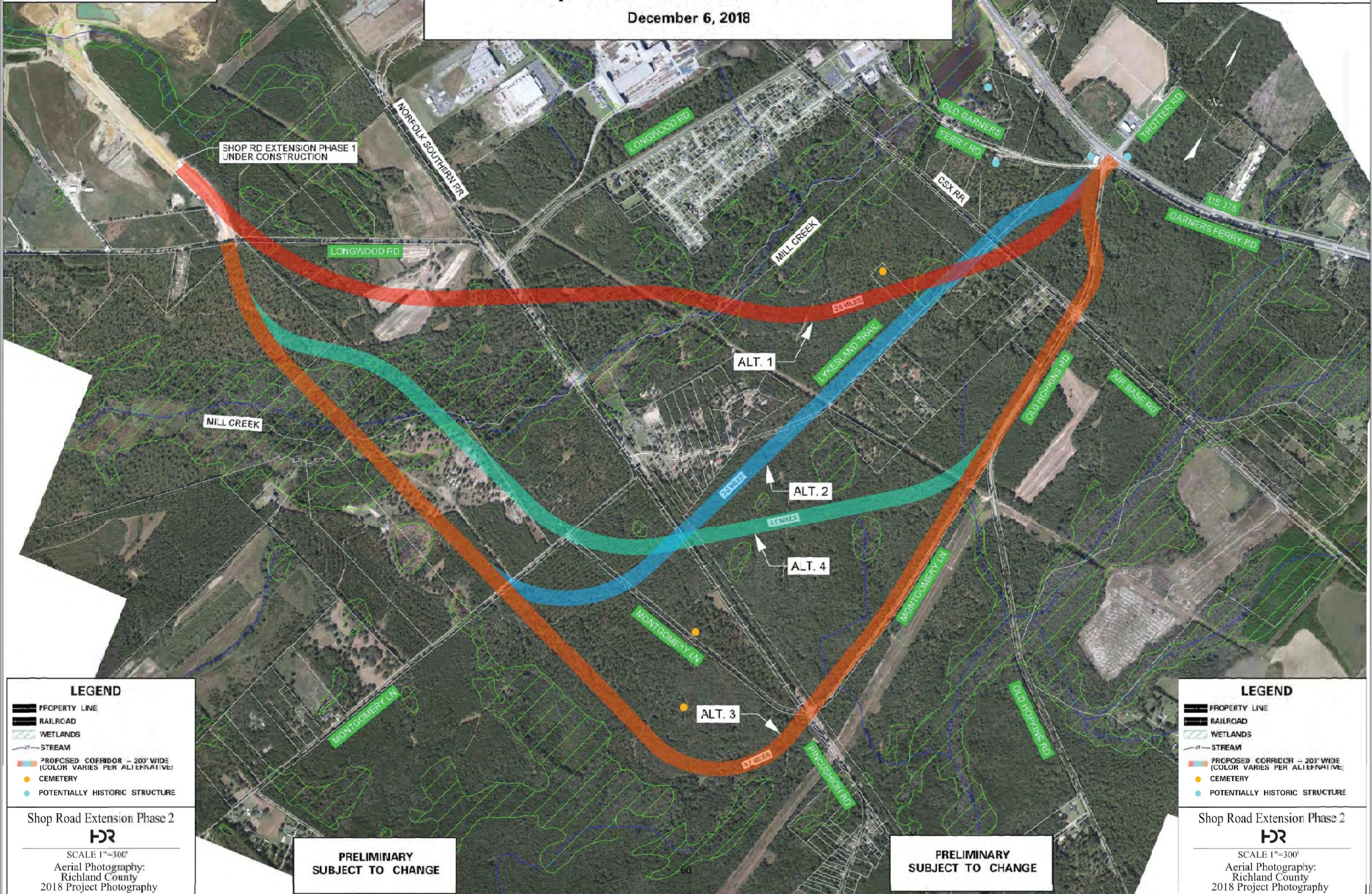
Exhibit B: December 6, 2018 Public Meeting Material

Exhibit C: Public Meeting Summary

PUBLIC INFORMATION MEETING

Shop Road Extension Phase 2

December 6, 2018



LEGEND

- PROPERTY LINE
- RAILROAD
- WETLANDS
- STREAM
- PROPOSED CORRIDOR - 200' WIDE (COLOR VARIES PER ALTERNATIVE)
- CEMETERY
- POTENTIALLY HISTORIC STRUCTURE

Shop Road Extension Phase 2

HR

SCALE 1"=300'

Aerial Photography:
Richland County
2018 Project Photography

**PRELIMINARY
SUBJECT TO CHANGE**

**PRELIMINARY
SUBJECT TO CHANGE**

LEGEND

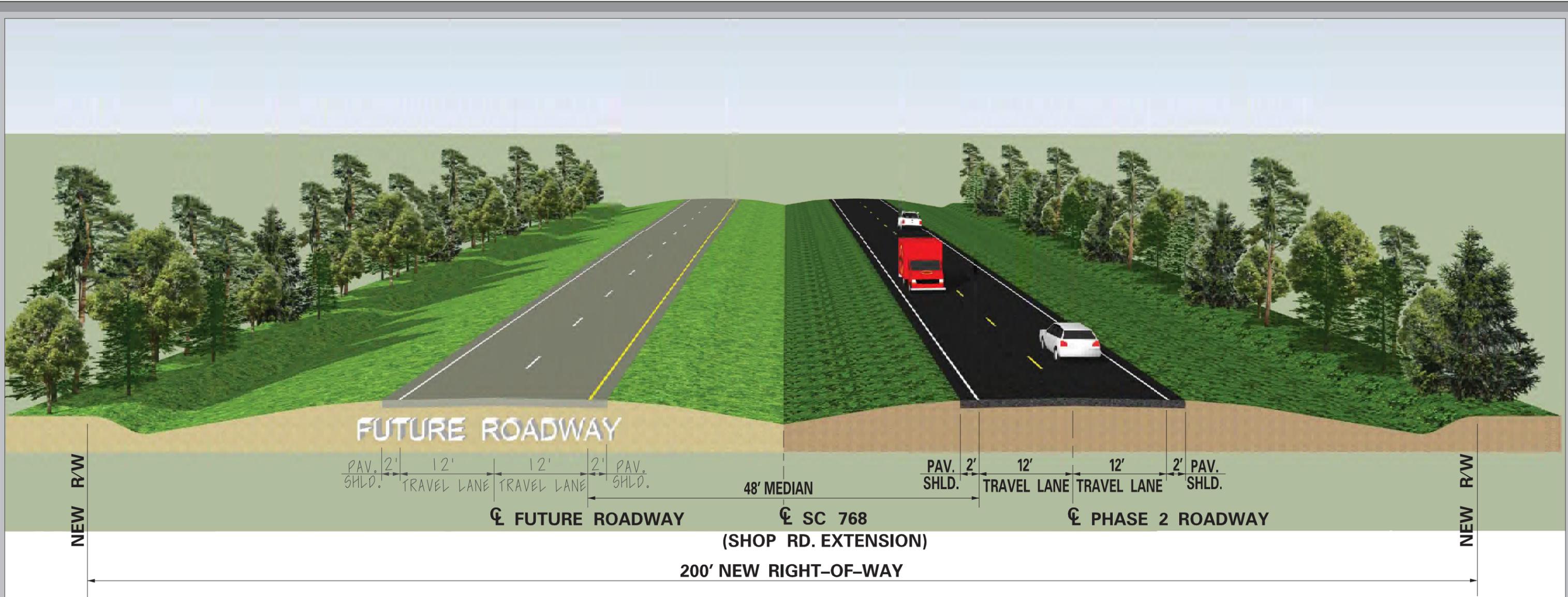
- PROPERTY LINE
- RAILROAD
- WETLANDS
- STREAM
- PROPOSED CORRIDOR - 200' WIDE (COLOR VARIES PER ALTERNATIVE)
- CEMETERY
- POTENTIALLY HISTORIC STRUCTURE

Shop Road Extension Phase 2

HR

SCALE 1"=300'

Aerial Photography:
Richland County
2018 Project Photography



Shop Road Extension Phase 2 Typical Section

Public Information Meeting
December 6, 2018



March 14, 2019

Shop Road Extension Phase I and II Project – Traffic Impact to Longwood Road

The Shop Road Extension Phase II Public Information Meeting Executive Summary was presented to the Richland County Transportation Ad Hoc Committee Meeting on March 5, 2019. During the discussion, Councilwoman Myers expressed concern about the potential for motorists using Shop Road Extension Phase I and Longwood Road as a cut through to Garners Ferry Road. She mentioned that a neighborhood is located along this roadway and requested a review of possible mitigation efforts to minimize the possibility of drivers utilizing Longwood Road to access Garners Ferry Road.

A review of the roadway inventory of Longwood Road (S-960) reveals that it is currently a SCDOT maintained two-lane roadway from Bluff Road (S-48) to Old Garners Ferry Road with an estimated Average Daily Traffic (ADT) of 550 cars per day and is Functionally Classified as an Urban Major Collector. The posted speed limit along this roadway beginning at Bluff Road is 45 miles per hour (mph) and then reduces to 35 mph prior to the neighborhood close to Old Garners Ferry Road. In addition, there are two (2) at grade railroad crossings – one with warning lights and gates and the other with just warning lights.

The installation of speed bumps as a traffic calming measure was looked into as a possible solution. Evaluating SCDOT's *Traffic Calming Guidelines*, the following are the mandatory eligibility requirements for the installation of speed bumps in a residential area:

- o 30 (or less) mph speed limit.
- o Functional Classification = local residential or minor collector.
- o Two-lane roadway (may have turn lanes and may have parking).
- o The primary access to commercial or industrial sites is not eligible.
- o Traffic volume less than 4000 AADT.

In addition, the local government (Richland County) is responsible for maintaining the speed bumps and any signing or pavement markings associated with them.

Unfortunately, Longwood Road would not qualify as the first two eligibility requirements are not met. However, one possible solution would be for the County to request to the SCDOT that the ownership and maintenance responsibilities of Longwood Road be transferred to Richland County. This would then allow the County to install and maintain the speed bumps. Moreover, as a condition of SCDOT accepting the newly constructed Shop Road Extension Phase I into their system, they are requiring Richland County to take over maintenance responsibilities of an equal number of lane miles of existing State maintained roadways. Therefore, the acceptance of ownership and maintenance responsibilities of Longwood Road by the County would solve both issues.

A brief review of distances and time travelled beginning at the intersection of the Shop Road Extension Phase I and Pineview Road to the Garners Ferry Road and Trotter Road intersection indicated the following:

1. Driving Pineview Road and Garners Ferry Road to Garners Ferry Road/Trotter Road Intersection:

Pineview Road turn right onto Garners Ferry Road and continue to Trotter Road Int.: 3.5 miles – 6 minutes

2. Driving Shop Road Extension Phase I/Longwood Road/Old Garners Ferry Road to Trotter Road Intersection:

Turn right off Pineview Road onto Shop Road Extension, turn left onto Longwood Road and continue to Garners Ferry Road/Trotter Road Intersection: 3.5 miles – 6 minutes 20 seconds

In summary, it appears as though the driving time will be longer for motorists to use the new Shop Road Extension and Longwood Road cut through to access Garners Ferry Road, rather than utilizing the existing traffic pattern of Pineview Road. Coupled with the fact that speed bumps are not currently eligible for installation on Longwood Road, it does not appear that any mitigation measures can be implemented at this time. Still, as explained above, there exists an opportunity to add speed bumps if the County is willing to accept ownership and maintenance responsibilities of Longwood Road.

TO HAVE AND TO HOLD in fee simple, absolute and singular the said property and the rights hereinbefore granted, unto the said South Carolina Department of Transportation, its successors and assigns forever.

IN WITNESS WHEREOF, I (or we) have hereunto set my (or our) hand(s) and seal(s) this _____ day of _____, in the year of our Lord, Two Thousand and **Nineteen**.

Signed, sealed and delivered in the presence of:

Richland County

1st Witness

BY: Grantor (L.S.)

2nd Witness

TITLE Grantor (L.S.)

NOTE: All right of way agreements must be in writing and are subject to rejection by the South Carolina Department of Transportation.

THE STATE OF SOUTH CAROLINA)
)
COUNTY OF RICHLAND)

ACKNOWLEDGEMENT

The foregoing instrument was acknowledged before me this _____ by _____ of Richland County a South Carolina corporation, on behalf of the corporation.

Signature of Notary Public

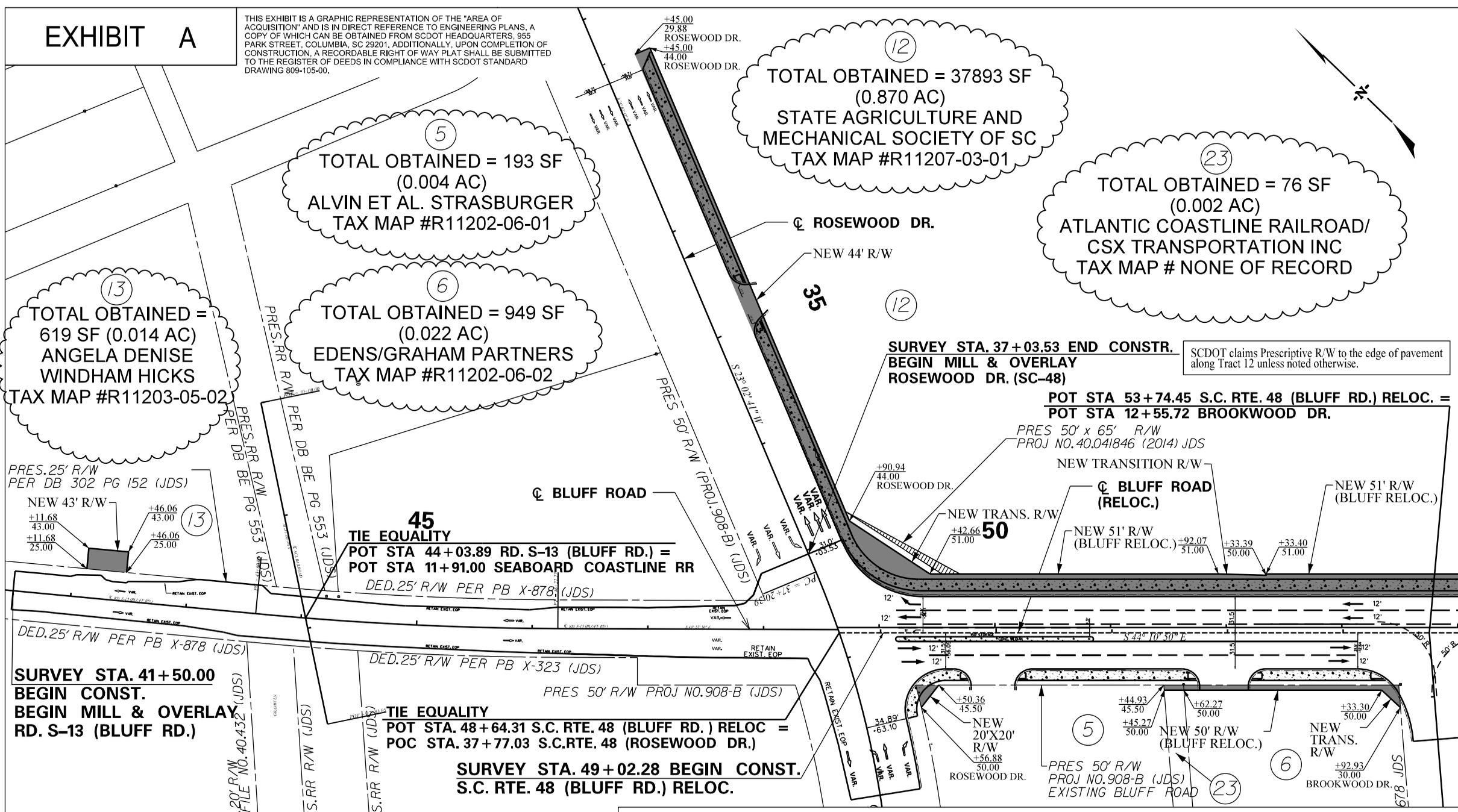
Printed Name of Notary Public

NOTARY PUBLIC FOR THE STATE OF

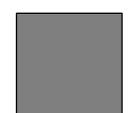
My Commission Expires: _____
(Affix seal if outside SC)

EXHIBIT A

THIS EXHIBIT IS A GRAPHIC REPRESENTATION OF THE "AREA OF ACQUISITION" AND IS IN DIRECT REFERENCE TO ENGINEERING PLANS, A COPY OF WHICH CAN BE OBTAINED FROM SCDOT HEADQUARTERS, 955 PARK STREET, COLUMBIA, SC 29201. ADDITIONALLY, UPON COMPLETION OF CONSTRUCTION, A RECORDABLE RIGHT OF WAY PLAT SHALL BE SUBMITTED TO THE REGISTER OF DEEDS IN COMPLIANCE WITH SCDOT STANDARD DRAWING 809-105-00.



PLOT DRIVER: PDF_Plotter.plt
 SCALE: 100.000000000000 ft.
 PLOTTEC: 3/20/18
 PEN TABLE: Bluff Road Phase 11\Exhibits\SCDOT Exhibit A.dgn
 FILE: C:\Jobs\Exhibit\1266-00\RW\Projects\0425 Bluff Road Phase 11\Exhibits\SCDOT Exhibit A.dgn



RICHLAND COUNTY (BLUFF RD)
 Area of conveyance to SCDOT
 Scale: 1" = 100'
 Project ID: 0041846
 Original prepared: 07/23/2018

DAVIS & FLOYD
 SINCE 1954

EXHIBIT B

THIS EXHIBIT IS A GRAPHIC REPRESENTATION OF THE "AREA OF ACQUISITION" AND IS IN DIRECT REFERENCE TO ENGINEERING PLANS, A COPY OF WHICH CAN BE OBTAINED FROM SCDOT HEADQUARTERS, 955 PARK STREET, COLUMBIA, SC 29201. ADDITIONALLY, UPON COMPLETION OF CONSTRUCTION, A RECORDABLE RIGHT OF WAY PLAT SHALL BE SUBMITTED TO THE REGISTER OF DEEDS IN COMPLIANCE WITH SCDOT STANDARD DRAWING 809-105-00.

7
TOTAL OBTAINED = 1038 SF
(0.024 AC)
M&S PROPERTIES, LLC
TAX MAP #R11206-01-01

19
TOTAL OBTAINED = 187 SF
(0.004 AC)
K W COLUMBIA PROPERTIES
TAX MAP #R11206-06-01

21
TOTAL OBTAINED = 503 SF
(0.012 AC)
UNIVERSITY HOUSE HORIZONTAL
PROPERTY REGIME
TAX MAP # NONE OF RECORD

12
TOTAL OBTAINED = 37893 SF
(0.870 AC)
STATE AGRICULTURE AND
MECHANICAL SOCIETY OF SC
TAX MAP #R11207-03-01

TIE EQUALITY

POC STA 63+78.27 S.C. RTE. 48 (BLUFF RD.) EXIST. =
POT STA 10+00.00 GEORGE ROGERS BLVD.

SCDOT claims Prescriptive R/W to the edge of pavement along Tract 12 unless noted otherwise.

PRES 48' R/W
PROJ NO. 40.041846 (2014) JDS

PRES 10' x 15' R/W
PROJ NO. 40.041846 (2014) JDS

NEW TRANSITION R/W
NEW 56' R/W
(BLUFF RELOC.)

NEW 51' R/W
(BLUFF RELOC.)

NEW 51' R/W
(BLUFF RELOC.)

TIE EQUALITY

POT STA 59+45.99 S.C. RTE. 48 (BLUFF RD.) RELOC. =
POT STA 12+58.42 HEMLOCK RD.

BLUFF RD.
RELOC.

60

65

GEORGE ROGERS BLVD

PRES 50' R/W
PROJ NO. 908-B JDS
EXISTING BLUFF ROAD

NEW 25'X40'
R/W

HEMLOCK RD.

NEW 25'X15'
R/W

HEMLOCK RD.

NEW TRANS. R/W
PRES 50' R/W
PER 40.248 (JDS)
EXISTING BLUFF ROAD

NEW TRANS. R/W
BLUFF RELOC.

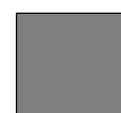
S. STADIUM DR.

TIE EQUALITY

POC STA 63+76.43 S.C. RTE. 48
(BLUFF RD.) RELOC. =
POT STA 11+92.31 STADIUM DR. =
POT STA 9+95.60 GEORGE ROGERS BL
SURVEY STA. 63+49.38 END CONST.
S.C. RTE. 48 (BLUFF RD.) RELOC.

S. STADIUM DR.

8
TOTAL OBTAINED = 500 SF
(0.011 AC)
K W COLUMBIA PROPERTIES LLC
TAX MAP #R11206-01-02



Area of conveyance to SCDOT

Scale: 1" = 100'

66

RICHLAND COUNTY (BLUFF RD)

Project ID: 0041846

Original prepared: 07/23/2018

DAVIS & FLOYD

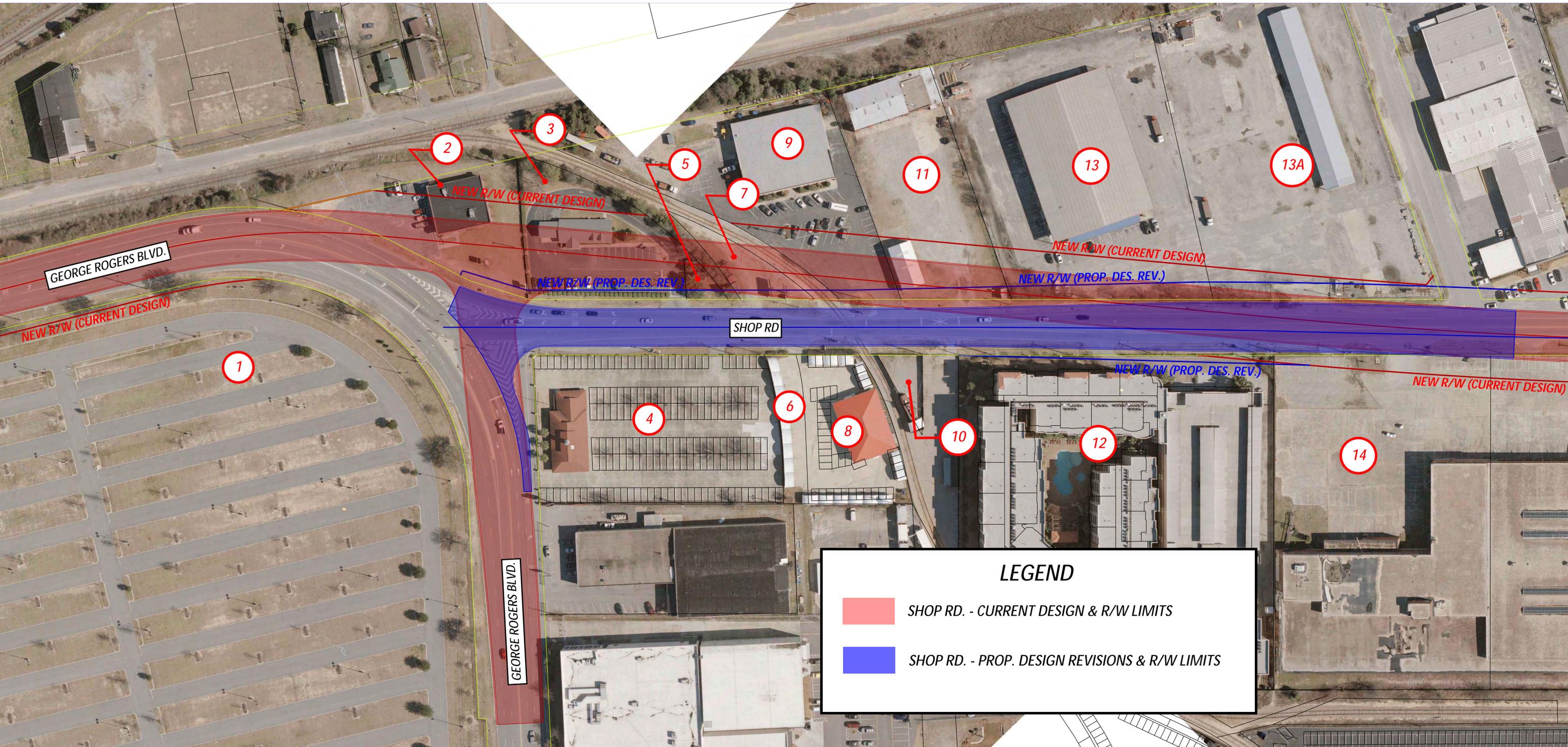
SINCE 1954

PLOT DRIVER: PDF: plotg
SCALE: 1" = 100'
PLOTTED: 3/4/2019
PEN TABLE: Bluff Road Platting.tbl
FILE: C:\Jobs\event\13266-00\ROW Projects\0425 Bluff Road Phase 1\Exhibits\SCDOT Exhibit B.dgn

MATCHLINE STA. 54+00.00
SEE EXHIBIT A

SHOP RD. WIDENING - PROPOSED DESIGN REVISIONS AT GEORGE ROGERS BLVD.

MARCH 11, 2019



PRELIMINARY COST ESTIMATE FOR SCOPE REDUCTION AT GEORGE ROGERS BLVD.					
TOTAL LENGTH OF ROADWAY				0.500	MILES
Shop Road Widening (S-727) RICHLAND COUNTY, SC					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	ITEM COST
1	MOBILIZATION	1.000	LS	\$53,474.80	\$53,474.80
2	BONDS AND INSURANCE	1.000	LS	\$15,793.01	\$15,793.01
3	CLEARING & GRUBBING	1.000	LS	\$34,750.00	\$34,750.00
4	TRAFFIC CONTROL	1.000	LS	\$54,800.00	\$54,800.00
5	BORROW EXCAVATION	1,750.000	CY	\$25.00	\$43,750.00
6	UNCLASSIFIED EXCAVATION	169.319	CY	\$20.00	\$3,386.39
7	CONCRETE SIDEWALK	3,000.000	SY	\$55.00	\$165,000.00
8	6" CONCRETE DRIVEWAY	50.796	SY	\$75.00	\$3,809.69
9	DETECTABLE WARNING MATERIAL	8.889	SF	\$55.00	\$488.91
10	PEDESTRIAN RAMP CONSTRUCTION	17.779	SY	\$150.00	\$2,666.78
11	2' CURB & GUTTER	1,300.000	LF	\$25.00	\$32,500.00
12	SURFACE COURSE TYPE B	1,035.000	TON	\$95.00	\$98,325.00
13	INTERMEDIATE COURSE TYPE B	1,035.000	TON	\$95.00	\$98,325.00
14	BASE COURSE TYPE A	2,678.000	TON	\$95.00	\$254,410.00
15	LIQUID ASPHALT BINDER	284.880	TON	\$650.00	\$185,172.00
16	DRAINAGE	0.050	MILE	\$800,000.00	\$40,000.00
17	EROSION CONTROL	0.050	MILE	\$150,000.00	\$7,500.00
18	PAINT LINES	1,100.576	LF	\$1.50	\$1,650.86
19	FINE GRADING	1,693.193	SY	\$3.50	\$5,926.18
TOTAL ROADWAY COST					\$1,101,728.61
	UNDEFINED ITEMS (20%)		LS		\$0.00
	ROW COSTS*	1.000	LS	\$3,807,082.00	\$3,807,082.00
	UTILITIES (13%)	-	LS		\$0.00
	CEI/CRM (10%)	1.000	LS	\$110,172.86	\$110,172.86
TOTAL ESTIMATED CONSTRUCTION COST					\$5,018,983.47



TRANSPORTATION PROGRAM

Date: 2/13/19

To: Dr. John M. Thompson, Ph.D., MBA, CPM
Director of Transportation

From: David Beaty, PE
Program Manager

RE: Shop Road Widening – Recommended Revision to Terminate Improvements at Mauney Drive

Recommendation: Revise the end termini of the project from S.Beltline Boulevard to Mauney Drive.

Background

The Shop Road Widening project as referenced in the 2012 Penny Sales Tax Referendum proposes to widen the existing corridor from George Rogers Boulevard to S. Beltline Boulevard to a 5-lane section for a total distance of approximately 2.50 miles. The referendum included an allocation of \$33.1 million for this work. The current design for this project proposes a 5-lane section with curb and gutter and offset shared-use paths on each side of the road within these limits for an estimated cost of \$61.5 million (2018 Q4 estimate).

Shop Road is a 5-lane section at the intersection with Mauney Drive as it exists today and this section continues to the intersection with S. Beltline Boulevard. The existing roadway section east of Mauney Drive currently maintains the same traffic capacity as proposed by the plans to widen the road in this section. Therefore, no traffic operational improvements would be realized by widening past Mauney Drive. Also, Norfolk-Southern railroad owns a triple rail crossing between Mauney Drive and S. Beltline Boulevard. Improvements to the roadway at these crossings would require updating the crossings to current standards, including warning devices and crossing arms (which do not exist today). This recommended revision would reduce the overall project length by approximately 0.22 miles. See Exhibits A & B, attached, detailing the currently proposed project limits and the area of revision between Mauney Drive and S. Beltline Boulevard.

A analysis of this revised termini was conducted to evaluate costs associated with construction, rights of way acquisitions, utility conflicts and relocations and costs associated with the railroad crossing. This analysis has concluded that a savings of approximately \$3.1 million could be realized by revising the design to incorporate this change in termini – see Table 1, below for a break-down of associated costs.

Table 1: Approximate Cost Savings by service-type or issue

Approx. Cost Savings	
Construction-Related Costs	\$ 1,450,000.00
Rights of Way Services & Acquisitions	\$ 350,000.00
Utility Relocation Costs	\$ 300,000.00
Railroad-Related Costs	\$ 1,000,000.00
Total	\$ 3,100,000.00

Exhibit A: Detail of Shop Road Widening Project Limits

Exhibit B: Detail of Shop Road between Mauney Drive and S. Beltline Boulevard

Exhibit A: Detail of Shop Rd Widening Project Limits

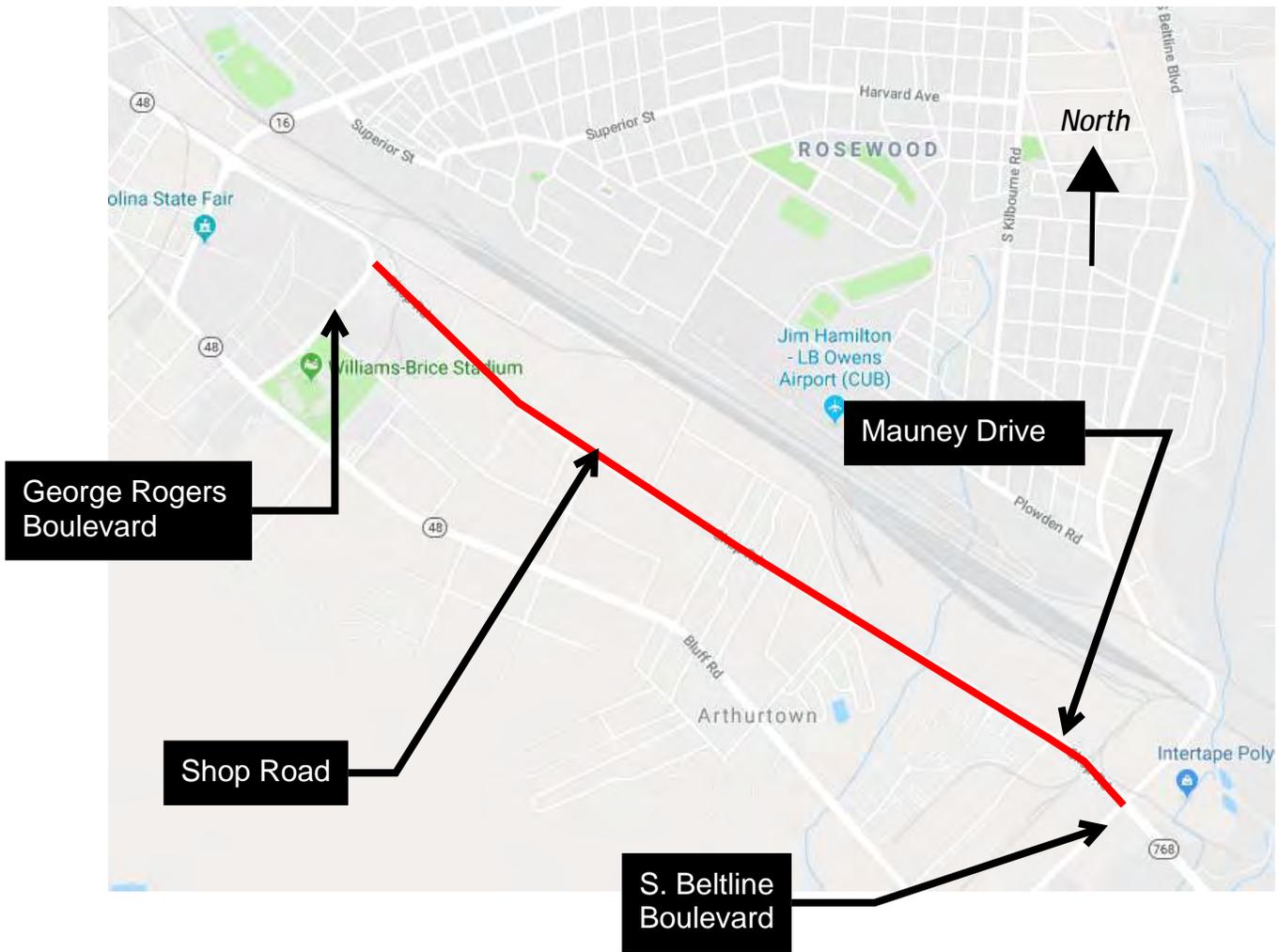
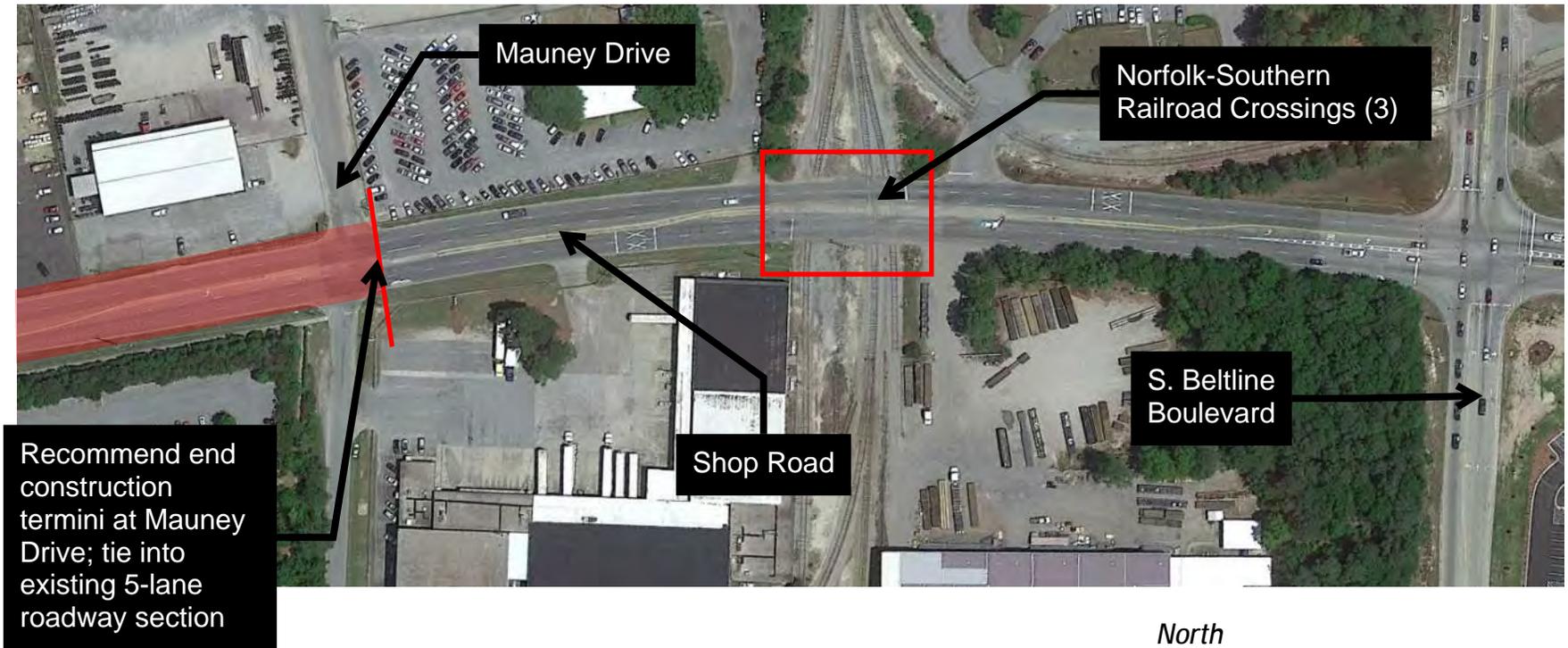


Exhibit B: Detail of Shop Rd between Mauney Dr. and S.Beltline Blvd.



North



UTILITY AGREEMENT

Richland County Project No. 326 Route (or Road No.) Decker Blvd (S-151)

This Agreement made this _____ day of February, 2019, by and between Richland County, hereinafter called "County" and the "AT&T" hereinafter called "Company".

W I T N E S S E T H:

1. It is mutually agreed by and between the parties hereto that the Company shall perform or cause to be performed, the following work to its utility property facilities as shown on the attached plans and estimate:
General description: Engineering and design work (plans only) for the relocation of all aerial copper and fiber facilities, cabinets, vaults, equipment, and hardware for Penny Tax Streetscape Improvement Project. Also included will be cost estimations for the required labor and materials needed that are determined by Penny Tax as required to be relocated from aerial to direct buried applications

2. The Company hereby agrees to relocate its utility facilities in conflict with highway construction in accordance with the provisions set forth in the Federal Highway Administration's FAPG 23 CFR 645A; and also in accordance with Richland County's Utility Coordination Manual in the estimated amount of

\$100,000.00

Richland County Share \$100,000.00 Utility Share \$0.00

(a) The Company (does, does not) have the right of occupancy in its existing location by reason of holding the fee, as easement or other real property interest, the damaging or taking of which is compensable in eminent domain. Upon completion of the relocation and submittal of the final invoice as detailed in Number 9, the Company must provide documentation that the portion of the utility easement acquired by the County on behalf of the County as part of the new right of way acquisition for the construction project has been relinquished. The Company must also supply an affidavit stating all legal documents were filed at the County courthouse where the easement is filed. If the Company does not have the right of occupancy in its existing location by reason of holding the fee, an easement or other real property interest, (Explain) _____

Easement for this project is filed in _____
(County)

(City and State)

(b) This section of line (for purposes of establishing right-of-way priorities only) has been in service for approximately 50 years or more.

(c) Such work as is necessary to relocate, alter or maintain the facility will be done in such a manner that it will not in any way interfere with or endanger the safety of the general public in their use of the roads as a highway. Traffic control and signing will be coordinated with the County's contractor and will be in accordance with "The South Carolina Manual on Uniform Traffic Control Devices for Streets and Highways" (SCMUTCD).

3. The Company shall begin said work promptly upon notification in writing by the County and dispatch to its completion as promptly as is practicable. The Company shall provide advance notice to the County of the date on which work is expected to begin.

4. The Company will perform the work provided for in this agreement by the method checked below, in accordance with the provisions of Sec.645.115 of FAPG 23 CFR 645A:

BY COMPANY'S REGULAR FORCES

BY CONTRACT: (State one of recognized reasons for necessity of performing work in this manner)

The Company, therefore, subject to prior approval, proposes to contract a portion of or all of the work covered by this agreement. The items of work to be accomplished by contract are noted in the estimate. Where the Company elects to solicit competitive bids from a list of qualified contractors rather than through advertising in a publication, the names and addresses of those contractors so circularized shall be noted on the estimate or furnished to the County in advance of the Company's solicitation of bids.

BY EXISTING CONTINUING CONTRACT: Subject to prior approval and inspection by the County and the prior approval of the contract method by the Federal Highway Administration, the Company proposes to use an existing continuing contract under which it is demonstrated that such work is regularly performed for the Company under such contracts at reasonable costs. The provisions relating to contracts under this paragraph also apply to Contract Engineering.

5. The County will reimburse the utility company for costs incurred in accordance with the agreement as shown and on accurate records supporting all expenditures incurred on account of said work. The method of developing the relocation costs shall be one of the following alternatives.

(a) Actual and related direct costs accumulated in accordance with a work order accounting procedure prescribed by the applicable Federal or State regulatory body.

(b) Unit costs, such as broad gauge units of property, as used in own operations. (This method must have prior approval.)

(c) Lump Sum

The County may not pay for any item of work not provided for in the plan or in the cost estimate except as modified by the County Engineer followed by written notification to the County.

6. All work performed by the Company pursuant hereto, shall be performed according to the plans and estimates approved by the County.

7. Attached hereto, and by reference made a part hereof, is one copy of plans and estimates of the work to be performed by the Company showing the existing facilities, permanent changes to be made therein, and the stages by which these changes are to be accomplished.

8. Credits for accrued depreciation (expired service life) and/or betterment of the facility have been allowed as outlined in Sec.645.117(h) of FAPG 23 CFR 645A.

9. Periodic progress billings of incurred costs may be made by the Company to the County not to exceed monthly intervals and amounting to at least \$2500.00; however, total progress billing payments shall not exceed the approved nonbetterment estimated amount.

Upon completion of the work and no later than six months thereafter, the Company shall, at the earliest date practicable, furnish the County with five (5) copies of its final and complete billing of all costs incurred in

connection with the work performed hereunder, such statement to follow as closely as possible the order of the items contained in the estimate. The totals for labor, overhead construction cost, travel expense, transportation, equipment, material and supplies, handling cost and other services shall be shown in such a manner as will permit ready comparison with the approved plans and estimates. The utility company shall provide the documents related to relinquishing their rights to the easement acquired by the County. Items of materials shall be itemized where they represent major components.

Credit shall be given for usable materials recovered from permanent or temporary installations. The final billing shall show the description and site of the project, the Federal Aid Project Number, the date on which the first work was performed; or, if preliminary engineering or right-of-way items are involved, the date on which the earliest item of billed expense was incurred, the completion date and the location where the records and accounts billed can be audited. The Company shall make adequate reference in the billing to its records, accounts and other documents. Contractors and any subcontractors are to maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred and to make such materials available at their respective offices at all reasonable times during the contract for inspection by the County, Federal Highway Administration or any authorized representatives of the Federal Government and copies thereof shall be furnished if requested.

Final billings of incurred costs submitted by the Company shall carry a statement certifying that all items claimed have been reviewed and are in conformity with the provisions of the agreement; that credits have been given for all salvaged materials as required, and that all contractor's bills incurred have been paid in full. This statement shall be signed by an authorized representative of the Company.

In the event a final and complete billing has not been received by the County prior to six months following the completion of work and the Company has not, during that period, demonstrated to the County's satisfaction a hardship in completing that billing, the County may, in its sole discretion, consider the last payment made to be the final payment due under this Agreement. If the utility company is aware they will be unable to provide close-out and final invoicing within the six month period following completion, they may provide a letter requesting additional time to the County for consideration.

- 10. The County, and the Federal Highway Administration shall have the right to inspect recovered materials from the permanent facility prior to disposal by sale or scrap. This requirement will be satisfied by the Company giving notice to the County of the time and place the materials will be available for inspection. This notice is the responsibility of the Company and it may be held accountable for full value of materials disposed of without notice. The County, and the Federal Highway Administration shall have the right to inspect all recovered materials, which are not reusable by the Company, for temporary use. The Company shall furnish a listing on final billings of major items not eligible for salvage credit, and reasons therefor.
- 11. The Company will abide by the contract cost principles as set forth in FAPG 23 CFR 645A.
- 12. The Company will not participate directly or indirectly in any practice which subjects persons to discrimination because of their race, color, religion, sex or national origin.

INSTRUCTIONS: Submit two original copies of the agreement form and six prints of drawings (or one reproducible print) showing present location and proposed location of poles or lines with reference to highway survey stations and centerline.

COMPANY: _____
ADDRESS _____

BY: Andrew N. Washington
TITLE: Area Manager

RICHLAND COUNTY

BY: _____

Project # _____ Agreement # _____
(Revised) 06-2018

To: Raven Gambrell

Project: Decker Blvd. and Woodfield Neighborhood Improvement Project

Ref: AT&T Design for Relocation of their Overhead Facilities

Steve Martin provided a Utility Agreement for the design of their relocation from overhead to buried along Decker Blvd. from Trenholm Rd. to Brookfield Rd. AT&T had stated they required an utility agreement to start a detailed inventory of their facilities and perform the design for the relocation. Based on the current information Steve Martin with AT&T provided in an email the following information on the development of their estimate for design services.

- Design UA was based on estimated costs for the design work only
- Design work will be performed by a contract engineering company through a procurement and bid process.
- The cost estimate was based on \$150.00/hr and the duration of 16.5 weeks
- AT&T will invoice for Actual and related direct costs accumulated in accordance with a work order accounting procedure per the Utility Agreement

Rebecca Connelly, CIT

Program Utility Coordinator-Richland Penny

Request to Condemn Property
Greene Street – Phase II
Project ID 0038231, Richland PDT 321

Parcel Number: 12
Tax Map Number: NONE OF RECORD
Property Owner(s): Seaboard System Railroad, Inc.

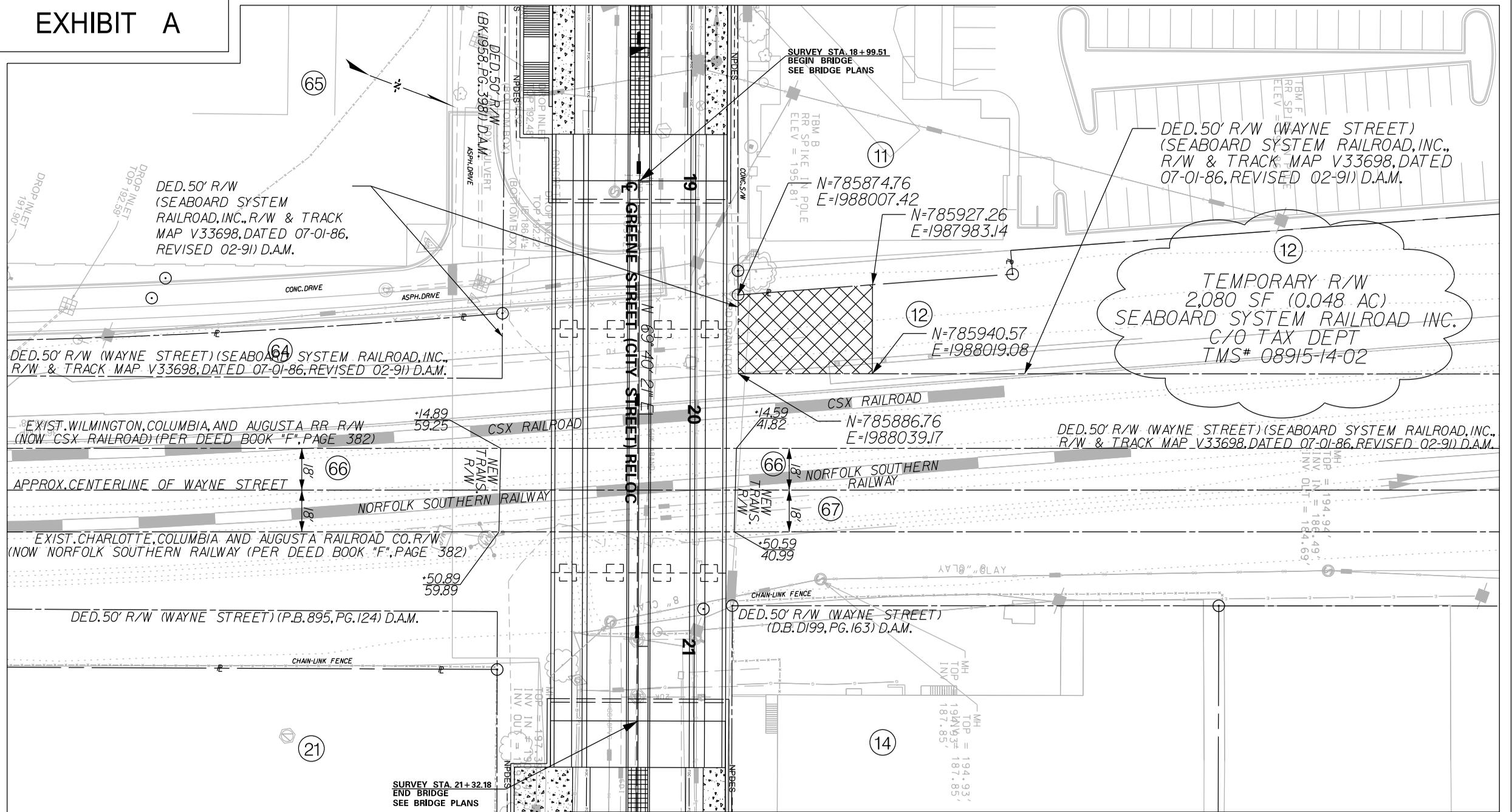
Area of Acquisition 2,080 SF/0.048AC

Amount of Appraised Offer: \$1,900.00 for temporary right- of- way.

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 \$1,900.00 was made. Landowner was informed due to project time constraints their time frame to process the requested right-of-way condemnation was necessary.

Exhibit of property attached.

EXHIBIT A



PLOT DRIVER: PDF.plt
 SCALE: 50.000 ft = 1 in.
 FILE: J:\Jobs\Evening\15266-00\ROW Projects\321 Greene St Phase 2\Exhibit\Tract 12.dgn

RICHLAND COUNTY (GREENE STREET PHASE 2)
 Area of Aquisition From Tract No. 12 Project ID: 0038231
 Scale: 1" = 50'
 Original prepared: 02/23/2018

DAVIS & FLOYD
 SINCE 1954

Request to Condemn Property
Greene Street – Phase II
Project ID 0038231, Richland PDT 321

Parcel Number: 22
Tax Map Number: NONE OF RECORD
Property Owner(s): Southern Railway Company

Area of Acquisition 0.240 AC/10,642 SF for temporary right- of- way.

Amount of Appraised Offer: \$8,400.00 for temporary right- of- way.

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 \$8,400.00 was made. Landowner was informed due to project time constraints their time frame to process the requested right-of-way condemnation was necessary.

Exhibit of property attached.

Request to Condemn Property
Greene Street – Phase II
Project ID 0038231, Richland PDT 321

Parcel Number: 64
Tax Map Number: NONE OF RECORD
Property Owner(s): Seaboard System Railroad

Area of Acquisition: 0.181 AC/7,856 SF for temporary right-of-way.

Amount of Appraised Offer: \$6,800.00 for temporary right-of-way.

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 \$6,800.00 was made. Landowner was informed due to project time constraints their time frame to process the requested right-of-way condemnation was necessary.

Exhibit of property attached.

EXHIBIT A

64
 TEMPORARY R/W
 7,865 SF (0.181 AC)
 WILMINGTON/COLUMBIA
 & AUGUSTA RR
 TMS# 08915-13-02

DED. 50' R/W
 (SEABOARD SYSTEM
 RAILROAD, INC., R/W & TRACK
 MAP V33698, DATED 07-01-86,
 REVISED 02-91) D.A.M.

N=785392.28
 E=1988205.65
 N=785532.57
 E=1988152.95
 N=785533.91
 E=1988156.63

DED. 50' R/W (WAYNE STREET) (SEABOARD SYSTEM RAILROAD, INC., R/W & TRACK MAP V33698, DATED 07-01-86, REVISED 02-91) D.A.M.

N=785398.28
 E=1988221.66

N=785792.63
 E=1988076.58

EXIST. WILMINGTON, COLUMBIA, AND AUGUSTA RR R/W (NOW CSX RAILROAD) (PER DEED BOOK "F", PAGE 382)

APPROX. CENTERLINE OF WAYNE STREET

EXIST. CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD CO. R/W (NOW NORFOLK SOUTHERN RAILWAY (PER DEED BOOK "F", PAGE 382))

DED. 50' R/W (WAYNE STREET) (P.B. 895, PG. 124) D.A.M.

N=785782.92
 E=1988050.23

+14.59
 41.82

+50.59
 40.99

+50.89
 59.89

DED. 50' R/W (WAYNE STREET)
 (D.B. D199, PG. 163) D.A.M.

SURVEY STA. 21+32.18
 END BRIDGE
 SEE BRIDGE PLANS

SURVEY STA. 18+99.51
 BEGIN BRIDGE
 SEE BRIDGE PLANS

TBM B
 RR SPIKE IN POLE
 ELEV. = 195.81'



RICHLAND COUNTY (GREENE STREET PHASE 2)
 Area of Aquisition From Tract No. 64 Project ID: 0038231
 Scale: 1" = 50'
 Original prepared: 02/23/2018

DAVIS & FLOYD
 SINCE 1954

PLOT DRIVER: PDF.pltcf
 SCALE: 50.000 ft / in.
 FILE: J:\Jobs\Even\15266-00\ROW Projects\321 Greene St Phase 2\Exhibit\Tract 64.dgn

Request to Condemn Property
Greene Street – Phase II
Project ID 0038231, Richland PDT 321

Parcel Number: 66
Tax Map Number: NONE OF RECORD
Property Owner(s): CSX Railroad

Area of Acquisition: 0.198 AC/8,603 SF of land as temporary right- of- way.
0.042 AC/1,818 SF of land as permanent right- of- way.

Amount of Appraised Offer: \$7,399.00 for temporary right - of - way.
\$9,772.00 for permanent right - of - way.
\$17,170.00 TOTAL
\$17,200.00 TOTAL (Rounded)

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 \$17,200.00 was made. Landowner was informed due to project time constraints their time frame to process the requested right-of-way condemnation was necessary.

Exhibit of property attached.

EXHIBIT A

(66)
 TOTAL OBTAINED
 1,818 SF (0.042 AC)
 TEMPORARY R/W
 8,603 SF (0.198 AC)
 CSX RAILROAD

DED. 50' R/W
 (SEABOARD SYSTEM
 RAILROAD, INC., R/W & TRACK
 MAP V33698, DATED 07-01-86,
 REVISED 02-91) D.A.M.

SURVEY STA. 18+99.51
 BEGIN BRIDGE
 SEE BRIDGE PLANS

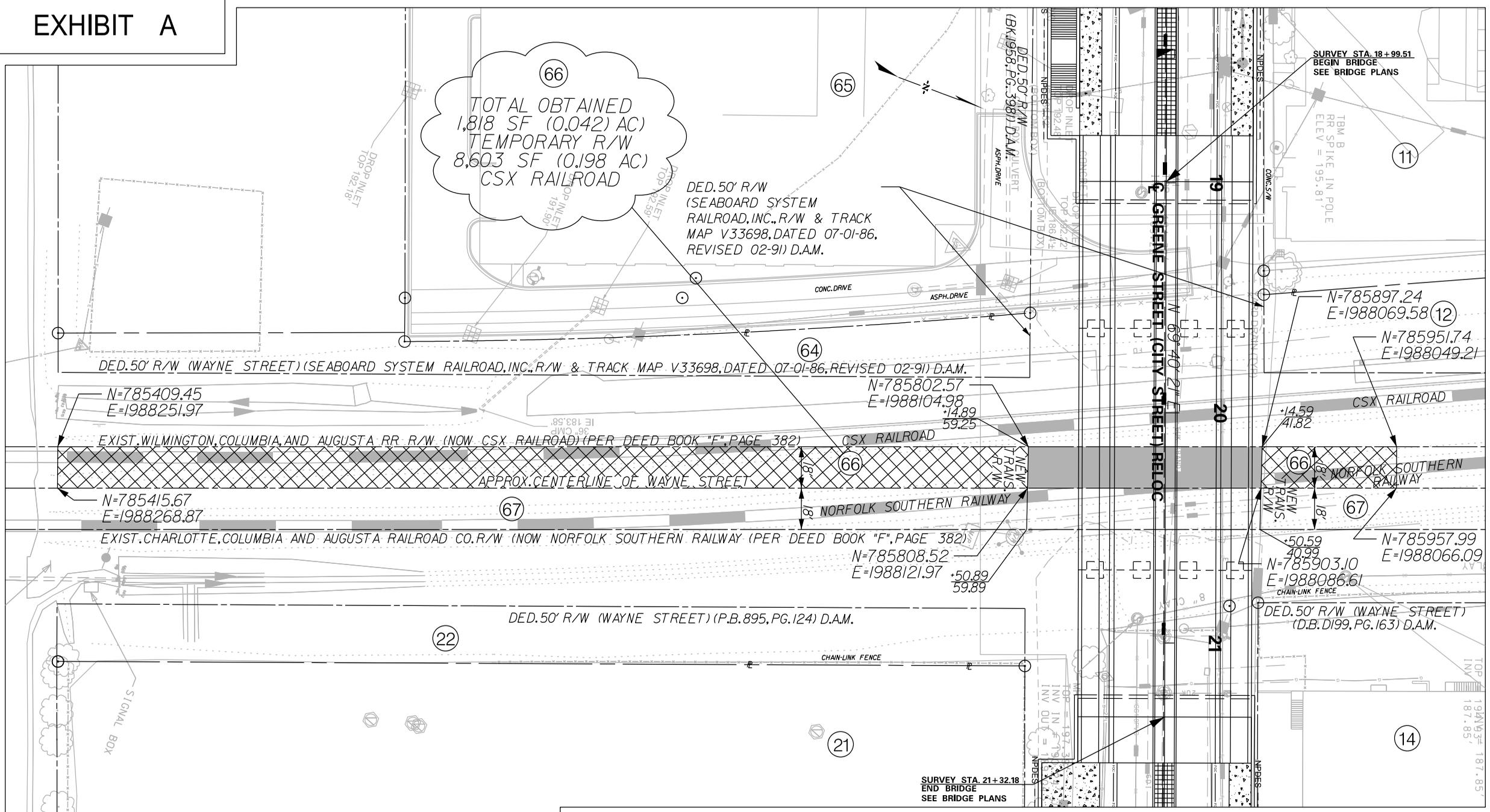
SURVEY STA. 21+32.18
 END BRIDGE
 SEE BRIDGE PLANS

 PERMANENT R/W
 TEMPORARY R/W FOR
 BRIDGE CONSTRUCTION

RICHLAND COUNTY (GREENE STREET PHASE 2)
 Area of Aquisition From Tract No. 66 Project ID: 0038231
 Scale: 1" = 50'
 Original prepared: 02/23/2018

DAVIS & FLOYD
 SINCE 1954

PLOT DRIVER: Greene St Phase II.dwg
 SCALE: 50.000 ft / in.
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Request to Condemn Property
Greene Street – Phase II
Project ID 0038231, Richland PDT 321

Parcel Number: 67
Tax Map Number: NONE OF RECORD
Property Owner(s): **Norfolk Southern**

Area of Acquisition: 0.198 AC/8,605 SF of land as temporary right-of-way.
0.042 AC/1,817 SF of land as permanent right-of-way.

Amount of Appraised Offer: \$7,400.00 for temporary right-of-way.
\$9,766.00 for permanent right-of-way.
\$17,167.00 TOTAL
\$17,200.00 TOTAL (Rounded)

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 \$17,200.00 was made. Landowner was informed due to project time constraints their time frame to process the requested right-of-way condemnation was necessary.

Exhibit of property attached.

Request to Condemn Property
Greene Street – Phase II
Project ID 0038231, Richland PDT 321

Parcel Number: 30
Tax Map Number: R8910-01-02
Property Owner(s): Guingard Associates, LLC

Area of Acquisition 0.079AC/3,453 SF for temporary right- of- way.
0.245 AC/10,651 SF for permanent right-of-way.

Amount of Appraisal offer: \$14,364.00 for temporary right-of-way.
\$276,926.00 for permanent right-of-way
TOTAL \$291,300.00 Rounded

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 \$291,300 was made.

Exhibit of property attached.

EXHIBIT A-1

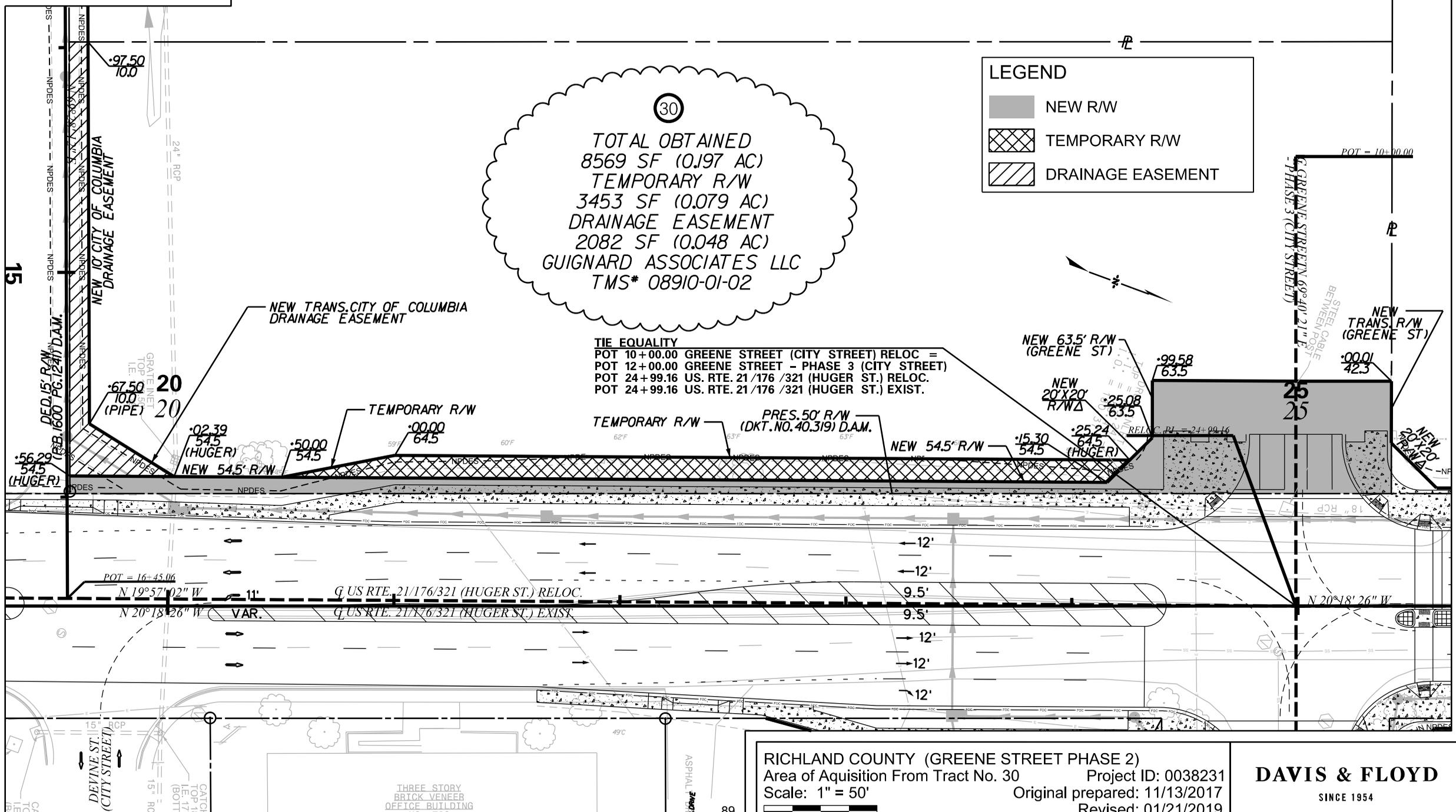
(30)

TOTAL OBTAINED
 8569 SF (0.197 AC)
 TEMPORARY R/W
 3453 SF (0.079 AC)
 DRAINAGE EASEMENT
 2082 SF (0.048 AC)
 GIGNARD ASSOCIATES LLC
 TMS* 08910-01-02

LEGEND

- NEW R/W
- TEMPORARY R/W
- DRAINAGE EASEMENT

TIE EQUALITY
 POT 10+00.00 GREENE STREET (CITY STREET) RELOC =
 POT 12+00.00 GREENE STREET - PHASE 3 (CITY STREET)
 POT 24+99.16 US. RTE. 21/176 /321 (HUGER ST.) RELOC.
 POT 24+99.16 US. RTE. 21/176 /321 (HUGER ST.) EXIST.



RICHLAND COUNTY (GREENE STREET PHASE 2)
 Area of Aquisition From Tract No. 30
 Scale: 1" = 50'

Project ID: 0038231
 Original prepared: 11/13/2017
 Revised: 01/21/2019

DAVIS & FLOYD
 SINCE 1954

PLOT DRIVER: PDF.pltctg
 SCALE: 50.000 ft / in.
 FILE: J:\Jobs\GreenSt\Phase 2\Exhibit\Tract 30.dgn
 PEN TABLE: Green St Phase II.tbl
 PLOTTED: 1/21/2019

Request to Condemn Property
Greene Street – Phase II
Project ID 0038231, Richland PDT 321

Parcel Number: 60
Tax Map Number: R8910-01-01
Property Owner(s): Guingard Associates, LLC

Area of Acquisition 0.021 AC/922 SF for temporary right- of- way.
0.245 AC/10,651 SF for permanent right-of-way.

Amount of Appraisal offer: \$2,611.00 for temporary right-of-way.
\$172,876.00 for permanent right-of-way
TOTAL - \$175,500.00 Rounded

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 \$175,500.00 was made.

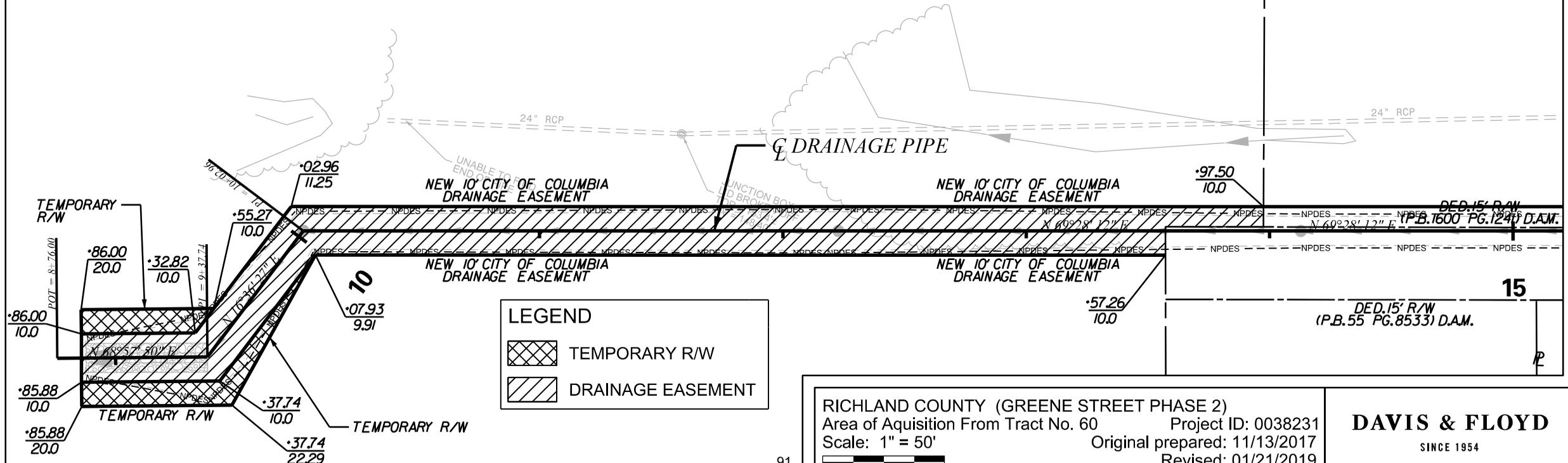
Exhibit of property attached.

EXHIBIT A-2



60
 TEMPORARY R/W
 922 SF (0.021 AC)
 DRAINAGE EASEMENT
 9767 SF (0.224 AC)
 GUIGNARD ASSOCIATES LLC
 TMS* 08910-01-01

30



LEGEND

TEMPORARY R/W

DRAINAGE EASEMENT

RICHLAND COUNTY (GREENE STREET PHASE 2)
 Area of Aquisition From Tract No. 60
 Scale: 1" = 50'

Project ID: 0038231
 Original prepared: 11/13/2017
 Revised: 01/21/2019

DAVIS & FLOYD
 SINCE 1954

PLOT DRIVER: PDF.pltctg
 SCALE: 50.0000 ft / in.
 PLOTTED: 1/21/2019
 PEN TABLE: Greene St Phase II.tbl
 FILE: J:\Jobs\GreenSt\15268-00\ROW Projects\321_Greene St Phase 2\Exhibit\Tract 60.dgn

March 5, 2019

A. Tony Magwood
Resident Maintenance Engineer
Richland Maintenance Division - District 1
South Carolina Department of Transportation
7201 Fairfield Road
Columbia, SC 29203

RE: Gadsden Street (S-1537) Road Closure
Greene Street Phase 2 - SCDOT Project ID P038231

Dear Tony,

The Richland County Transportation Program's Greene Street Phase 2 project consists of improvements along Greene Street from Gadsden Street to Huger Street in Columbia, South Carolina including a new bridge over Norfolk Southern and CSX Transportation railroads. To obtain approval from Norfolk Southern to construct the bridge, Norfolk Southern is requiring the closing of two at-grade crossings following the bridge construction. The two road crossing closures are at Devine Street (DOT#716370J, NS Milepost W-161.1) and Gadsden Street (S-1537) (DOT#716366U, NS Milepost W-161.4). These road closures have been coordinated with the railroads and the City of Columbia.

As this section of Gadsden Street is maintained by SCDOT, we respectfully request approval from SCDOT to close a portion of Gadsden Street as part of the Greene Street Phase 2 project. Refer to the attached preliminary construction plans depicting road closure details.

Should you have any questions or require additional information, please don't hesitate to contact me.

Sincerely,

Dr. John Thompson
Director of Transportation
Richland County Government

Encl: Preliminary Construction Plans for Road Closure

ec: Nathaniel Miller, Richland County Contracts Manager, Transportation Department
Joey McIntyre, P.E., SCDOT Program Manager
Missy Gentry, P.E., City of Columbia Assistant City Manager
David Beaty, P.E., Richland Penny Program Manager
Raven Gambrell, P.E., Richland Penny Project Manager

Greene Street Phase 2

Gadsden Street Road Closure

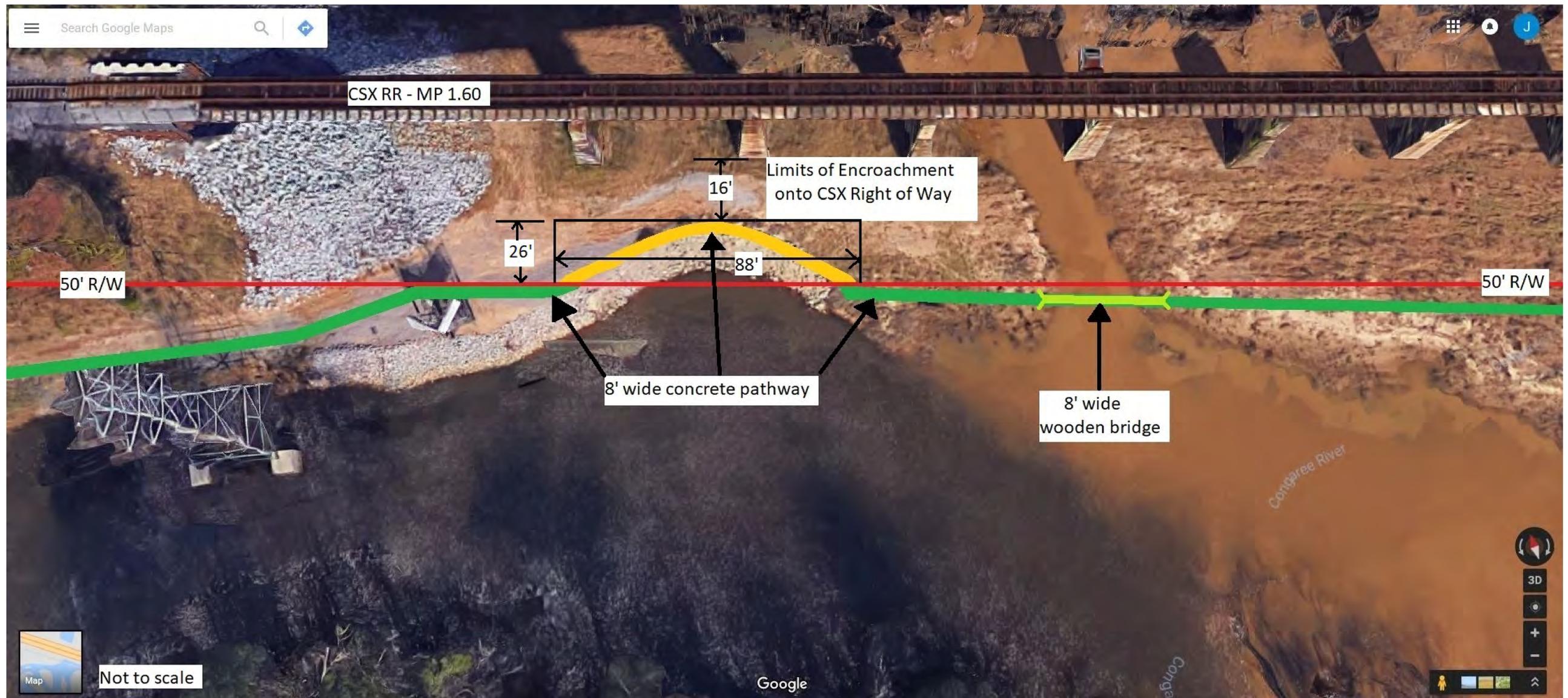
Gadsden Street Road Closure Location



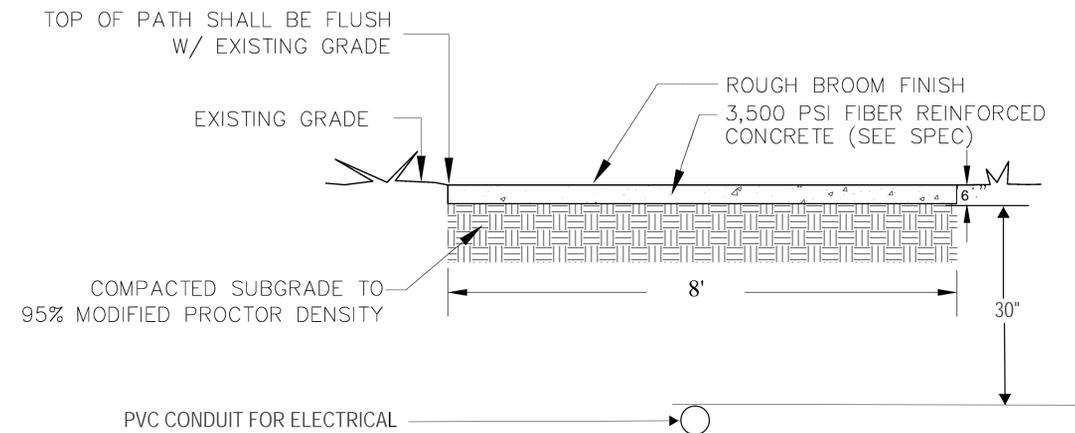


Three Rivers Greenway CSX Railroad Permit Summary

During the October 2015 flood event, the Saluda River migrated toward the CSX railroad and eroded the existing land where approximately 100' of the greenway was to be constructed outside the CSX right of way. The PDT has recently coordinated a permit from CSX allowing the greenway to be constructed on their property so as to avoid 1) constructing a bridge (cost of \$500,000) over the river in this area or 2) placing fill in the Saluda River which would require a Corps of Engineers permit and take likely a year to obtain. However, in the last couple of weeks, CSX has stated they will no longer issue the permit for construction of only the greenway itself, but will require that the County enter into a Preliminary Engineering Agreement to coordinate this issue and likely require the construction of an enclosed structure covering the greenway where it is located on CSX property.



Not to scale



1 TYPICAL 8' CONCRETE PATH - SECTION
DT-5 NOT TO SCALE

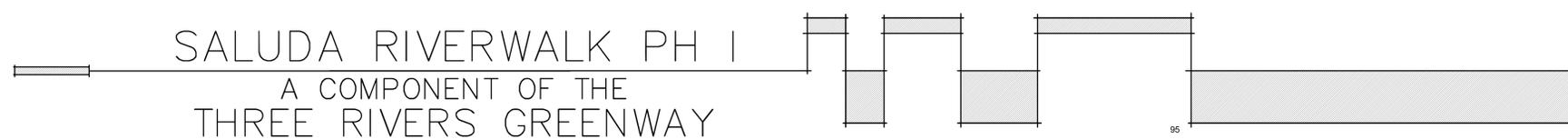
NOTES:

- * THE CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE ACROSS THE WALK.
- * CROSS SLOPE OF WALK SHALL NOT EXCEED 2%.
- * ALL AREAS DISTURBED DURING CONSTRUCTION AND NOT COVERED BY THE WALK SHALL BE PLACED IN CENTIPEDE HYDROSEED OR NATURAL MULCH ACCORDING TO ADJACENT TREATMENT AT NO ADDITIONAL COST TO THE OWNER.
- * CLEARING LIMITS FOR PATH SHALL NOT EXCEED 10' IN WIDTH.
- * TOP OF PATH SHALL BE FLUSH W/ EXISTING GRADE.
- * EXISTING VEGETATION OUTSIDE OF CLEARING LIMITS SHALL NOT BE DISTURBED.

CSX RR Information

Location: Columbia, SC - Between crossings 843290N and 843289U

A concrete walkway is being constructed on Riverbanks Zoo / SCE&G property. During construction, a large washed out area was discovered that prevents direct connection of the trail outside of the CSX right of way line. The washed out area extends from the Saluda River to a point 24' from the existing trestle piers. This request is for permission to construct 6" thick by 8' wide concrete sidewalk around the washed out area. The length of encroachment is approximately 88', and the edge of the concrete walkway will be 16' from the closest trestle pier.



DETAILS

To: John Thompson, PhD
Assistant County Administrator

From: David Beaty, PE
Program Manager

Date: March 15, 2019

Re: 2012 Referendum Greenway Category Status and Recommendation Memorandum

Introduction

The purpose of this memorandum is to provide a summary of the fifteen Richland County Transportation Program Greenway projects and recommendations to continue the program into the future with the goal of completing as many sections as funding allows. These projects warrant a review and consideration by Richland County as the development and characteristics of the surrounding neighborhoods, in conjunction with public input garnered at public hearings has changed substantially in the past seven years since the program began. It is the intent to provide information and recommendations to Richland County to address the viability of these Greenways, and possible reallocation of funds to other projects.

The Richland County Transportation Program has a total funding of \$1.07 billion funded through the Transportation Sales Tax approved by voters in 2012. Of this, \$80,888,356 was allotted to the Bike/Pedestrian/Greenway category with \$20,970,779 specifically dedicated to Greenways. Development of the Greenway category to date has utilized a cost constrained approach in an effort to stay within the original referendum amounts. The following is a summary of the Greenway projects, and recommendations for each project.

Project Summaries

Three Rivers Greenway Extension Phase 1

The Three Rivers Greenway Extension Phase 1 is a 3.2 mile greenway that incorporates an 8-foot-wide concrete trail that undulates from near the I-26/I-126 interchange along the Saluda River. It continues past River Banks Zoo to the confluence of the Saluda and Broad Rivers. Included are benches, environmentally-friendly public restrooms, signage, and information kiosks. The referendum amount was \$7,902,242 and the project is scheduled to be complete Spring/Summer 2019 and be within the referendum amount.

Lincoln Tunnel Greenway

The Lincoln Tunnel Greenway is 3,100 feet and extends from Taylor St. to Elmwood Ave. It was completed in 2017 at a cost of \$1,493,126. The referendum amount was \$892,739 and the City received a grant to be applied to the project in the amount of \$323,680 resulting in the referendum amount being exceeded by approximately \$276,709. The Greenway is a popular destination for pedestrians, cyclists and other visitors in one part because it connects bikeways and sidewalks in the downtown to shopping, restaurants and parks. The Greenway has lights, benches, and the renovated tunnel, with public art on display throughout.

Gills Creek A, B and C Greenways

Gills Creek A is currently in the design phase with its northern termini beginning at Ft. Jackson Boulevard and extending approximately 4,400' to Mikell Lane. The referendum amount was \$2,246,160. Section B is an approximate 5.8 mile greenway with trails and boardwalks along a tributary to Gills Creek from Wildcat Creek to Leesburg Rd. No work has been performed to date and it remains in the programming phase with a Referendum allocation of \$2,785,897. Section C is in the programming phase as well. It is planned as a 3,000' greenway with trails and boardwalks extending from Forest Drive to Quail Lane and has a referendum amount of \$344,667.

In 2016, two public hearings for sections A resulted in over 600 residents and property owners in attendance. In addition to section A, many comments were received for sections B and C. In total, the County received 652 comments, with 503 positively favoring the greenway section A, but constructed on the west side of Gills Creek. There was little support for B or C, and most comments were negative for these two sections.

The PDT is working closely with the City of Columbia and the Gills Creek Watershed Association to ensure coordination and input from stakeholders in the design phase of Section A, and recommend that based on the public input, that Council reallocate the 2012 Referendum funds for Sections B and C to Section A. This would allow the Greenway to likely extend to Timberlane Dr., and allow for additional coordination with ongoing October 2015 flood mitigation efforts.

Smith/Rocky Branch Greenway Sections A, B, and C

Smith Rocky Branch Greenway Sections A, B, and C are currently in the design phase and public meetings have recently been conducted on February 13, 2019 and February 21, 2019. The project scope is a greenway with trails and boardwalks that will border Smith Creek and Rocky Branch. Section A is 4,400' and would run from the Three Rivers Greenway to Clement Rd. along Smith Creek, and has a Referendum allocation of \$431,183. Section B is 4,700' and would run from Clement Rd. to Colonial Dr. along Smith Creek, and Section C is 1.70 miles and would run from Granby Park to Gervais St. along Rocky Branch. The allocated costs for Sections B and C is \$1,415,316 and \$901,122, respectively.

In the recent weeks, the City of Columbia has coordinated with a developer who has committed to constructing a portion of section C from Olympia Avenue towards the Congaree River terminating at a utility substation approximately 1,500' from the Congaree River.

As a result of the comments received from the public meeting and coordination with project stakeholders and greenway planners with previous knowledge of the projects, as well as safety considerations, project impacts, and available funding, the PDT recommends reallocating the funds from Section A and B to Section C such that the greenway constructed by the developer could be continued to the Congaree River and connect with the existing Granby Park greenway.

Crane Creek Greenway Sections A, B, and C

Crane Creek Greenway Section Sections A, B, and C are currently in the design phase and a public meeting was recently conducted on January 15, 2019. Section A is about 2.10 miles and would run from Monticello Rd. along Crane Creek to the Three Rivers Greenway terminus at the City of Columbia canal headworks along the Broad River. Section A has a Referendum allocation of \$1,541,816. Section B would extend about 4,000' from the Three Rivers Greenway along the Broad River and following a City of Columbia easement to a point near the intersection of Mountain Dr./Clement Road/Duke Road. Section B has a referendum amount of \$460,315. Section C was presented as a greenway extending from the CIU campus southward along a utility easement approximately 2 miles to a point near I-20. Section C has a referendum amount of \$793,908.

At the January 15, 2019 public meeting 39 citizens attended. Of the 35 comments received, over half favored Section B. The PDT recommends further design studies on Greenway Section B and reallocating funds from Section A and C to Section B to allow for completion of the this section of the greenway which would provide connectivity to the existing Three Rivers Greenway from the neighborhoods along Clement and Duke Roads.

Polo/Windsor Lake Greenway

The Polo/Windsor Lake Greenway is a proposed greenway and trail approximately 4,000' in length. This project would begin at Windsor Lake Blvd. north of I-77 and follow the general alignment along the I-77 and I-20 interchange to the intersection of Alpine Rd. and Polo Rd. The benefit of the project is that when completed, users can access Alpine Rd. and Polo Rd. sidewalk projects linking locations such as Cardinal Newman School, Sesquicentennial State Park, and Two Notch Rd. With the mix of residential, commercial, and recreational facilities in close proximity to the greenway, this project would have a positive impact for the community. It will also provide a safe route to sidewalks that will be used for neighborhoods and roads located by both termini. The PDT recommends moving to design phase with this project. Furthermore, because the allocated amount of \$385,545 is likely not enough to complete this greenway completely, the PDT recommends reallocating funds from the Dutchman Blvd. greenway to this project.

Dutchman Blvd. Connector Greenway

The Dutchman Blvd. Connector is a proposed 2,000' greenway and trail from Broad River Road along Dutchman Blvd. to a point along Lake Murray Blvd. It has a Referendum allocation of \$105,196. The proposed route is in a commercial/industrial area and most businesses in this area are engaged in activities such as warehousing, wholesale, light manufacturing, and distribution. Dutchman Blvd. terminus is a cul-de-sac, where the proposed greenway would continue through the adjacent parcels to Lake Murray Blvd. Since the 2012 referendum, these parcels have now

been developed. The PDT recommends that the County does not move forward with this project, and reallocates the funds to the Polo/Windsor Lake project.

Woodbury/Old Leesburg Greenway

The Woodbury/Old Leesburg Greenway is a proposed to be a 1,000' greenway and trail. It is proposed to connect Old Leesburg to Woodbury Rd. as a way to avoid using the Trotter Rd. /Leesburg Rd. Intersection and has a referendum allocation of \$116,217. Aerial photographs and site visits do show a pathway where people have used this proposed route, most likely for off-road vehicles and foot traffic, but it is not an official thoroughfare. One terminus, proposed at Woodbury Rd., sits at the far corner of a single-family residential neighborhood, and would have the greenway go between two residences. The other proposed terminus is at a small crossroads intersection. Currently, the Old Leesburg terminus has few small commercial buildings including a bar/grill, a barber shop, and a small trailer park. As this area has little new development, there does not appear to be enough demand, current or future, to warrant a greenway. The PDT recommends that the County does not move forward with this project, and reallocates the allocated funds to the Lower Richland Boulevard Widening which includes a Shared Use Path. During final design of the Lower Richland Boulevard Widening, the PDT further recommends that consideration be given extending the Shared Use path where feasible and coordinating with the Richland County Sports complex for potential locations of the path.

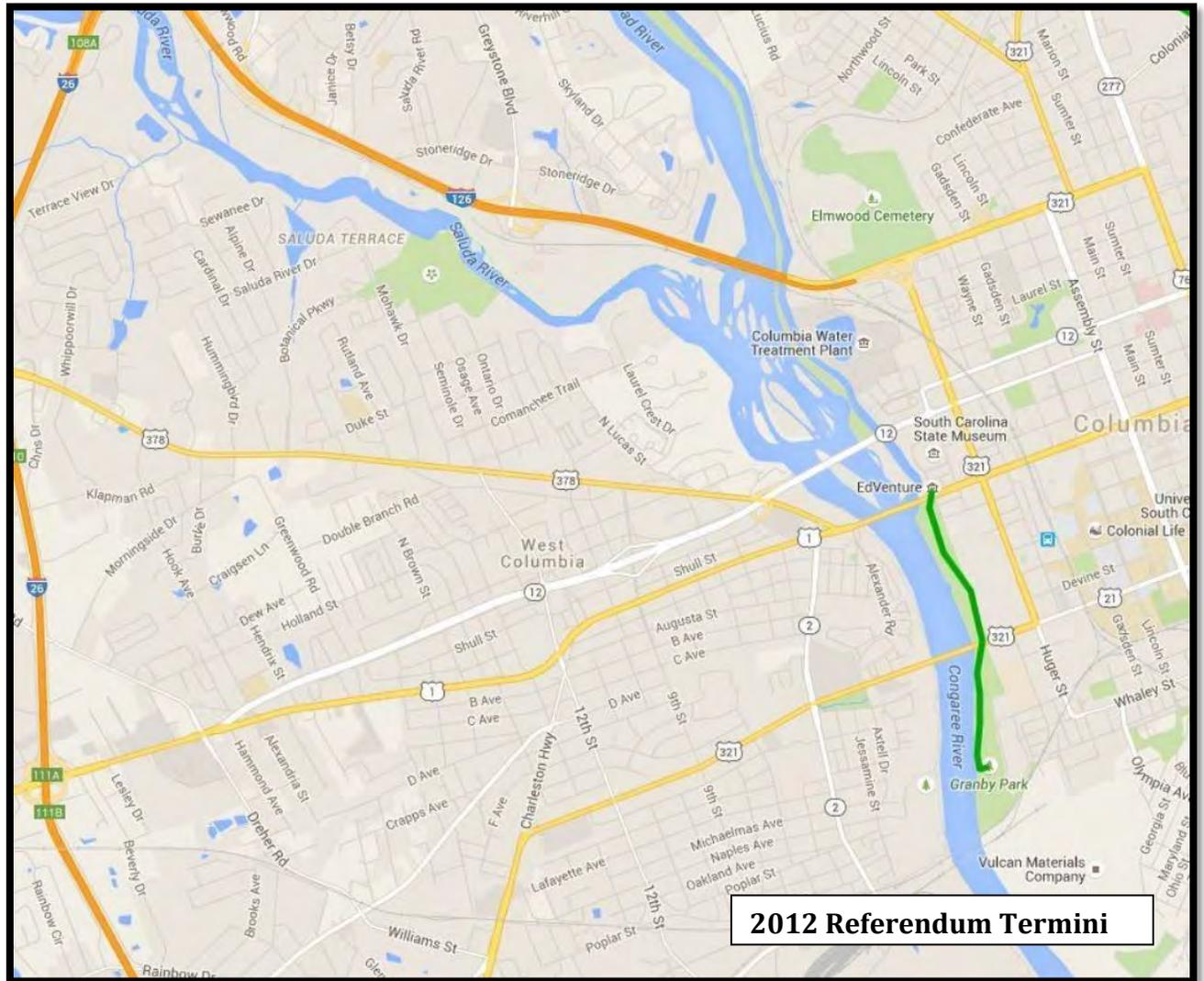
Columbia Mall Greenway

The Columbia Mall Greenway would begin on Trenholm Rd., near Dent Middle School, and would travel behind Dent Middle School crossing Decker Boulevard and following Jackson Creek to a point near Two Notch Road for a distance of 1.2 miles. This project includes areas with very high vehicle and commercial use, and connects two residential neighborhoods at each terminus. As it crosses Decker Blvd. and O'neil Court, safe pedestrian crossing would be an expensive addition to the greenway's overall cost. The PDT recommends further coordination with RCSD2 be conducted specifically regarding construction of the greenway on school property located at Jackson Creek Elementary. Based on available funding, it appears a viable greenway could be constructed on school property with a connection to the school such that it could both be used by the community and also by the school.

Recommendation Summary

Priority Rank	Project Name	2012 Referendum Cost	Recommendation/Status
1	Three Rivers Greenway Extension	\$7,902,242	In Construction
2	Lincoln Tunnel	\$892,739	Complete
3	Gills Creek Section A	\$2,246,160	Extend design to Timberlane; Reallocate funds from Gills Creek Section B and C
4	Smith/Rocky Branch Section C	\$901,122	Design from Olympia Park to Granby Park greenway; Reallocate funds from Sections A and B
5	Gills Creek Section B	\$2,785,897	Do not build; Reallocate funds to Gills Creek Section A
6	Smith/Rocky Branch Section B	\$1,415,316	Do not build; Reallocate funds to Smith/Rocky Branch Section C
7	Smith/Rocky Branch Section A	\$431,183	Do not build; Reallocate funds to Smith/Rocky Branch Section C
8	Gills Creek Section C	\$344,667	Do not build; Reallocate funds to Gills Creek Section A
9	Crane Creek Section A	\$1,541,816	Do not build; Reallocate funds to Crane Creek Section B
10	Crane Creek Section B	\$460,315	Continue Design and Construct
11	Columbia Mall Greenway	\$648,456	Coordinate design at Jackson Creek Elem. with Richland County School District.
12	Polo/Windsor Lake Connector	\$385,545	Continue Design and Construct
13	Woodbury/Old Leesburg Connector	\$116,217	Do not build; Reallocate funds to Lower Richland Blvd. Widening
14	Crane Creek Section C	\$793,908	Do not build; Reallocate funds to Crane Creek Section B
15	Dutchman Blvd. Connector	\$105,196	Do not build; Reallocate funds to Polo/Windsor Rd. greenway

Three Rivers Greenway Extension



Project Name: Three Rivers Greenway Extension

Council District: 5

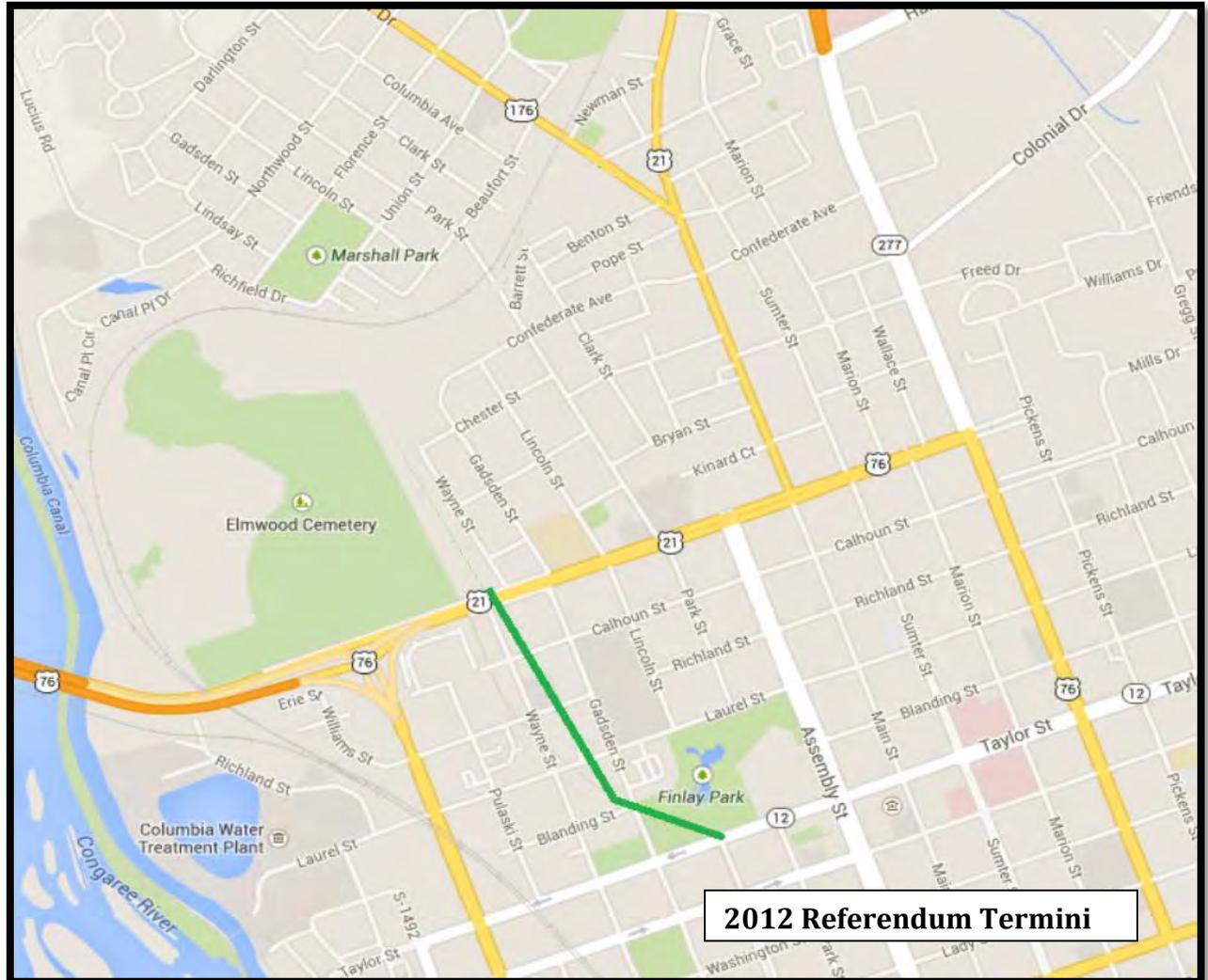
Length: 3.2 Miles

Description: Beginning on the Richland County side of the Saluda River near the I-26/I-126 interchange, extending east along the Saluda River past River Banks Zoo to the Saluda and Broad River junction.

Beginning Location: I-26/ I-126 Interchange

End Location: Saluda River/ Broad River Junction

Lincoln Tunnel Greenway



Project Name: Lincoln Tunnel Greenway

Council District: 4, 5

Length: 3,100 feet

Description: Abandoned rail tunnel linking Finley Park to Elmwood Ave. consisting of 14' trails, lights, and benches.

Beginning Location: Elmwood Avenue

End Location: Finley Park at Intersection of Taylor St. and Lincoln St.

Gills Creek Section A



Project Name: Gills Creek Section A

Council District: 6, 10

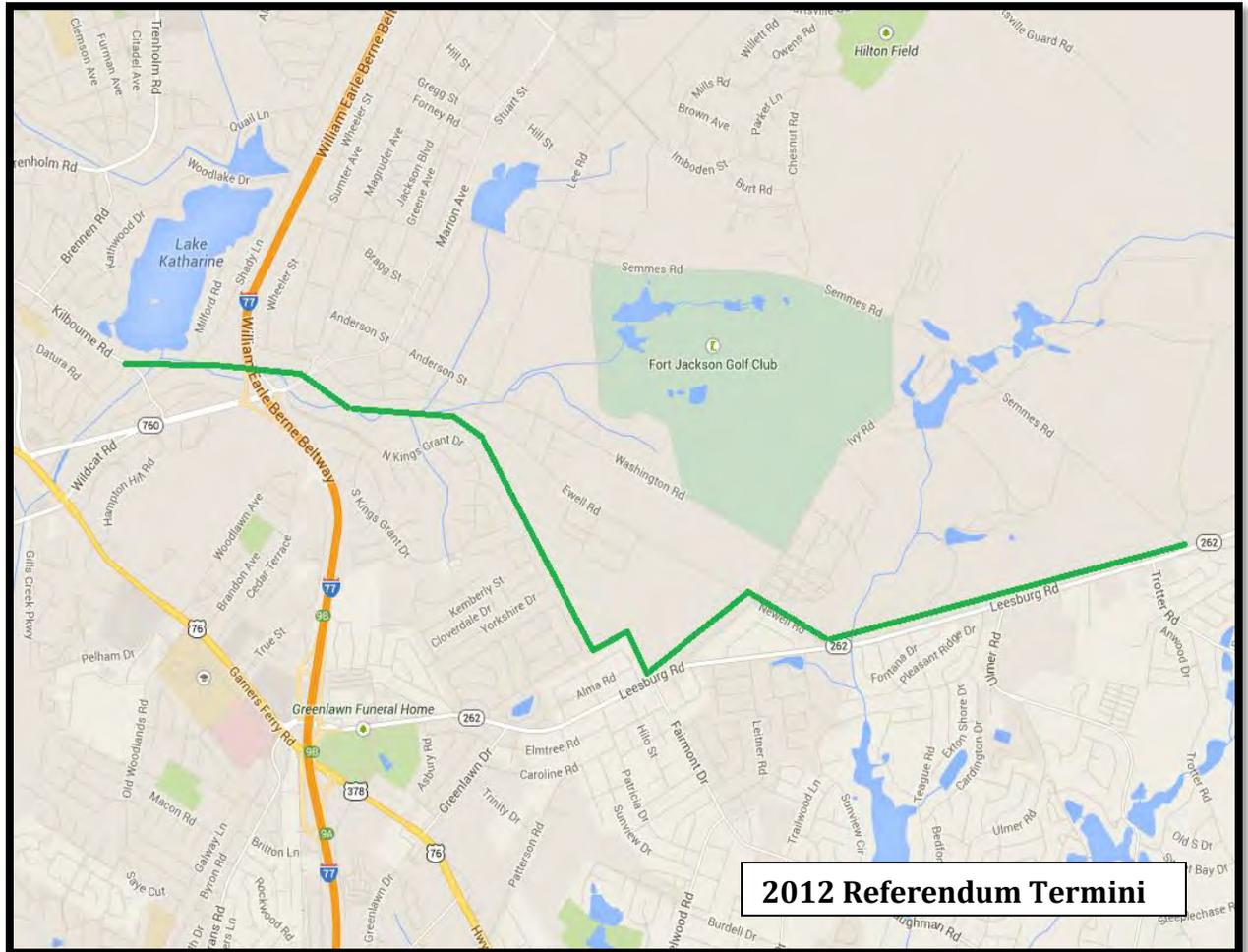
Length: 4,400 feet

Description: Trail beginning at Ft. Jackson Blvd, along Gills Creek to Mikell Lane

Beginning Location: Intersection of Burwell Rd. and Kilbourne Rd. South of Lake Katherine.

End Location: Bluff Rd. South of I-77.

Gills Creek Section B



Project Name: Gills Creek Section B

Council District: 6, 10, 11

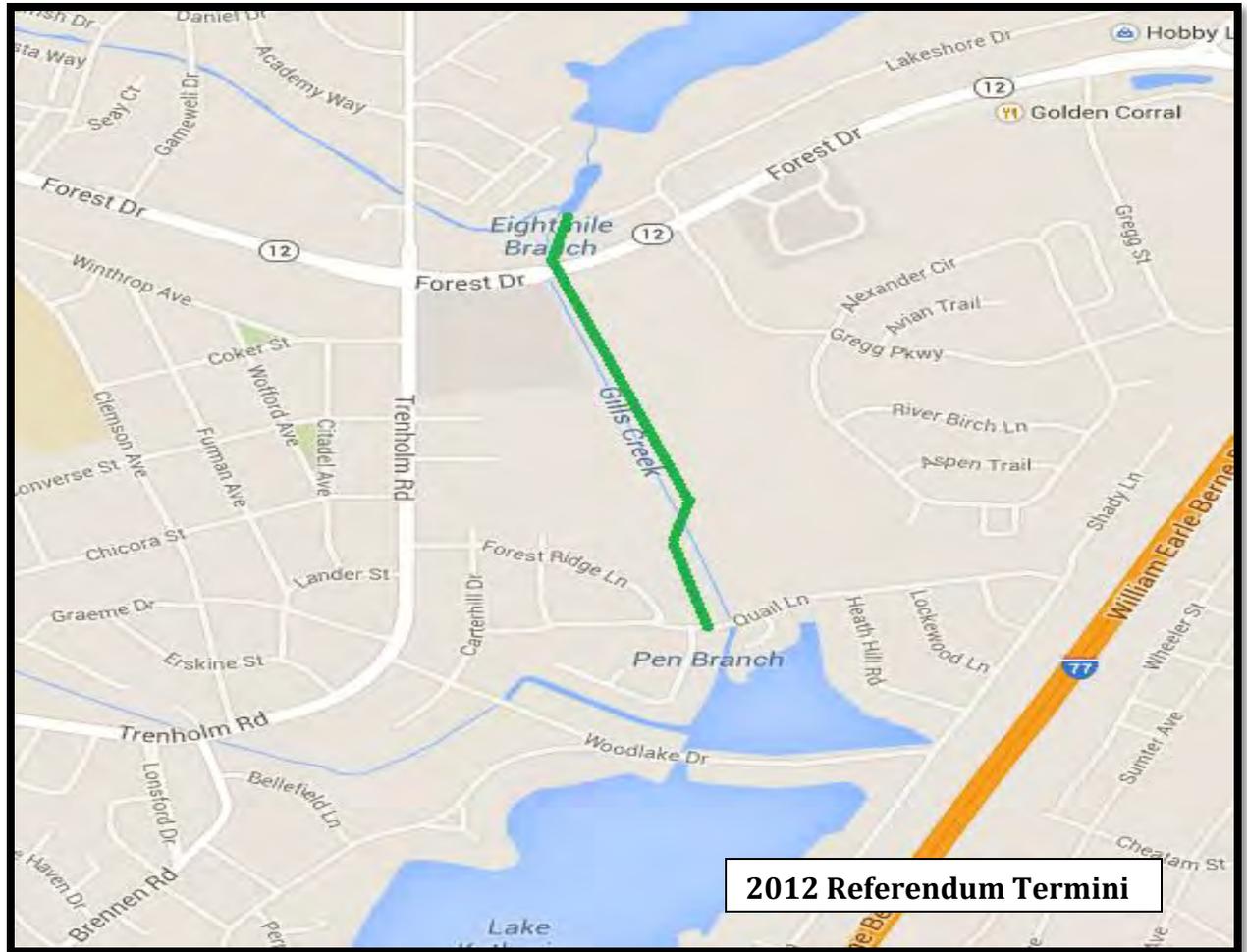
Length: 5.38 Miles

Description: Trail beginning at Wildcat creek, along Gills Creek to Leesburg Rd.

Beginning Location: Burwell Ln. South of Lake Katherine.

End Location: Intersection of Semmes Rd. and Leesburg Rd.

Gills Creek North Section C



Project Name: Gills Creek North Section C

Council District: 6, 11

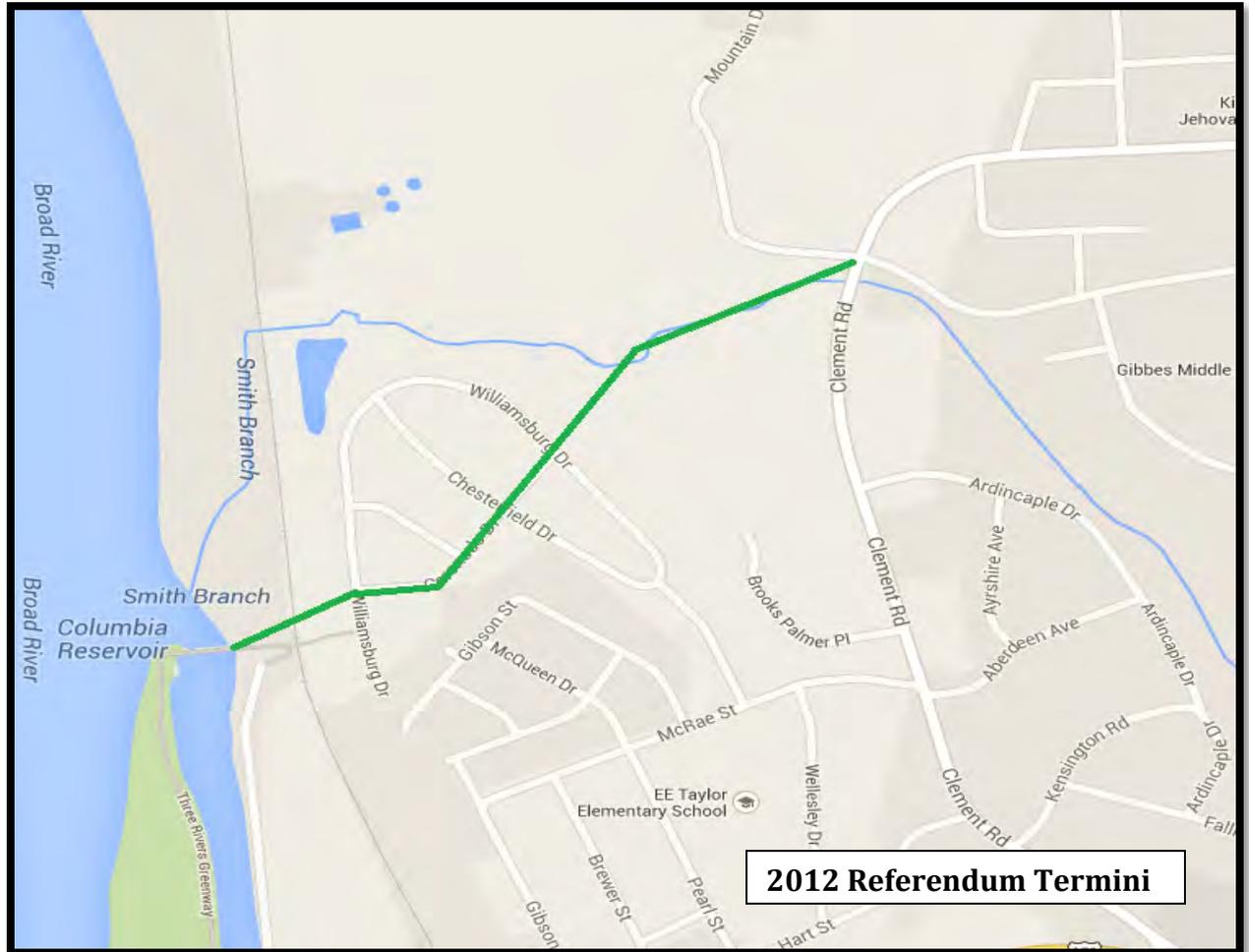
Length: 3,000 feet

Description: From just North of Forest Drive Trenholm Rd., along Gills Creek to Quail Dr.

Beginning Location: Intersection of Quail Ln. and Portobello Rd.

End Location: End of Shopping Center Rd.

Smith/Rocky Branch Section A



Project Name: Smith/Rocky Branch Section A

Council District: 4

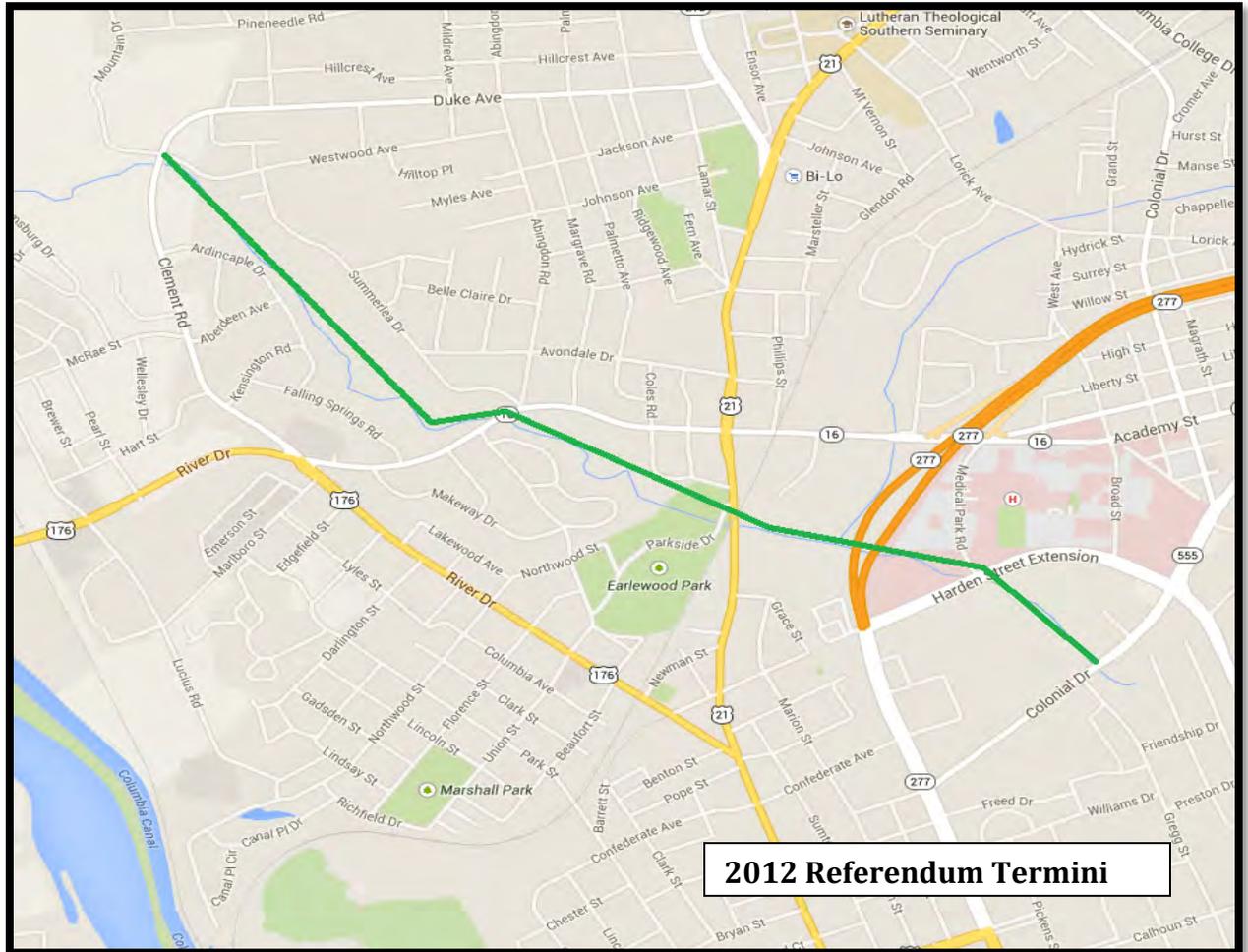
Length: 4,400 feet

Description: Beginning at Northern Three Rivers Greenway, along Smith Creek to Clement Rd.

Beginning Location: North Three Rivers Greenway.

End Location: Intersection of Clement Rd. and Westwood Ave.

Smith/ Rocky Branch Section B



Project Name: Smith/ Rocky Branch B

Council District: 4

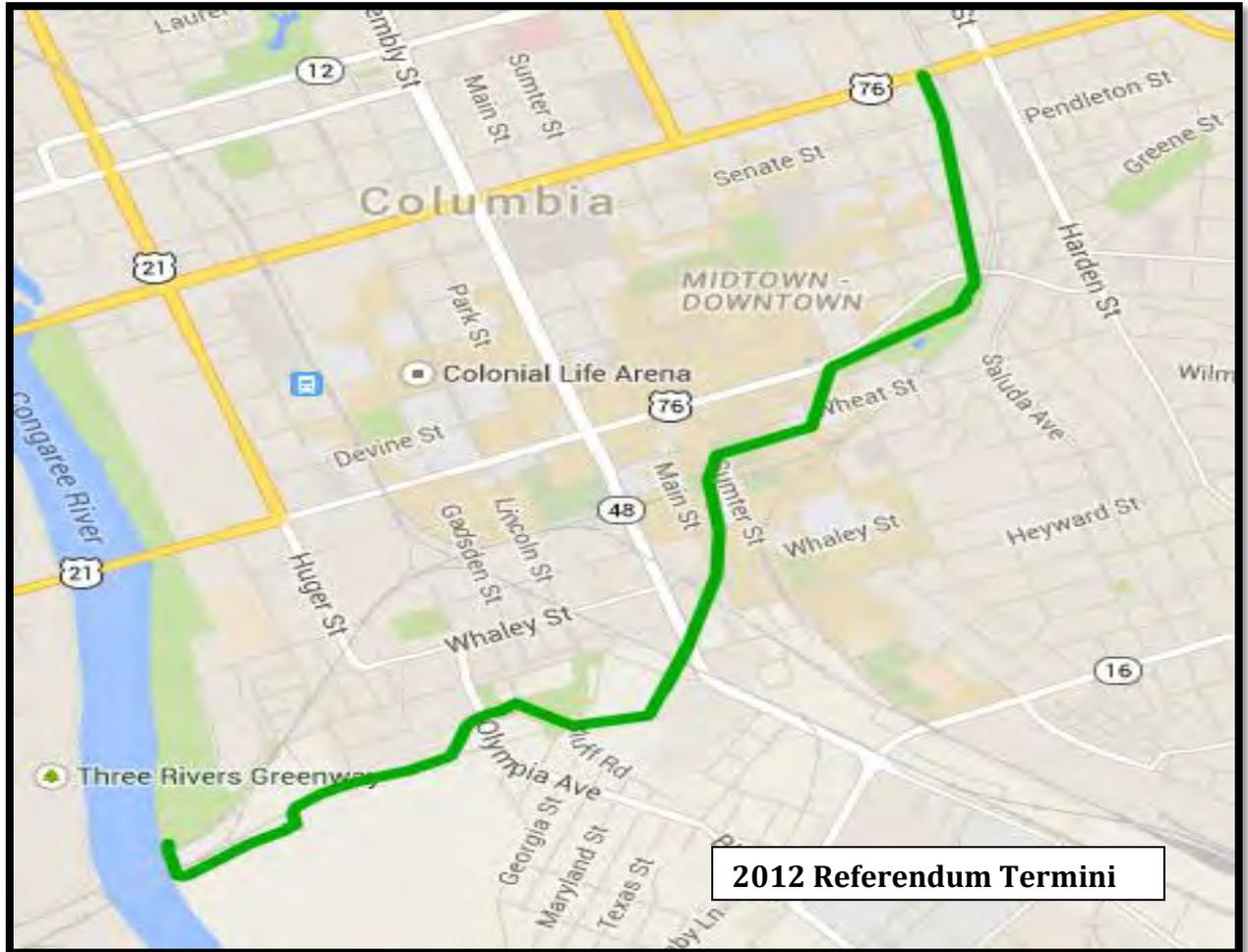
Length: 4,700 feet

Description: Trail beginning at Clement Rd., along Smith Creek to Colonial Dr.

Beginning Location: Intersection of Clement Rd. and Westwood Ave.

End Location: Intersection of Colonial Dr. and Gregg St.

Smith/Rocky Branch Section C



Project Name: Smith/ Rocky Branch Section C

Council District: 4

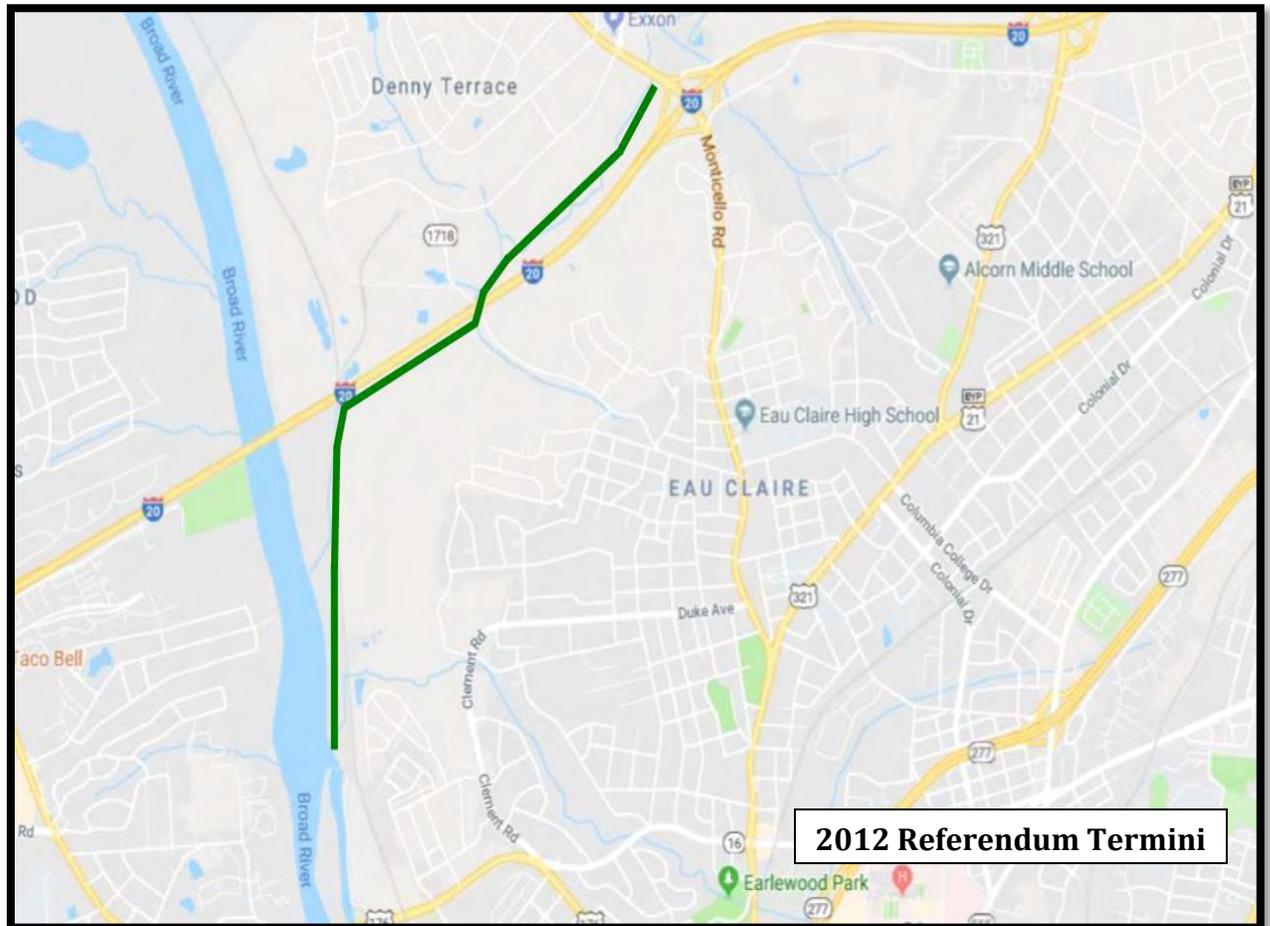
Length: 1.7 Miles

Description: Trail beginning at Granby Park, along Rocky Branch to Gervais St.

Beginning Location: Olympia Park.

End Location: Granby Park

Crane Creek Section A



Project Name: Crane Creek Section A

Council District: 4

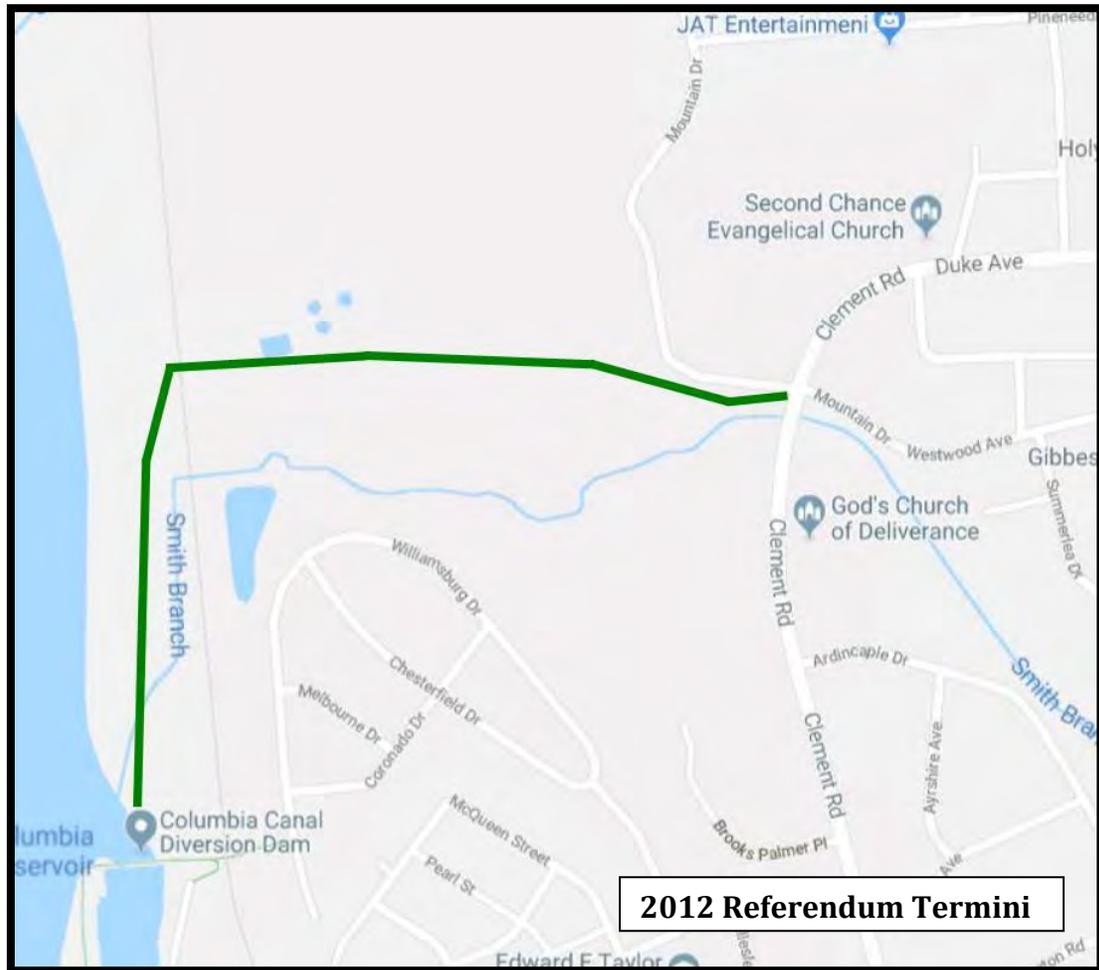
Length: 2.10 Miles

Description: Trail beginning from Monticello Rd. along Crane Creek to the Three Rivers Greenway terminus at the City of Columbia canal headworks along the Broad River.

Beginning Location: Monticello Rd. North of I-20.

End Location: Broad River South of I-20.

Crane Creek Section B



Project Name: Crane Creek Section B

Council District: 4

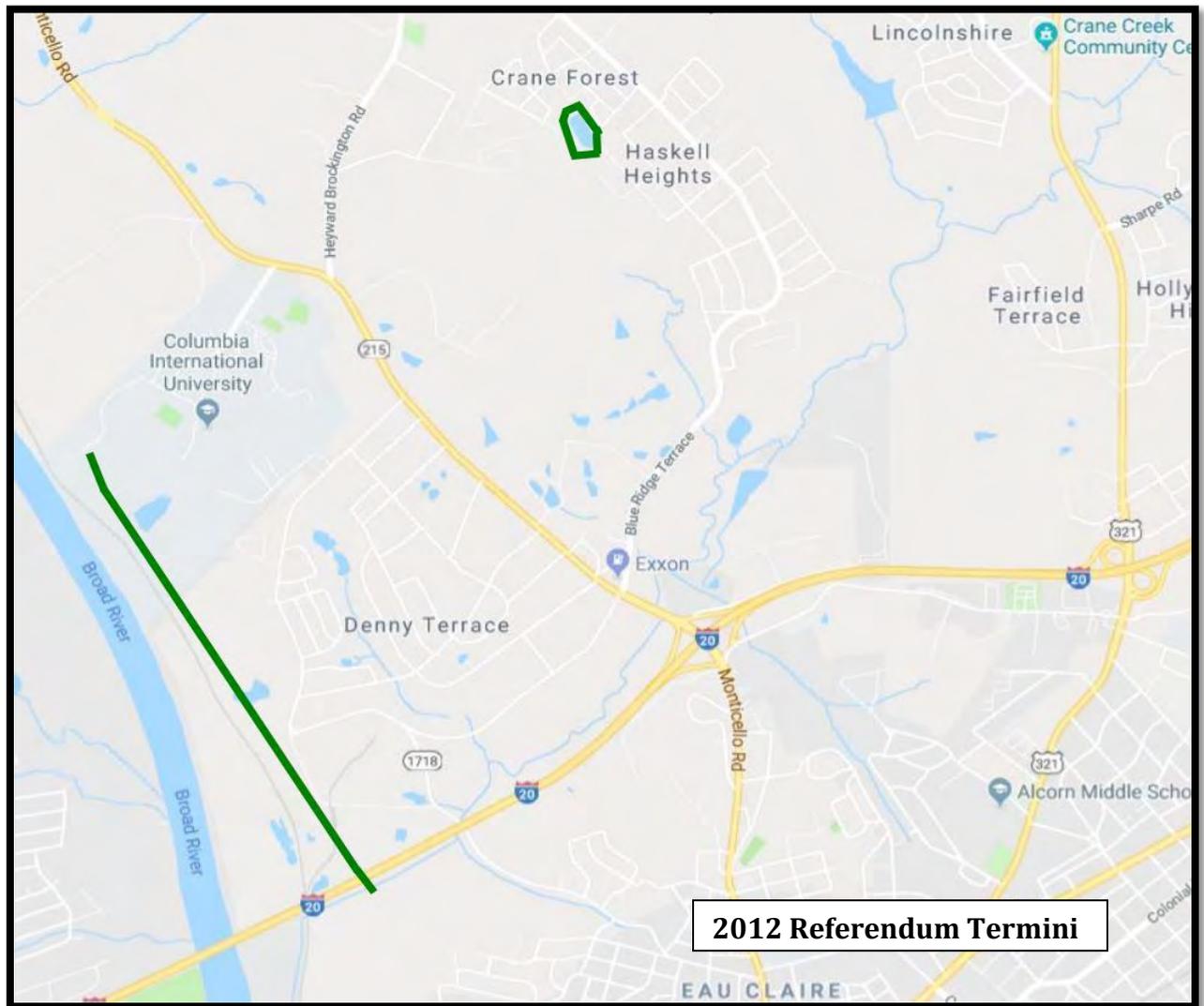
Length: 4,000 feet

Description: Beginning from the Three Rivers Greenway, along the Broad River to a point near the intersection of Mountain Dr./Clement Rd./Duke Rd.

Beginning Location: Crane Creek Section A, near Brickyard Rd.

End Location: Westwood Ave. and Duke Ave.

Crane Creek Section C



Project Name: Crane Creek Section C

Council District: 4, 7

Length: 1.53 Miles

Description Trail beginning at the CIU campus, southward along a utility easement approximately two miles to a point near I-20.

Beginning Location: Intersection of Peachwood Dr. and Widgean Dr.

End Location: North East of Sunbelt Blvd.

Polo Rd/Windsor Lake Connector



Project Name: Polo Rd/Windsor Lake Connector

Council District: 8

Length: 4,000 feet

Description: Trail beginning at Windsor Lake Blvd., north of I-77 along the I-77 and I-20 interchange to the intersection of Alpine Rd. and Polo Rd.

Start point: Windsor Lake Blvd north of I-77

End point: Intersection of Alpine Rd. and Polo Rd.

Dutchman Blvd. Connector



Project Name: Dutchman Blvd. Connector

Council District: 2

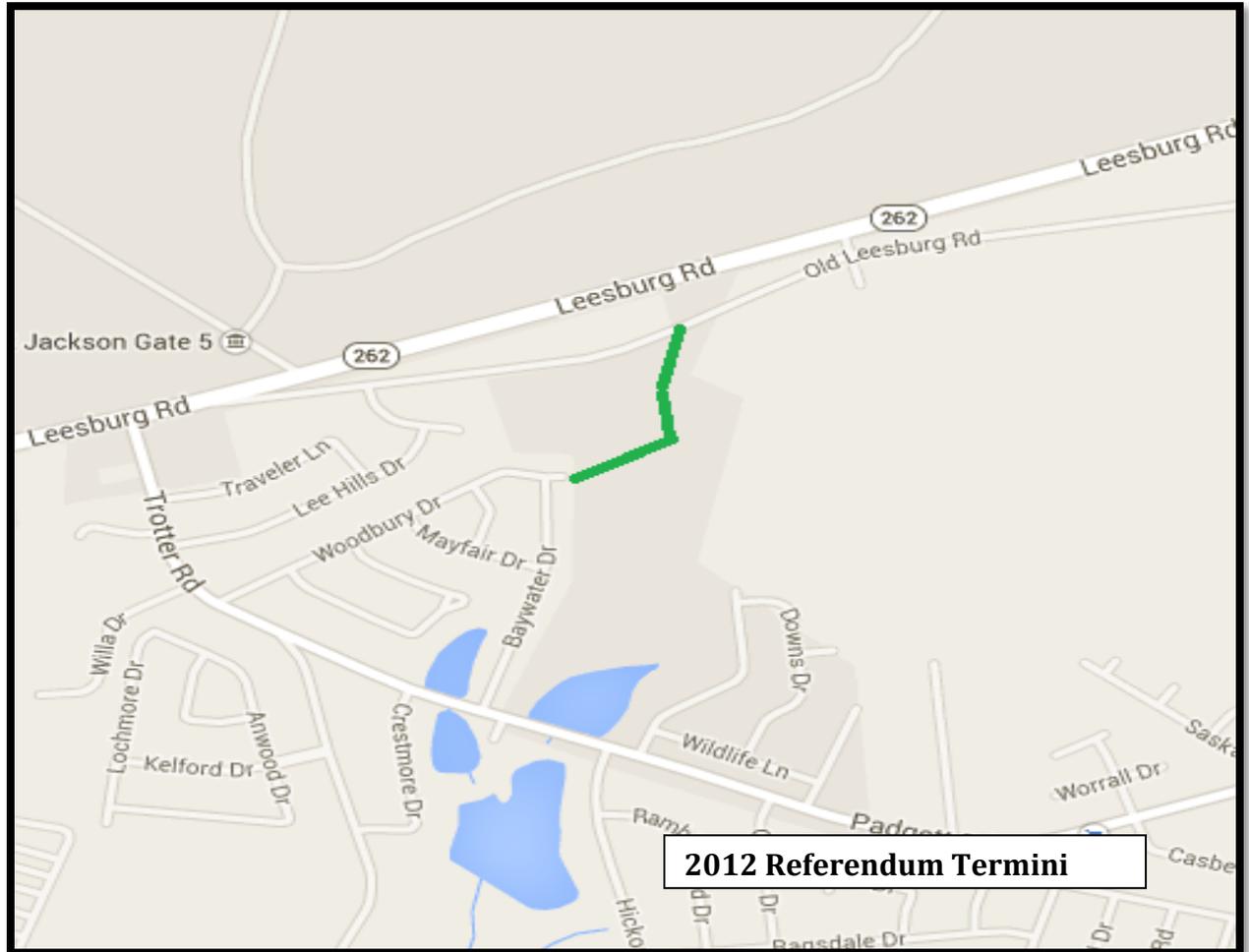
Length: 2,000 feet

Description: Trail beginning at Broad River Road along Dutchman Blvd. to a point along Lake Murray Blvd.

Beginning Location: End of Dutchman Blvd.

Ending Location: Lake Murray Blvd. between Parkridge Dr. and Kinley Rd.

Woodbury/Old Leesburg Connector



Project Name: Woodbury/ Old Leesburg Connector

Council District: 11

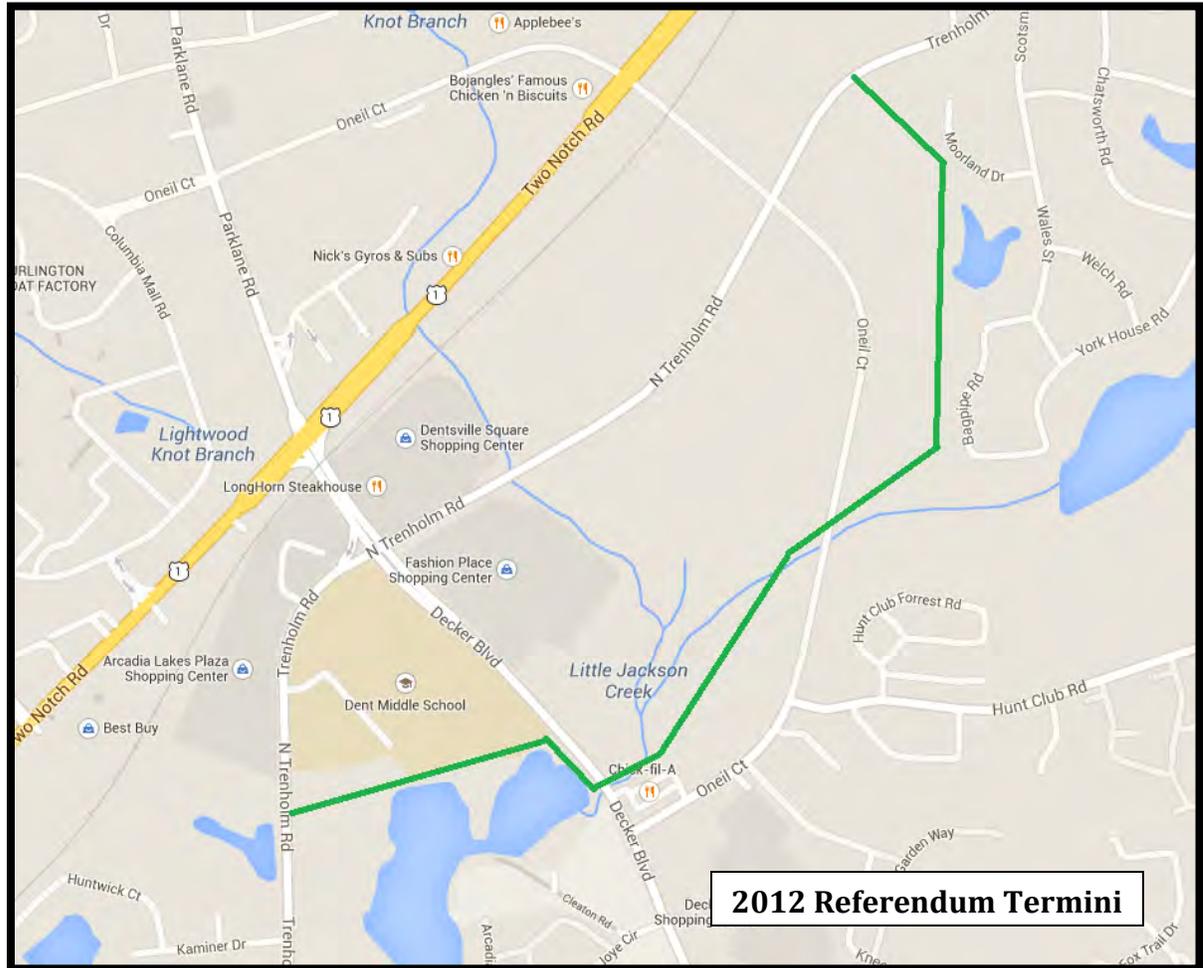
Length: 1,000 feet

Description: Trail beginning at the end of Woodbury Dr., northeast towards Old Leesburg Rd., and west of Lester Farm Rd.

Beginning Location: Woodbury Dr.

End Location: Old Leesburg Rd East of Lee Hills Dr.

Columbia Mall Greenway



Project Name: Columbia Mall Greenway

District: 3, 8

Length: 1.2 Miles

Description: Trail beginning on Trenholm Rd, near Dent Middle School, behind Dent Middle School crossing Decker Blvd.

Beginning Location: Trenholm Rd. North of Oneil Ct.

End Location: Trenholm Rd. South of Dent Middle School.

Project	Category	Project JL Key	Budget Amendment
Atlas Rd Widening	Widening	13320001	\$ (3,719,672.14)
Bluff Rd Widening	Widening	13320002	\$ (225,000.00)
Blythewood Rd Area Improvements	Widening	13320003	\$ 775,000.00
Blythewood Rd Widening	Widening	13320004	\$ 417,214.60
Broad River Rd Widening	Widening	13320005	\$ (1,236,777.41)
Clemson Rd Widening	Widening	13320006	\$ (970,531.59)
Hardscrabble Rd Widening	Widening	13320007	\$ 88,800.00
Lower Richland Blvd Widening	Widening	13320009	\$ 189,007.16
North Main Street Widening	Widening	13320010	\$ 6,418,030.08
Pineview Rd Widening	Widening	13320011	\$ (1,450,000.00)
Polo Rd Widening	Widening	13320012	\$ 108,240.80
Shop Rd Widening	Widening	13320013	\$ (3,248,572.02)
Spears Creek Church Rd Widening	Widening	13320014	\$ (366,692.51)
Shop Road Extension	Special	13320101	\$ 4,419,797.18
Innovista Transportation Projects	Special	13320104	\$ 1,214,459.78
Neighborhood Improvements Program	Special	13320105	\$ 3,192,825.58
Riverbanks Zoo	Special	13320106	\$ 10,000.00
Broad River Rd. and Rushmore Rd.	Intersections	13320201	\$ 85,000.00
Bull St. and Elmwood Ave.	Intersections	13320202	\$ 274,828.96
Clemson Rd. and Rhame Rd./North Springs Rd.	Intersections	13320203	\$ 275,000.00
Clemson Rd. and Sparkleberry Ln. (to Mallet Hill Rd.)	Intersections	13320204	\$ 2,087,779.87
Farrow Rd. and Pisgah Church Rd.	Intersections	13320205	\$ 3,755.33
Garners Ferry Rd. and Harmon Rd.	Intersections	13320206	\$ 325,838.15
Kennerly Rd. and Coogler Rd./Steeple Ridge Rd.	Intersections	13320208	\$ 250,000.00
North Springs Rd. and Harrington Rd.	Intersections	13320210	\$ 113,030.56
North Springs Rd. and Risdon Way	Intersections	13320211	\$ 150,000.00
Screaming Eagle Rd. and Percival Rd.	Intersections	13320212	\$ 362,701.44
Summit Pkwy and Summit Ridge Rd.	Intersections	13320213	\$ 80,000.00
Local Road Resurfacing Program	Resurfacing Program	13320301	\$ 1,204,210.38
Dirt Road Paving Program	Dirt Road Program	13320302	\$ (10,769,030.20)
Elmwood Ave and Park St	Intersection Upgrades	13330003	\$ 70,610.30
Two Notch Rd and Maingate Dr/W	Intersection Upgrades	13330007	\$ 70,610.30
Two Notch Rd and Brickyard Rd	Intersection Upgrades	13330008	\$ 70,610.30
Two Notch Rd and Sparkleberry	Intersection Upgrades	13330009	\$ 70,610.30
Blossom St and Saluda Ave	Intersection Upgrades	13330010	\$ 70,610.30
Assembly St and Gervais St	Intersection Upgrades	13330016	\$ 70,610.30
Assembly St and Washington St	Intersection Upgrades	13330017	\$ 70,610.30
Assembly St and Laurel St	Intersection Upgrades	13330018	\$ 70,610.30
Assembly St and Calhoun St	Intersection Upgrades	13330019	\$ 70,610.30
Main St and Calhoun St	Intersection Upgrades	13330022	\$ 70,610.30
Rosewood Dr and Marion St	Intersection Upgrades	13330023	\$ 70,610.30
Rosewood Dr and Pickens St	Intersection Upgrades	13330024	\$ 70,610.30
Rosewood Dr and Harden St	Intersection Upgrades	13330025	\$ 70,610.30
Rosewood Dr and Holly St	Intersection Upgrades	13330026	\$ 70,610.30
Rosewood Dr and Ott Rd	Intersection Upgrades	13330027	\$ 70,610.30
Rosewood Dr and Kilbourne Rd	Intersection Upgrades	13330028	\$ 70,610.30
Rosewood Dr and Beltline Blvd	Intersection Upgrades	13330029	\$ 70,610.30
Crane Creek Section A	Greenway	13330101	\$ 410,000.00
Crane Creek Section B	Greenway	13330102	\$ 30,000.00
Crane Creek Section C (Crane Forest)	Greenway	13330103	\$ 30,000.00
Gills Creek A Greenway	Greenway	13330104	\$ 501,738.96
Gills Creek Section B	Greenway	13330105	\$ (33,361.23)
Smith / Rocky Branch Section A	Greenway	13330106	\$ 430,000.00
Smith / Rocky Branch Section B	Greenway	13330107	\$ 5,000.00
Smith / Rocky Branch Section C	Greenway	13330108	\$ (232,890.53)
Three Rivers Greenway Extension Ph. 1	Greenway	13330109	\$ 1,349,558.36
Lincoln Tunnel Greenway	Greenway	13330110	\$ 25,000.00
Dutchman Boulevard Connector	Greenway	13330111	\$ 30,000.00
Columbia Mall Greenway	Greenway	13330112	\$ 30,000.00

Project	Category	Project JL Key	Budget Amendment
Polo Road/ Windsor Lake Boulevard Connector	Greenway	13330113	\$ 410,000.00
Gills Creek North Greenway Section C	Greenway	13330114	\$ 100,000.00
Woodbury / Old Leesburg Connector	Greenway	13330115	\$ 30,000.00
Alpine Road Sidewalk	Sidewalk	13330208	\$ 13,726.77
Sidewalk Package S7 Superior St	Sidewalk	13330211	\$ 67,913.94
Polo Road Sidewalk	Sidewalk	13330218	\$ (72,069.38)
Clemson Road Sidewalk	Sidewalk	13330219	\$ 493,000.00
Sidewalk Package S7 Bratton St	Sidewalk	13330220	\$ 72,913.94
Sidewalk Package S3 Franklin St	Sidewalk	13330222	\$ 17,500.00
Sidewalk Package S7 Grand St	Sidewalk	13330224	\$ 79,913.94
Sidewalk Package S3 Jefferson St	Sidewalk	13330225	\$ 17,500.00
Sidewalk Package S6 Magnolia St	Sidewalk	13330229	\$ 386,596.68
Sidewalk Package S2 Maple St	Sidewalk	13330230	\$ 7,500.00
Sidewalk Package S2 Mildred Ave	Sidewalk	13330231	\$ 7,500.00
Capers Avenue Sidewalk	Sidewalk	13330232	\$ 15,000.00
Sidewalk Package S6 School House Rd	Sidewalk	13330233	\$ 386,596.68
Sidewalk Package S5 Senate St	Sidewalk	13330234	\$ 15,000.00
Sidewalk Package S8 Tryon St	Sidewalk	13330236	\$ 207,913.94
Sidewalk Package S1 Wildwood Ave	Sidewalk	13330238	\$ 7,500.00
Sidewalk Package S4 Wiley St	Sidewalk	13330239	\$ 15,000.00
Sidewalk Package S1 Windover St	Sidewalk	13330240	\$ 7,500.00
Harrison Road Sidewalk	Sidewalk	13330243	\$ 53,740.98
Sidewalk Package S9 Koon/Farmview	Sidewalk	13330244	\$ 420,000.00
Sidewalk Package S8 Pelham	Sidewalk	13330245	\$ 212,914.24
Sunset Sidewalk	Sidewalk	13330248	\$ 265,240.28
Percival Road Sidewalk	Sidewalk	13330251	\$ (1,998,871.89)
Broad River Rd Greystone Blvd	Bikeway	13330301	\$ (197,042.56)
Two Notch Rd Beltline Blvd Par	Bikeway	13330305	\$ (197,042.56)
Hampton St Pickens St Harden S	Bikeway	13330306	\$ (197,042.56)
Pendleton St Lincoln St Marion	Bikeway	13330307	\$ (197,042.56)
Pickens St/Washington St/Wayne	Bikeway	13330308	\$ (197,042.56)
Sumter St Washington St Senate	Bikeway	13330309	\$ (197,042.56)
Beltline Blvd Forest Dr Valley	Bikeway	13330311	\$ (197,042.56)
Beltline Blvd/Colonial Dr/Farr	Bikeway	13330312	\$ (197,042.56)
Lincoln St Blossom St Lady St	Bikeway	13330323	\$ (197,042.56)
Wheat St Harden St King St	Bikeway	13330327	\$ (197,042.56)
Beltline Blvd Rosewood Dr Devi	Bikeway	13330331	\$ (197,042.56)
Broad River Rd Bush River Rd G	Bikeway	13330332	\$ (197,042.56)
Calhoun St Wayne St Harden St	Bikeway	13330334	\$ (197,042.56)
Fort Jackson Blvd Bikeways	Bikeway	13330336	\$ (148,130.34)
Garners Ferry Rd Rosewood Dr T	Bikeway	13330337	\$ (197,042.56)
Rosewood Dr Bluff Rd Garners F	Bikeway	13330342	\$ (197,042.56)
Leesburg Rd Garners Ferry Rd S	Bikeway	13330345	\$ (197,042.56)
Huger St Blossom St Gervais St	Bikeway	13330347	\$ (197,042.56)
Blossom St Assembly St Sumter	Bikeway	13330349	\$ (197,042.56)
Bull St Elmwood Ave Victoria S	Bikeway	13330350	\$ (197,042.56)
Columbiana Dr Lake Murray Blvd	Bikeway	13330355	\$ (197,042.56)
Clemson Rd Longtown Rd Brook H	Bikeway	13330358	\$ (197,042.56)
Clemson Rd Brook Hollow Dr Sum	Bikeway	13330362	\$ (197,042.56)
Pickens St Washington St Rosew	Bikeway	13330364	\$ (197,042.56)
College St Lincoln St Sumter S	Bikeway	13330365	\$ (197,042.56)
Whaley St Lincoln St Pickens S	Bikeway	13330372	\$ (197,042.56)
TOTAL			\$ -

AGREEMENT FOR PURCHASE AND SALE OF STREAM
AND/OR WETLAND MITIGATION CREDITS

THIS AGREEMENT FOR PURCHASE AND SALE OF STREAM AND/OR WETLAND CREDITS (this "Agreement") is dated this 11th day of March, 2019 by and between MILL CREEK MITIGATION HOLDINGS LLC, a Delaware limited liability company, and the owner and operator of a stream and wetland mitigation bank commonly known as the Mill Creek Mitigation Bank ("Seller"), and Kershaw County, South Carolina (Purchaser").

RECITALS

A. The Mill Creek Mitigation Bank (the "Bank") was approved and is being operated pursuant to that certain Final Mitigation Banking Instrument: Mill Creek Mitigation Bank, dated December 22, 2015, United States Army Corps of Engineers - Charleston District (the "Corps") permit number SAC-2014-00222 (the "MBI");

B. Pursuant to the MBI, the Bank may offer wetland and stream credits for sale as compensation for unavoidable adverse impacts to, or for the loss of, among other things, jurisdictional waters of the United States, including wetlands and streams, and other natural habitats and ecosystems, located within that certain geographical service area more particularly depicted on the attached **Exhibit A** (the "Service Area");

C. Purchaser desires to procure compensatory mitigation in connection with the project known as "Governor's Hill Industrial Park Roadway and Entrance Monuments" pursuant to USACE Charleston District permit SAC-2006-3871-5NC;

D. Purchaser desires to purchase from Seller, and Seller desires to sell to Purchaser, wetland and/or stream mitigation credits pursuant to the terms and conditions set forth herein.

AGREEMENT

In consideration of the foregoing and the mutual promises, covenants, agreements and obligations of the parties contained in this Agreement, the adequacy and sufficiency of which are hereby acknowledged, and intending to be legally bound hereby, Seller and Purchaser agree as follows:

1. Recitals. The recitals to this Agreement are herein incorporated by reference and made an integral part hereof.

2. Sale of Credits. Seller hereby sells to Purchaser, and Purchaser hereby purchases from Seller (a) ZERO and 00/100 (0.00) stream mitigation credits (the "Stream Credits") and (b) ONE and 00/100 (1.00) freshwater wetland enhancement/restoration mitigation credit and ZERO and 00/100 (0.00) freshwater wetland preservation mitigation credits (the "Wetland Credits", and together with the Stream Credits, the "Credits") from the Bank based on the terms and conditions contained herein.

Upon execution of this Agreement, Seller shall provide Purchaser with an invoice for the Purchase Price (as defined in Section 3 below) and Purchaser shall remit payment within 14 days of receipt of such invoice. Upon receipt of such payment, Seller will file the documentation with the Corps necessary to transfer the Credits to Purchaser in accordance with Corps policies and procedures and the terms of this Agreement.

3. Purchase Price. The purchase price for the (a) Stream Credits shall be TWO HUNDRED and 00/100 Dollars (\$200.00) for each Stream Credit, for a total purchase price for the Stream Credits of ZERO and 00/100 Dollars (\$0.00); and (b) Wetland Credits shall be TWENTY THOUSAND and 00/100 Dollars (\$20,000.00) for each Wetland Credit, for a total purchase price for the Wetland Credits of TWENTY THOUSAND and 00/100 (\$20,000.00), for a grand total purchase price for the Stream Credits and the Wetland Credits of TWENTY THOUSAND and 00/100 Dollars (\$20,000.00) (the "Purchase Price"). Upon payment of the Purchase Price in full, neither Purchaser, nor its successors, assignees or designees shall be liable for the payment to Seller of any other consideration or fee in connection with the sale of the Credits.

4. Delivery of Credits. Upon receipt of the Purchase Price, Seller shall:

- (a) notify the Corps of the completion of the sale using such documentation as required by the Corps, with a copy delivered to Purchaser; and
- (b) deliver to Purchaser a bill of sale for the Credits in substantially the same form as Exhibit B attached hereto.

5. Representations, Warranties and Covenants. Seller hereby warrants and represents to, and covenants with, Purchaser as follows:

- (c) Seller expressly represents, warrants, and covenants the matters set forth as Recitals A and B.

- (d) Seller has a sufficient number of credits in the Bank to consummate the transactions contemplated herein.

(e) Seller has full power and authority to convey the Credits to Purchaser and to consummate the transactions contemplated herein.

(f) Seller shall deliver the Credits to Purchaser free and clear of any liens, security interests or other encumbrances.

(g) There is no pending or threatened action or proceeding affecting Seller before any court, governmental agency, or arbitrator that would adversely affect Seller's ability to comply with its obligations hereunder.

(h) Seller hereby covenants and agrees with Purchaser that Seller shall not sell any number of credits in the Bank that would prevent the consummation of the transactions contemplated herein.

(i) Seller shall be solely responsible, at its sole cost and expense, for compliance with the requirements of this Agreement and with all statutes, regulations, and other requirements applicable to the operation, management, and maintenance of the Bank.

(j) That the execution and delivery of this Agreement on behalf of Seller has been duly authorized and such execution and delivery shall constitute the valid and binding agreement of Seller and is enforceable in accordance with its terms.

(k) All of Seller's representations, warranties, and covenants herein shall survive the termination of this Agreement and the delivery of the bill or bills of sale pursuant to this Agreement.

6. Miscellaneous

(a) Notices. Any notice, demand or request which is required or permitted hereunder shall be deemed effective when hand delivered, sent by a receipted overnight delivery service, or mailed, via certified mail, to the following addresses:

Seller: Mill Creek Mitigation Holdings LLC
3414 Peachtree Road NE, STE 990
Atlanta, Georgia 30326

With a copy to:

The Lyme Timber Company LP
General Counsel
23 South Main Street, 3rd Floor
Hanover, NH 03755

Purchaser: Kershaw County
Attention: Victor Carpenter
515 Walnut Street
Camden, SC 29020

With a copy to:

Ken Dubose
Peggy McLean
Peter Furlong

The parties may change the address for notices by delivery of a change of address to the other party in accordance with the requirements set forth above.

(b) **Brokerage Commission.** Seller and Purchaser each warrant to the other that no broker, agent, salesman or similar person is entitled to a commission or other fee in connection with this transaction. In the event any claims arise for commissions, fees, or other compensation in connection with this transaction, the party causing such claims or through whom such claims are made shall indemnify, defend, and hold harmless the other party for any loss or damage incurred by such party because of such claim. The foregoing indemnification shall survive the cancellation, termination or consummation of this Agreement.

(c) **Entire Agreement; Modification.** This Agreement constitutes the entire agreement between the parties with respect to the subject matter hereof and neither Party shall be bound by representations except as set forth in this Agreement. There are no other agreements or understandings, written or oral, between the parties with regard to the subject matter of this Agreement. This Agreement shall not be modified or amended except by a written document executed by both parties.

(d) **Governing Law.** The validity, interpretation, and performance of this Agreement shall be governed by and construed in accordance with the laws of the State of South Carolina, with the proper venue being Richland County, except to the extent that any applicable federal law or regulation shall supersede South Carolina law in relation to the matters set forth in this Agreement.

(e) **Compliance with Applicable Laws.** Both parties shall comply with all applicable federal, state, and local laws, rules, regulations, and orders in the conduct of their obligations hereunder.

(f) **Severability.** The provisions of this Agreement shall be deemed severable

and, if any term herein shall be held invalid, illegal, or unenforceable, the remainder of this Agreement shall continue to be effective and binding on the parties.

(g) **Additional Assurances.** Both of the parties agree to execute and deliver any other document or documents that may be requested from time to time by the other party necessary to perform such party's obligations under this Agreement.

(h) **Attorney's Fees.** If legal action is commenced by either party to enforce its rights under this Agreement, the substantially prevailing party in such action shall be entitled to recover reasonable costs incurred by it, including, but not limited to, reasonable attorneys' fees and costs, in addition to any other relief granted.

(i) **Nature of Credits.** The sale and conveyance of the Credits pursuant to this Agreement shall not constitute the conveyance or transfer of any right, interest, or ownership of real property or the Bank, nor shall such conveyance impose upon Purchaser any obligation, duty, or liability arising from or incident to ownership of an interest in real property.

(k) **Assignability.** Neither party hereto may assign its rights and obligations hereunder to any third party entity without the prior written consent of the other, which may be withheld in the other party's sole discretion.

(l) **Counterparts.** This Agreement may be executed in counterparts, each of which shall constitute an original, and all of which shall together constitute one and the same Agreement. Signed signature pages may be transmitted by facsimile or email and any such signature or electronic signature shall have the same legal effect as an original.

(m) **Confidentiality.** Purchaser and Seller agree to maintain, in strictest confidence, the terms of this Agreement and any and all communications between the parties. This Section shall not apply to any information which: (i) was known to receiving party prior to it being disclosed to such party hereunder and can be so demonstrated by written documentation; (ii) was in the public domain by publication when received by receiving party or later came into the public domain by publication through no fault of receiving party; (iii) was disclosed to receiving party, free of confidentiality obligations, by a third party who (to the knowledge of receiving party) is not under obligations of secrecy concerning the information and/or materials; or (iv) was independently developed by receiving party without reference to the information. In the event legal process requires or requests disclosure by receiving party, its agents, representatives and/or employees of any of the information, if legally permissible to do so, receiving party shall give prompt notice of such process immediately to the other party so

that the other party may either seek an appropriate protective order and/or waive compliance by receiving party with the provisions of this Section.

WITNESS the following authorized signatures:

SELLER: MILL CREEK MITIGATION HOLDINGS LLC

By: _____
Printed:
Its:

PURCHASER: KERSHAW COUNTY

By: Victor Carpenter
Printed: Victor Carpenter
Its: Administrator

EXHIBIT A

[Attach map of Service Area]

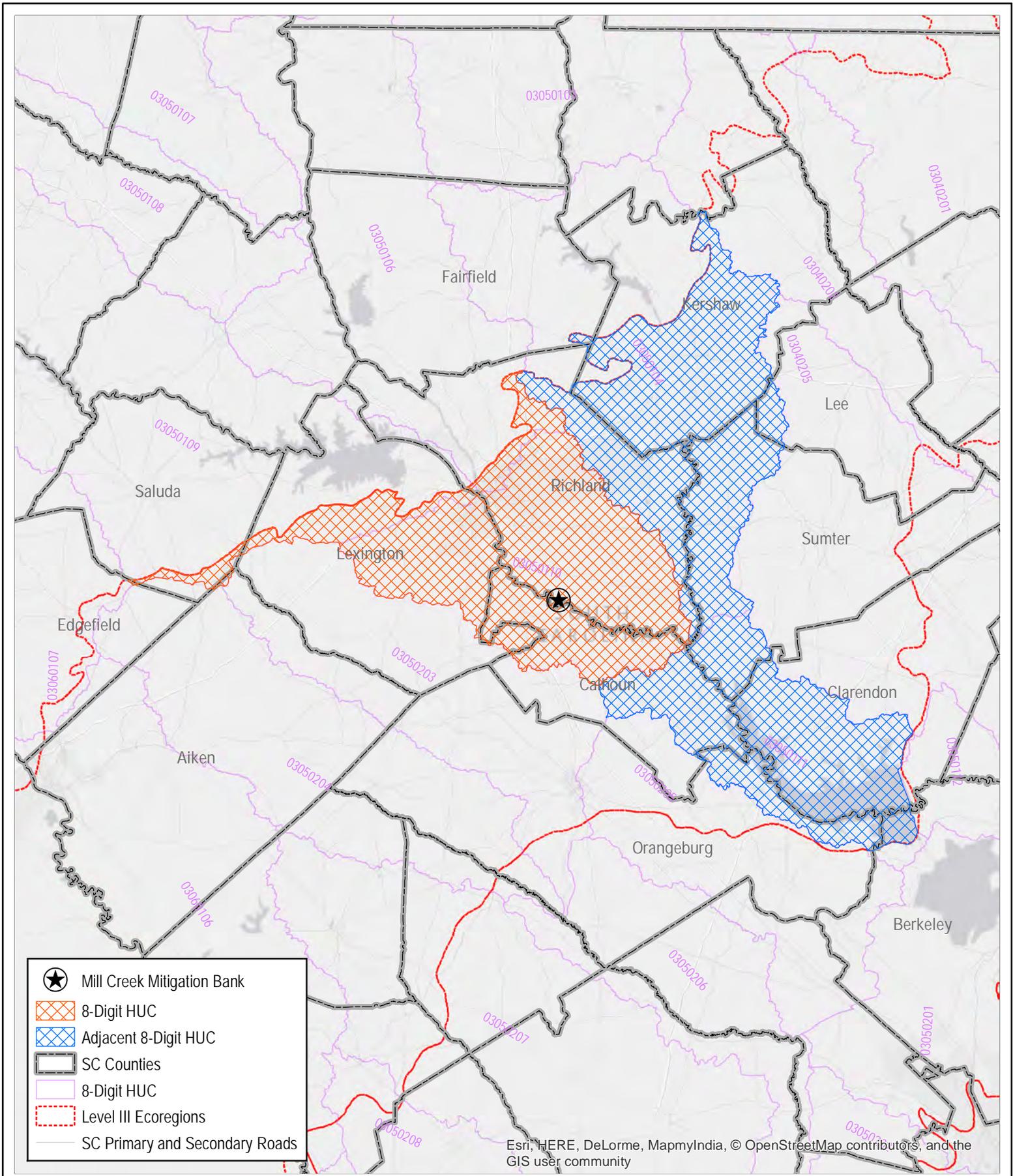


EXHIBIT B

BILL OF SALE

THIS BILL OF SALE is made as of the ____ day of _____, 2016, by MILL CREEK MITIGATION HOLDINGS LLC, a Delaware limited liability company ("Seller"), and _____, a _____ ("Purchaser").

Seller and Purchaser have entered into that certain Agreement for Purchase and Sale of Stream and Wetland Mitigation Credits dated _____, 2016 (the "Agreement"), the terms of which are incorporated herein by reference and made a part hereof, with respect to the sale by Seller and the purchase by Purchaser of Stream Credits and Wetland Credits (each as defined in the Agreement) held in Seller's Mill Creek Mitigation Bank, Richland County, South Carolina.

In consideration of the Purchase Price (as defined in the Agreement) and other good and valuable consideration, the receipt and sufficiency of which are mutually acknowledged, Seller hereby sells, transfers, assigns, conveys, delivers, and sets over to Purchaser, its successors, or assigns, _____ and ___/100 Stream Credits and _____ and ___/100 Wetland Credits, to have and hold all such Stream Credits and Wetland Credits, forever. Witness the following authorized signature:

Mill Creek Mitigation Holdings LLC

By: _____

Printed:

Its:

Document Path: O:\60551624_KC Gov Hill Entrance & Road\900-Work\920-CIS_Surveying\Maps\20181023\GovernorsHill_LocationMap.mxd



Source:



Date: 10/24/2018

Legend

-  Project Location
-  Project Boundary
-  Parcel Boundary



1 inch = 1,600 feet



NAD_1983_StatePlane_South_Carolina_FIPS_3900

127

Governors Hill Industrial Park
Location Map

Camden, Kershaw County
South Carolina

MITIGATION CREDIT SALES AGREEMENT SUMMARY

<u>Project:</u>	Governor's Hill Industrial Park Roadway and Entrance Monuments
<u>Location:</u>	Intersection of Mt. Olivet Rd (State Rd S-28-189) and Dr Humphries Rd (State Rd S-28-329) near Exit 101 on I-20
<u>Buyer:</u>	Kershaw County
<u>Buyer's USACE 404 Permit #:</u>	SAC-2006-3871-5NC
<u>Price Per Wetland Credit:</u>	\$20,000
<u>Price Per Stream Credit:</u>	\$200
<u>Wetland Credits:</u>	1.00 (1.00 restoration/enhancement; 0.00 preservation)
<u>Stream Credits:</u>	0.00
<u>Credit Gross Proceeds:</u>	\$20,000.00
<u>Richland County Share:</u>	\$18,400.00 (92% of \$20,000.00)
<u>MCMH Share:</u>	\$1,600.00 (8% of \$20,000.00)

District: All
 Type: All
 Status: All

Program Status Report



No.	Project Name	Project Limits		District(s)	* Status
		From	To		
Widening					
271	Atlas Rd Widening (Q2 2019 Construction)	Bluff Rd	Garners Ferry Rd	10, 11	Right-of-Way Phase
425	Bluff Rd Widening Phase 1	Rosewood	George Rogers	10	Construction Complete
272	Bluff Road Phase 2 Improvements	National Guard	South Beltline Blvd	10	Design Phase
273	Blythewood Rd Widening (Q4 2019 Construction)	Syrup Mill Rd	I-77	02	Right-of-Way 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	Construction Phase
277	Hardscrabble Rd Widening	Farrow Road	Kelly Mill Road	02, 07, 08, 09	Construction Phase
278	Leesburg Road Widening (Q4 2019 Construction)	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	Not Started
Intersection					
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.	Clemson Rd.	Rhame Rd./North	08, 09	Construction Complete
295	Clemson Rd. and Sparkleberry Ln. (to Mallet Hill Rd.)	Clemson Rd.	Sparkleberry Ln.	09, 10	Right-of-Way 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.	Hardscrabble Rd.	Kelly Mill Rd./Rimer	02, 09	Construction Phase
299	Kennerly Rd. and Coogler Rd./Steeple Ridge Rd.	Kennerly Rd.	Coogler/Steeple Ridge	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	Procurement 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	Construction Complete
306	Wilson Blvd. and Pisgah Church Rd. Intersection	Wilson Blvd.	Pisgah Church Rd.	07	Construction Complete

* Planning Phase = initial studies prior to design; Design Phase = design from 0-70%; Right-of-Way Phase = design 70-100% and land acquisition; Procurement Phase = advertise and take bids; Construction Phase = project under construction; Construction Complete = project finished.

No.	Project Name	Project Limits		District(s)	* Status
		From	To		
Special					
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
Innovista					
319	Innovista 1 - Greene Street Phase 1	Gadsden Street	Assembly Street	05	Construction Complete
321	Innovista - Greene Street Ph 2 (Q2 2019 Construction)	Huger Street	Gadsden Street	05	Right-of-Way Phase
322	Innovista 3 - Williams Street			05	Not Started
Neighborhood Improvement					
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			08	Design Phase
325	Broad River Neighborhood Improvements			04	Construction Phase
327	Candlewood Neighborhood Improvements			08	Construction Phase
318	Southeast Richland Neighborhood Improvements (Q1 2019 Construction)			11	Procurement Phase
329	Trenholm Acres / Newcastle Neighborhood			03	Design Phase
Dirt Road					
	42 Roads	<p style="text-align: center;">\$3M in Procurement (Q1 2019 Construction Start)</p> <p style="text-align: center;">*\$20M / \$45M Dirt Road Funds under Contract or Complete</p>			Planning Phase
	36 Roads				Design Phase
	66 Roads				Right-of-Way Phase
	13 Roads				Procurement Phase
	9 Roads				Construction Phase
	48 Roads				Construction Complete
	55 Roads				Indefinitely Delayed
Resurfacing					
	100 Roads, 29 miles	<p style="text-align: center;">\$7M in Procurement (Q1 2019 Construction Start)</p> <p style="text-align: center;">* \$29M / \$41.4M Resurfacing Funds under Contract or Complete</p>			Procurement Phase
	102 Roads, 15.5 miles				Construction Phase
	292 Roads, 60 miles				Construction Complete

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No.	Project Name	Project Limits		District(s)	* Status
		From	To		
Pedestrian Intersection Improvements					
101	Assembly St and Calhoun St Intersection			04	Construction Phase
102	Assembly St and Gervais St Intersection			04, 05	Construction Phase
103	Assembly St and Laurel St Intersection			04	Construction Phase
104	Assembly St and Washington St Intersection			04, 05	Construction Phase
105	Blossom St and Saluda Ave Intersection			05	Construction Phase
106	Broad River Rd and Bush River Rd Intersection			04, 05	Construction Complete
107	Devine St and Harden St/Santee Ave Intersection			05	Construction Complete
108	Elmwood Ave and Bull St Intersection			04	Construction Complete
109	Elmwood Ave and Park St Intersection			04	Construction Phase
110	Harden St and Gervais St Intersection			04, 05	Construction Complete
111	Huger St and Blossom St Intersection			05	Construction Complete
112	Huger St and Gervais St Intersection			05	Construction Complete
113	Huger St and Greene St Intersection			05	Construction Complete
114	Huger St and Lady St Intersection			05	Construction Complete
115	Main St and Blanding St Intersection			04	Design Phase
116	Main St and Calhoun St Intersection			04	Construction Phase
117	Main St and Elmwood Ave Intersection			04	Construction Complete
118	Main St and Laurel St Intersection			04	Design Phase
119	Rosewood Dr and Beltline Blvd Intersection			05, 06	Construction Phase
120	Rosewood Dr and Harden St Intersection			05	Construction Phase
121	Rosewood Dr and Holly St Intersection			05	Construction Phase
122	Rosewood Dr and Kilbourne Rd Intersection			05, 06	Construction Complete
123	Rosewood Dr and Marion St Intersection			05, 10	Construction Phase
124	Rosewood Dr and Ott Rd Intersection			05	Construction Phase
125	Rosewood Dr and Pickens St Intersection			05, 10	Construction Phase
126	Two Notch Rd and Alpine Rd Intersection			03, 07	Construction Complete
127	Two Notch Rd and Brickyard Rd Intersection			08, 09	Construction Phase
128	Two Notch Rd and Decker Blvd/Parklane Rd			03	Construction Complete
129	Two Notch Rd and Maingate Dr/Windsor Lake Blvd			03	Construction Phase
130	Two Notch Rd and Sparkleberry Ln Intersection			09	Construction Phase
Greenway					
131	Columbia Mall Greenway	Trenholm (N of O'Neil)	Trenholm (S of Dent)	03, 08	Design Phase
134	Crane Creek Greenway B	Crane Creek A	Smith Branch	04	Design Phase
133	Crane Creek Greenway Section A	Monticello Road	Broad River	04	Design Phase
132	Crane Creek Greenway Section C (Crane Forest)	Peachwood Dr	Crane Creek	04, 07	Design Phase

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No.	Project Name	Project Limits		District(s)	* Status
		From	To		
135	Dutchman Blvd Connector Greenway	Broad River Rd	Lake Murray Blvd	02	Not Started
136	Gills Creek A Greenway	Ft. Jackson Blvd	Mikell Ave	06	Design Phase
137	Gills Creek B Greenway	Wildcat Creek	Leesburg Road	06, 10, 11	Planning Phase
138	Gills Creek North Greenway C	Trenholm Rd	Lake Katherine	06	Planning Phase
139	Lincoln Tunnel Greenway	Finlay Park/Taylor St	Elmwood Ave Bridge	04, 05	Construction Complete
140	Polo Rd/Windsor Lake Connector Greenway	Polo Road	Windsor Lake Blvd	08	Not Started
143	Smith/Rocky Branch Greenway A	Three Rivers Greenway	Clement Rd	04	Design Phase
142	Smith/Rocky Branch Greenway B	Clement Rd	Colonial Dr	04	Design Phase
141	Smith/Rocky Branch Greenway C	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	Not Started
Sidewalk					
146	Alpine Rd Sidewalk	Two Notch Rd	Percival Rd	03, 08, 10	Right-of-Way Phase
147	Assembly St Sidewalk	Whaley St	Beltline Blvd	05, 10	Design Phase
148	Blossom St Sidewalk	Williams St	Huger St	05	Construction Complete
149	Blythewood Rd Sidewalk	I-77	Main St	02	Construction Complete
150	Bratton St Sidewalk	King St	Fairview	05	Construction Complete
151	Broad River Rd Sidewalk	Greystone Blvd	Broad River Bridge	04, 05	Construction Complete
152	Broad River Rd Sidewalk	Harbison Blvd	Bush River Rd	02, 04, 05	Planning Phase
153	Broad River Rd Sidewalk	I-26	Harbison Blvd	02	Planning Phase
154	Calhoun St Sidewalk	Gadsden St	Wayne St	04	Construction Complete
182	Capers Ave Sidewalk	S. Ravenel	S. Ott	05	Construction Complete
155	Clemson Rd Sidewalk	Longtown Rd	Two Notch Rd	07, 08, 09	Design Phase
156	Clemson Rd Sidewalk Ph. 1	Two Notch Rd	Percival Rd	09, 10	Procurement Phase
157	Colonial Dr Sidewalk	Harden St	Academy St	04	Construction Complete
158	Columbiana Dr Sidewalk	Lexington County Line	Lake Murray Blvd	02	Construction Complete
159	Fort Jackson Blvd Sidewalk	Wildcat Rd	I-77	06	Design Phase
160	Franklin St Sidewalk	Sumter St	Bull St	04	Construction Complete
161	Gervais St Sidewalk	450' west of Gist St	Gist St	05	Construction Complete
162	Gervais St Sidewalk	Gist St	Huger St	05	Construction Complete
163	Grand St Sidewalk	Shealy St	Hydrick St	04	Construction Complete
164	Harrison Road Sidewalk	Two Notch Rd.	Forest Dr.	03	Procurement Phase
165	Huger St Sidewalk	Blossom St	Gervais St	05	Planning Phase
166	Jefferson St Sidewalk	Sumter St	Bull St	04	Construction Complete
167	Koon Road Sidewalk	Malinda Road	Farmview Street	03	Construction Phase
168	Laurel St Sidewalk	Gadsden St	Pulaski St	04, 05	Construction Complete

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		From	To		
169	Leesburg Rd Sidewalk	Garners Ferry Rd	Semmes Rd	10, 11	Right-of-Way Phase
170	Lincoln St Sidewalk	Heyward St	Whaley St	05	Construction Complete
171	Lower Richland Blvd Sidewalk	Rabbit Run Rd	Garners Ferry Rd	11	Design Phase
172	Lyon St Sidewalk	Gervais St	Washington St	05	Construction Complete
173	Magnolia St Sidewalk	Two Notch Rd	Pinehurst Rd	03	Construction Complete
174	Maple St Sidewalk	Kirby St	Gervais St	06	Construction Complete
188	Marion St Sidewalk	Whaley St	Airport Blvd	05, 10	Construction Complete
175	Mildred Ave Sidewalk	Westwood Ave	Duke Ave	04	Construction Complete
176	Park St Sidewalk	Gervais St	Senate St	05	Design Phase
177	Pelham Dr Sidewalk	Gills Creek Parkway	Garners Ferry Road	06	Construction Complete
178	Percival Road Sidewalk	Forest Dr	Northshore Rd	06, 08, 10	Right-of-Way Phase
179	Pinehurst Sidewalk	Harrison Road	Forest Drive	03	Construction Complete
180	Polo Rd Sidewalk	Mallet Hill Rd	Alpine Rd	08, 09, 10	Procurement Phase
181	Prospect Sidewalk	Wilmot Avenue	Yale	05	Indefinitely Delayed
183	School House Rd Sidewalk	Two Notch Rd	Ervin St	03	Construction Phase
184	Senate St Sidewalk	Gladden St	Kings St	05, 06	Construction Complete
185	Shandon St Sidewalk	Rosewood Dr	Heyward St	05	Indefinitely Delayed
186	Shandon St Sidewalk	Wilmot St	Wheat St	05	Indefinitely Delayed
187	Sunset Sidewalk	Elmhurst Road	River Drive	04	Design Phase
189	Tryon St Sidewalk	Catawba St	Heyward St	05	Construction Complete
190	Two Notch Rd Sidewalk	Alpine Rd	Spears Creek Church Rd	03	Planning Phase
191	Veterans Sidewalk	Coachmaker Road	Coatsdale Road	06, 11	Construction Complete
192	Veterans Sidewalk	Garners Ferry Road	Wormwood Drive	11	Construction Complete
193	Wayne St Sidewalk	Calhoun St	Laurel St	04, 05	Construction Complete
194	Wildwood Ave Sidewalk	Monticello Rd	Ridgewood Ave	04	Construction Complete
195	Wiley St Sidewalk	Superior St	Edisto Ave	10	Construction Complete
196	Windover St Sidewalk	Two Notch Rd	Belvedere Dr	03	Construction Complete
Bikeway					
197	Alpine Rd Bike Lanes	Two Notch Rd	Percival Rd	03, 08, 10	Right-of-Way Phase
199	Assembly St Bikeways	Blossom St	Rosewood Dr	05, 10	Design Phase
198	Assembly St Bikeways	Blossom St	Rosewood Dr	10	Design Phase
200	Beltline Blvd Bikeways	Forest Dr	Valley Rd	03	Design Phase
201	Beltline Blvd Bikeways	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	Chateau Dr	06	Not Started
204	Blossom St Bikeways	Assembly St	Sumter St	05	Design Phase

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		From	To		
205	Blossom St Bikeways	Huger St	Assembly St	05	Not Started
206	Blossom St Bikeways	Williams St	Huger St	05	Construction Complete
207	Blythewood Rd Bikeways	Winnsboro Rd	Main St	02, 07	Design Phase
208	Bonham/ Devereaux/ Heathwood/ Kilbourne/	Blossom St	Fort Jackson Blvd	05, 06	Planning Phase
210	Broad River Rd Bike Lanes	Greystone Blvd	Broad River Bridge	04, 05	Design Phase
209	Broad River Rd Bikeways	Bush River Rd	Greystone Blvd	04, 05	Design Phase
211	Broad River Rd Bikeways	Harbison Blvd	Bush River Rd	02, 04, 05	Not Started
212	Broad River Rd/Lake Murray Blvd Bikeways	I-26	Harbison Blvd	02	Not Started
213	Bull St Bikeways	Elmwood Ave	Victoria St	04	Design Phase
214	Bull St/Henderson St/Rice St Bikeways	Wheat St	Heyward St	05	Planning Phase
215	Calhoun St Bikeways	Wayne St	Harden St	04	Design Phase
216	Catawba St Bikeways	Sumter St	Lincoln St	05	Planning Phase
217	Catawba St/Lincoln St/Heyward St/Tryon St/Williams St	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	Summit Pky	08	Design Phase
221	Clemson Rd Bikeways	Longtown Rd	Brook Hollow Dr	07, 08	Design Phase
222	Clemson Rd Bikeways	Summit Pky	Percival Rd	08, 09, 10	Not Started
223	College St Bikeways	Lincoln St	Sumter St	04, 05	Design Phase
224	College St/Laurens St/Oak St/Taylor St Bikeways	Greene St	Elmwood Ave	05	Planning Phase
225	Colonial Dr Bikeways	Bull St	Slighs Ave	04	Planning Phase
226	Columbiana Dr Bikeways	Lake Murray Blvd	Lexington County Line	02	Design Phase
227	Craig Rd Bikeways	Harrison Rd	Covenant Rd	03	Planning Phase
228	Decker Blvd/Parklane Rd/Two Notch Rd Bikeways	Two Notch Rd	Percival Rd	03, 08	Design Phase
229	Dutchman Blvd Bikeways	Broad River Rd	Lake Murray Blvd	02	Not Started
230	Edgefield St/Park St Bikeways	Calhoun St	River Dr	04	Planning Phase
231	Elmwood Ave Bikeways	Wayne St	Proposed Greenway	04, 05	Planning Phase
232	Fort Jackson Blvd Multi-Use Path	Devine St	N. Kings Grant Dr.	06	Design Phase
233	Garners Ferry Rd Bikeways	Rosewood Dr	True St	06, 11	Design Phase
234	Gervais St Bikeways	450' west of Gist St	Gist St	05	Planning Phase
235	Gervais St Bikeways	Gist St	Huger St	05	Planning Phase
236	Gervais St Bikeways	Park St	Millwood Ave	04, 05	Planning Phase
237	Gervais/Gladden/Hagood/Page/Senate/Trenholm/Webst	Millwood Ave	Beltline Blvd	05, 06	Planning Phase
238	Greene St Bikeways	Assembly St	350' west of Lincoln St	05	Construction Complete
239	Greene St Bikeways	Assembly St	Bull St	04, 05	Planning Phase
240	Greene St Bikeways	Bull St	Saluda Ave	04, 05	Planning Phase

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		From	To		
241	Hampton St Bikeways	Pickens St	Harden St	04	Design Phase
242	Harden St Bikeways	Devine St	Rosewood Dr	05	Planning Phase
243	Heyward St/Marion St/Superior St Bikeways	Whaley St	Wiley St	05, 10	Planning Phase
244	Holt Dr/Superior St Bikeways	Wiley St	Airport Blvd	05, 10	Planning Phase
245	Huger St Bikeways	Blossom St	Gervais St	05	Design Phase
246	Huger St/Lady St/Park St Bikeways	Gervais St	Gervais St	05	Planning Phase
247	Leesburg Rd Bikeways	Garners Ferry Rd	Semmes Rd	10, 11	Design Phase
248	Lincoln St Bikeways	Blossom St	Lady St	05	Design Phase
249	Main St Bikeways	Calhoun St	Elmwood Ave	04	Planning Phase
250	Main St Bikeways	Elmwood Ave	Sunset Dr	04	Construction Complete
251	Main St Bikeways	Pendleton St	Whaley St	04, 05	Planning Phase
252	Oneil Ct Bikeways	Decker Blvd	Parklane Rd	03, 08	Construction Complete
253	Ott Rd Bikeways	Jim Hamilton Blvd	Blossom St	05, 10	Planning Phase
254	Pendleton St Bikeways	Lincoln St	Marion St	04, 05	Design Phase
255	Pickens St Bikeways	Washington St	Rosewood Dr	04, 05	Design Phase
256	Pickens St/Washington St/Wayne St Bikeways	Hampton St	Hampton St	04, 05	Design Phase
257	Polo Rd Bikeways	Two Notch Rd	640' south of Mallet Hill Rd	08, 09, 10	Design Phase
258	Rosewood Dr Bikeways	Bluff Rd	Garners Ferry Rd	05, 06, 10	Design Phase
259	Saluda Ave Bikeways	Wheat St	Greene St	05	Planning Phase
260	Senate St Bikeways	Sumter St	Laurens St	04, 05	Planning Phase
261	Shop Rd Bikeways	Beltline Blvd	Pineview Dr	10	Not Started
262	Sumter St Bikeways	Blossom St	Wheat St	05	Planning Phase
263	Sumter St Bikeways	Washington St	Senate St	04	Design Phase
264	Trenholm Rd Bikeways	South of Dent Middle	Decker Blvd	03, 08	Construction Complete
265	Two Notch Rd Bikeways	Alpine Rd	Spears Creek Church Rd	03, 07, 08, 09	Planning Phase
266	Two Notch Rd Bikeways	Head St	Albritton Rd	03	Construction Complete
268	Whaley St Bike Lanes	Lincoln St	Pickens St	05	Design Phase
267	Whaley St Bikeways	Lincoln St	Church St	05	Planning Phase
269	Wheat St Bikeways	Harden St	King St	05	Design Phase
270	Wheat St Bikeways	Sumter St	Assembly St	05	Construction Complete

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Pending Approvals

The following is a list of pending approval items and the agency to provide approval:

- Procurement
 - Resurfacing Package Q – SCDOT/County
 - Polo/Harrison Shared Use Path and Sidewalk – County
 - Clemson Sidewalk - County
- Greene Street Phase 2 (May 2019 advertisement) –
 - County/City Intergovernmental Agreement – City
 - Railroad Agreements – need signatures from County/City/Railroads
- Atlas Road Widening (May 2019 advertisement) –
 - Conditional Letter of Map Revision (floodway impacts) – FEMA
 - 100% Construction Plans approval – SCDOT
- Shop Road Extension Phase 2 Norfolk Southern Railroad Preliminary Engineering Agreement – County
- Chatsworth Connector Land Disturbance Permit – County
- North Springs/Harrington Land Disturbance Permit - County
- Clemson/Sparkleberry Intersection Right of Way Authorization – SCDOT
- Spears Creek Widening Design start Authorization – County
- Garners Ferry/Harmon Intersection and Screaming Eagle/Percival Intersection 100% Construction Plans approval – SCDOT
- Sunset Sidewalk 70% Plan approval allowing Right of Way Acquisition - SCDOT
- Items approved by Council on 3-5-19 awaiting staff signature - County
 - Percival Sidewalk SUE Service Order
 - Atlas Road Widening SCE&G Utility Agreement
 - Clemson/Sparkleberry Intersection Design Service Order
 - Broad River Widening Design Service Order